Appendix A - Thematic History

Introduction

The cultural heritage of the local government areas of Ryde and Hunter's Hill has been assessed in numerous studies prepared for these councils and by the local historical societies. These reports include, but are not limited to, the following:

Ryde City

- • 'Ryde Heritage Study' (1988)
- • 'Focus on Ryde' (1992)
- • 'Cultural Heritage of Ryde' (1995)

Hunter's Hill

- • 'Hunters Hill Heritage Study' (1984)
- • *Heritage of Hunter's Hill*, (1969 and last reprinted in 2002)

In this report the historical background of the study area has been prepared as a thematic history. Historic themes are *a way of describing a major force or process which has contributed to our history .. (and) .. provide the context within which the heritage significance of an item can be understood, assessed and compared.*[1] Historic themes provide information in regard to the place, the local region and/or state and are therefore useful in providing a clearer understanding of a place's history and its storylines.

While no specific thematic history has been prepared for either the local government areas of Ryde or Hunter's Hill in recent years, a number of reports for these councils have addressed the issue of themes and promoted some themes as being suitable for the respective local government areas. The reports in question are the 'Cultural Heritage of Ryde' (1995) and the 'Hunters Hill Heritage Study' (1984). A correlation between the themes identified in these reports is presented in table 1.1.

Table 1.1

Ryde	Hunters Hill
i. Natural landscape	
ii. Aboriginal Ryde	
iii. European discovery and settlement	
iv. Nineteenth century settlement	
v. Transport and communication	1. Transport
vi. Suburban development	2. Subdivision and Development
vii. Farming, industry and commerce	3. Maritime pursuits
viii. Community development	

This study addresses the history of a particular area of the local government areas in focussing on a section of Victoria Road which is the regional shopping precinct of the suburbs of Gladesville and Hunters Hill. Although the study area has not been the traditional area for major civic development as defined by courthouses, town halls, etc., in

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[1] NSW Heritage Office, *History and Heritage*, September 1996

other respects its history is unique within the context of the respective local government areas. The themes chosen to frame the history are as follows (see table 1.2):

Table 1.2

Theme	Context	State Themes	Relationship to Table 1.1
'Only six miles from Sydney by water'[2]	This theme addresses initial European settlement and exploitation of natural resources for agricultural production, and site specific uses such as the establishment of a mental asylum and flag station.	Agriculture Communication Health	iii. European discovery and settlement i. Natural landscape vii. Farming, industry and commerce viii. Community development 2. Subdivision and Development
Transport	This theme addresses the role of the area in the transport (roads) between the two principal commercial and administrative centres of Sydney and Parramatta and outlying northern regions, and the coming of the tramway.	Transport Convict	v. Transport and communication 1. Transport
'Salubrity of the air and the beauty of the scenery'[3]	This theme addresses opening-up the land for suburban residential use in the twentieth century following improvements in government services in transport, water and sewage in the broader region.	Land tenure	iii. European discovery and settlement iv. Nineteenth century settlement vi. Suburban development 2. Subdivision and Development vii. Farming, industry and commerce
'lies that beautiful little Village – Gladesville'[4]	This theme addresses the development of commercial enterprises which provide services and places of employment, and the development of community services initially through religious organisations and later government.	Commerce Industry Accommodation Education Law and order Religion Social institutions Towns, suburbs and villages Utilities	vii. Farming, industry and commerce viii. Community development 2. Subdivision and Development

Due to the nature of thematic histories there is some overlap in historic events between themes, and therefore repetition of historical fact.

Sources Consulted

The history is based on secondary source material for the historical development of the suburb of Gladesville, supplemented by primary sources where required to elucidate the poor state of documentation about the Crown land grants, estate subdivisions, road widening, and histories of individual properties.

For the history of Gladesville as a suburb of Ryde and Hunters Hill the following were consulted:

- Greeves, P., *A place of pioneers; the centenary history of the municipality of Ryde*. Ryde Municipal Council. 1970
- Hunters Hill Trust, *Heritage of Hunter's Hill*, (1969 and last reprinted in 2002)

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[2] Battersea Sale, *Sydney Morning Herald*, 23/3/1841
[3] Glades-Ville Sale, *Sydney Morning Herald*, 8/12/1855
[4] Cowell's Estate Sale, *Sydney Morning Herald,* 13/5/1893

- Levy, M.C.I., *Wallumetta: a history of Ryde and its district, 1792-1945*. 1947.
- Martin, M, *A pictorial history of Ryde*. 1998.
- Shaw, Kevin (ed), *Historic Ryde: a guide to some significant heritage sites in the city of Ryde*. 2002
- Stacey, A.W. (ed), *Basic history of Ryde 1792-1980*. 1981

These and other secondary sources consulted are listed in the bibliography.

The primary sources were drawn from the following institutions:

- Land Titles Office (property deeds in Torrens and Old System titles)
- Mitchell Library and State Library (street directories (*Sands*), maps and plans, and newspapers)
- Ryde Local Studies Library (maps and plans, and photographs)

Themes

Farms and natural environment - Only six miles from Sydney by water

Situated at the western edge of Hunters Hill and eastern extremity of Ryde, the Gladesville shopping precinct is located on the narrow spine of an east-west peninsula lying between Tarban Creek and Parramatta River. The soils of this area are variable with the eastern areas of the peninsular are founded on predominantly Hawkesbury sandstone which provides little arable land, while the more elevated land to the west has pockets of richer soils derived from Wianamatta shale. Occasionally, however, pockets of the shale-derived soil are located within the sandstone ridges.

The natural vegetation of the general area was correspondingly varied with the shale areas being characterised by turpentine-ironbark forest and the more common sandstone ridges providing a scrubby environment with open forest on the slopes.

While the Aboriginal population had long adapted to the natural resources offered by the maritime and riverine environments of Port Jackson, with inadequate lines of supply and the vicissitudes of an unknown climate and an alien landscape the convict settlement struggled to feed itself. European knowledge of the Gladesville area was initially gleaned through exploration for discovery of arable land undertaken by the military officers overseeing the fledgling penal colony. Captain John Hunter's exploration of Parramatta River in the year of settlement noted the patches of 'good land' to be found at the hills above the river.[5] From 1792 Governor Phillip settled former convicts and marines in areas around the settlements of Sydney and Parramatta to develop an agricultural economy. These farms were located essentially along the course of the Parramatta River and the river became the conduit by which most communication and transportation was effected.

Governor Phillip initially settled eight former marines on the foreshore of the river at present day West Meadowbank and Ermington but then known as the Field of Mars in recognition of settlers' military background. To the east of these grants a further raft of grants was made in the elevated area of present day Putney and Ryde, this being an area then known as the Eastern Farms - an area representing the most easterly point of cultivable land from the important settlement at Parramatta. The grantees at the Eastern Farms were predominantly former convicts. The Wianamatta shale derived soils in these areas, once cleared of trees and scrub, proved productive for agriculture and later in the nineteenth century for orchards and market gardens.

The land located further east on the peninsulas of Hunters Hill and Huntleys Point by contrast was not fully opened up for European settlement until the 1830s as the shallow

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[5] 'A map of the hitherto explored country … 1791,' in *Sydney Takes Shape*, HEMA, 2000

sandy soils offered little to encourage agricultural development. The area of present day Gladesville, in being situated between these extremes, had soils which were later considered to be tolerably favourable for agriculture and a small number of grants were made in the late 1790s by Governor Hunter along the spine and upper slopes of the peninsula.

The size of these grants was generally larger than the Eastern Farms grants and laid-out in an irregular grid which reflected the marked ridge and valley lines, and contrasted with the grid of the Eastern Farms grants with their undulating topography. The grantees included William Tyrrell (30 acres granted on 18th December 1799), John Doody (30 acres granted on 14th March 1795), Ann Benson (30 acres granted on 15th September 1796), William Johnson (30 acres granted on 12th November 1799), and William House (60 acres granted on 22nd July 1795). These grantees were either emancipated convicts or affiliated with the military establishment. To the west of these grants lay the extensive land holding of Captain William Raven. Raven's estate comprised an area of 285 acres, by far the largest in the area, which had been put together from an original grant of 100 acres made in 1795, and purchase of 60 acres of a grant made to Charles Peat in the same year. Raven's grant, situated to the west of Monash Road, was also unusual for its extensive frontages to Parramatta River in extending to Raven Point.[6]

With no road network reserved by this time the grants were laidout according to constraints imposed only by natural topography. The Gladesville area had no name, being simply referred at the time of the grants as being opposite the shore of the farming community established around Concord, while in the 1802 muster the inhabitants were grouped within the return for Lane Cove.
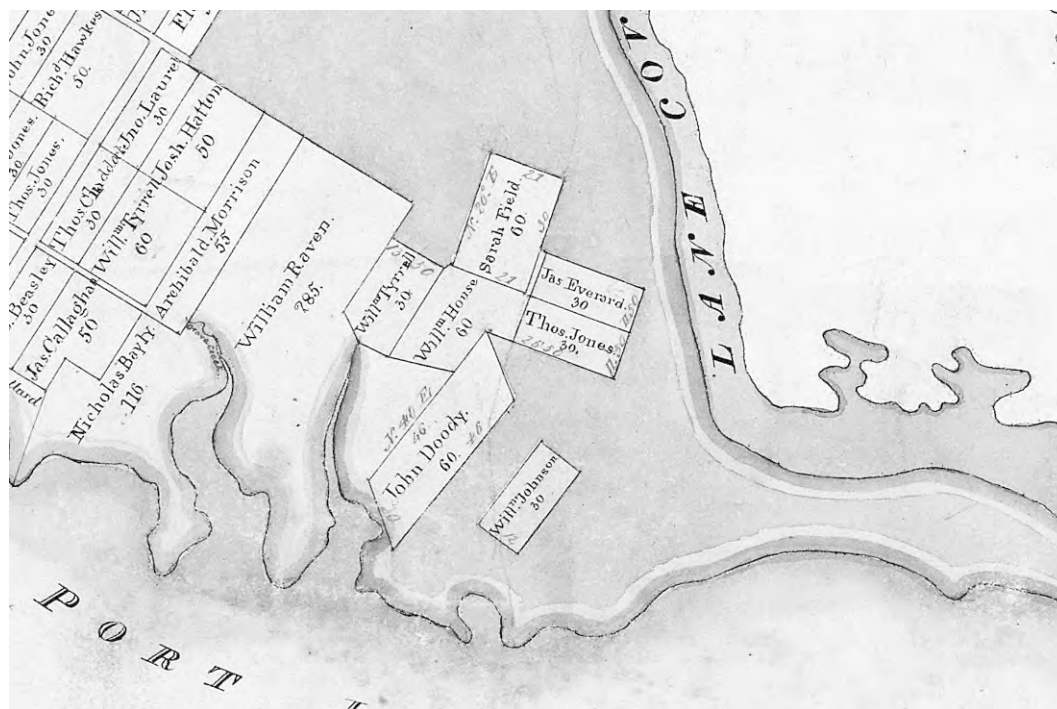
The Crown grants of the early nineteenth century are plotted in this early (not dated) parish map. Source: Land and Property Information Parish Map CD

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[6] Ryan, R.J. (ed.), *Land Grants 1788-1809*, Sydney 1981

The intended role of these grants of the 1790s was the production of food to feed the convicts and their keepers. Related to this role and lying to the north of these grants was the vast area of over 6000 acres which was set aside in 1804 by Governor King as common land for pasture of stock and getting of timber for the settlers at the Field of Mars and the Eastern Farms. The common was one of a number of areas of un-alienated Crown land set aside for use by resident farmers to quell demand for additional land grants. The common lands were characterized by agriculturally poor soils.

Through the first decades of the nineteenth century a small community of resident landholders developed. Of the original grantees, the 1802 muster indicates only William Johnson had settled but was gleaning a marginal existence with aid from the government stores and in having only four acres cleared and ready for cultivation for maize and no livestock.[7] To the south-east, the Doody and Benson grants had been either acquired or leased by this time by John Glade. Glade had arrived in the colony in 1791 to serve a sentence of transportation for seven years and seems to have proved more suited to farming than his western neighbour in having three acres of wheat in cultivation and a further eight acres ready to receive maize and with livestock including nine pigs and four goats; his wife and child however still relied on the government store.[8] By the 1828 census return Glade was still residing on his farm which now comprised an area of 140 acres with 40 acres cleared and six acres under cultivation.[9]

Glade's neighbours in the 1820s were few, but evidently included Charles Pass[10] and Thomas Gale farming the grants made on the richer soils located on the elevated land to the west of present day Gladesville. Pass had briefly owned William House's 60 acre grant in the early 1810s, a grant absorbed into James Squire's estate in 1815.[11] William Tyrell's neighbouring grant of 30 acres by the early 1820s was owned by Thomas Gale.[12] Gale had arrived in the colony in 1810 to serve a sentence of transportation for life. A large number of the grants lying at the northern fringe of the shopping precinct had been acquired by In the 1828 census return, 20 acres of the aforementioned Tyrrell grant was cleared and under cultivation by Gale, while the balance of 10 acres seems to have been occupied by fellow ex-convict William Pollard.[13] Both grants were eventually owned by the Farnell family. The Farnells were one of the oldest families in the Ryde area. Thomas Charles Farnell, had come free to the colony in 1822, and shortly after in 1824 married James Squire's daughter. Farnell reactivated Squire's old brewery at Kissing Point in 1828 and subsequently pioneered citrus growing in the region. Other residents included persons employed by the government to man the flagstaff in the vicinity of present day Victoria Road and Cowell Street within Doody's old grant. Farnell leased the farms to tenant farmers. Other residents included persons employed by the government to man the flagstaff in the vicinity of present day Victoria Road and Cowell Street within Doody's old grant. Johnson's 30 acre grant was also evidently occupied at this time.

Within the parish of Hunters Hill, which takes in the Hunters Hill peninsula to the east and Ryde to the west, the total resident population in 1836 was 265. The number of people resident in the Gladesville area appears to have remained very small. The Glade family continued to reside at their extensive land holding between Looking Glass Bay and Glades Bay throughout this period, while in 1838 Robert Bateman settled on land to the north of the Glade family's property on part of 60 acres originally granted to Richard and Sarah

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[7] Baxter, C., (ed), *Musters and lists, New South Wales and Norfolk Island, 1800-1802*, Sydney : ABGR in association with the Society of Australian Genealogists, 1988. Entry - ,AA067

[8] Ibid, entry - AA028

[9] Sainty, Malcolm R. & Keith A. Johnson (ed.), *Census of New South Wales, November 1828.* Sydney : Library of Australian History, 1980. Entry - G524

[10] State Records of NSW Reel 6056; 4/1763 p.265

[11] Land Titles Office - RPA 4992

[12] Land Titles Office - Bk. K No. 39, Bk 69 No. 899 and RPA 378.

[13] Sainty, op cit, entry -G96 and P1017

Bennett (but issued to James Devlin). Robert Bateman was the original punt man at Bedlam Point where he resided in a two-roomed cottage. On William House's old grant to the north-west the solicitor George Frederick Isaac maintained a cottage, and Thomas Gale also continued to reside in this area on Tyrrell's grant.[14]

Un-alienated Crown land in the Gladesville and Hunters Hill areas was sold into freehold title in the 1830s. The coming of government services in the form of the lunatic asylum in the mid 1830s and the new road link to Sydney via the punt at Bedlam Point (discussed separately) a little earlier evidently provided an incentive to invest in property in the area, and within the area of the Gladesville shops Crown grants were made to Hannah Thompson (60 acres granted on 13th April 1835), John Terry Hughes (25 acres in two parcels granted on 21st January 1837), and James Devlin (60 acres granted on 30th May 1844). Glade also obtained legal title at this time to 30 acres which had been promised by Governor Macquarie around 1820 but for which no deed was issued until 1836.

The Le Gay Bereton family's now demolished Osgathorpe comprised a number of buildings developed from the 1830s. This photograph taken in 1931 shows the original farmhouse associated with Isaac and Le Gay Bereton's later villa. The houses were demolished by the 1950s and the site is today part of Primrose's extensive timber yards. Source: An original photograph published in the *Sydney Morning Herald* of 9th May 1931, a copy is held in the Ryde City Council Library.

With its elevation, bays and promontories the riverside setting of Gladesville was valued by the early and mid nineteenth century visitor as a place of scenic wonder. A traveller on the new government road from Bedlam Point in the early 1830s found it a *pretty drive, the view continually varied by the windings of the river …. Spreading into extensive bays, and forming some very picturesque points: the banks are high, rocky and broken with the same stunted vegetation as the shores of Port Jackson, but in many places it is cleared, and has given way to pretty cottages and gardens which greatly improve the picture.*

This remote and picturesque setting was also considered beneficial to emerging nineteenth century notions of appropriate care for the insane. The insane asylum, which was named after the local landmark of Tarban Creek, was constructed between 1835 and 1838. Designed by the colonial architect, Mortimer Lewis, the first superintendent was Joseph Digby, who although not a qualified medical practitioner, had been engaged especially in London. The extensive asylum reserve locked up most of the available land situated to the south-east of the modern day Gladesville area through the remaining decades of the nineteenth century and into the twentieth century. The Field of Mars Common served a similar role in locking-up land lying to the north.

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[14] State Records of New South Wales - 1841 Census Index On-Line

The natural beauty of Parramatta River at Looking Glass Bay as sketched in 1847 by Henry C. Allport. Source: SPF – Parramatta River

The elevation of the area and its location also proved highly valuable to the early colonial administrators in being a place suitable for the establishment of a flagstaff relay station in the important line of communication between the official establishments at Parramatta and Sydney. The first flag station had been erected in 1790 at South Head, which was extended to Parramatta around 1826. As an intermediate station, the flagstaff, relayed telegraphic signals from either Dawes Point or Mays Hill above Parramatta (the other intermediary station at One Tree Hill near Brush Farm operated briefly between c.1826 and 1829.[15] The station was known in the 1820s as the Bedlam Telegraph and staffed by attendants provided with accommodation.
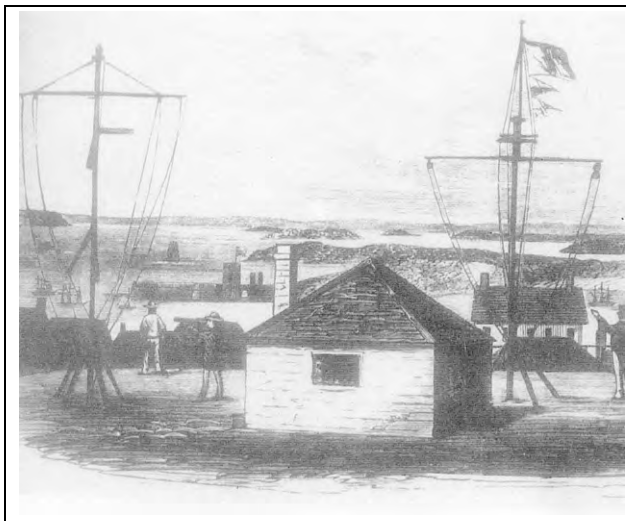

The flagstation at Dawes Point is illustrated in this undated sketch published in 1888. The sketch shows the semaphore on the left and flagstaff to the right of the station attendant's house. The station at Bedlam was probably similar in its configuration. Source: Original published in the Sydney Mail Illustrated Supplement and reproduced in Symes. J., 'Signal Stations at South Head', *History*, December 1988.

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[15] Symes. J., 'Signal Stations at South Head', *History*, December 1988

Transport

Situated between Tarban Creek and Parramatta River, Gladesville like its eastern neighbour Hunters Hill was physically remote from the main population centre of Sydney for most of the nineteenth century. Prior to the completion of the bridges over Parramatta River at Gladesville in 1881 and Lane Cove River at Fig Tree in 1885, Gladesville and Hunters Hill could only be directly approached by the river or from the punt crossing of the river at Bedlam Point, established in 1831.
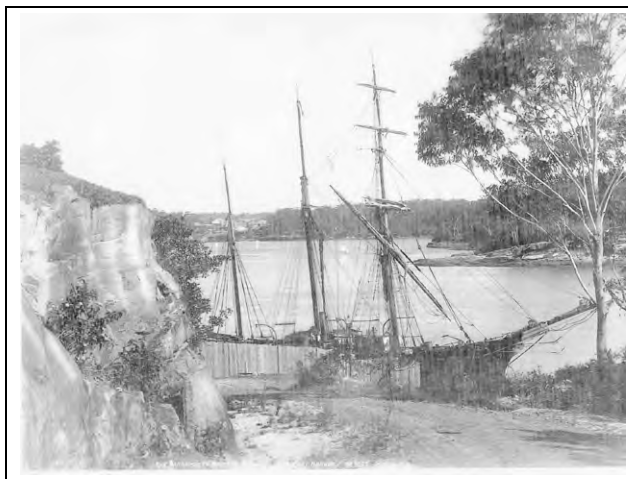

Parramatta River with the wharf at Gladesville in the foreground. This wharf was established in 1855 by property speculator William Whaley Billyard. The photograph is dated 1890. Source: SPF – Parramatta River

With a poor road network the river was used to transport goods to the markets for many decades. Stopping places on the northern side of the river were few but included private wharves such as Farnell's (Squires) at Kissing Point, and the government's Pennant Hills wharf. The first regular steam ferry service commenced in 1831 to ply between Sydney and Parramatta with stops at Kissing Point, Concord, etc. The service was operated by a number of companies, with the largest and longest serving being Edye Manning's Parramatta Steam Ferry Company. Manning's ferries initially provided a regular service to the northern side of the river in stopping at Kissing Point, but later in the 1850s stopped at Glades Bay after an agreement with the developers of the Gladesville Estate.

The first roads into the general area of Ryde had been established by the 1790s but these were little more than tracks between settler's grants and Parramatta. Other roads established by the government over the following decades were put through primarily to link the emerging farm settlements with the wharfs on Parramatta River, such as Kissing Point Road and Pennant Hills Road. Authority for the colonial administration to levy tolls for road works came with the passing of an Imperial Act (*2 William IV, No. 12*) in 1832. The right to levy tolls extended to punt services and within this year government punt services were established for crossing Parramatta River (Bedlam Point) and Hawkesbury River for the Great North Road. Further reform of the management of roads came in 1833 with the passing of a parliamentary act which distinguished parish roads from public roads to be kept in repair at the public's expense. This act scheduled *The Northern Road from the turn off at Iron Bark Bridge on the Western Road* (Parramatta Road) *.. to the Punt at Bedlam point, and thence by Kissing point and Pennant Hills, to Wiseman's Ferry*. From Wisemans Ferry the route snaked north into the Hunter Valley. The route of this northern road was designed to replace the older circuitous route centred on Windsor, while the new route commenced at Castle Hill and shortened the distance by 15 miles. The line of the new road had been determined by 1829 to take-in the Bedlam flagstation.

The route of the road at Gladesville (Victoria Road) was cut through the grants of Johnson, Devlin, Doody, House and Tyrrell and follows the ridge of the peninsula. The earliest direct road route into the Hunters Hill peninsula from the Bedlam Point punt was evidently a track which is comparable to the route of present day Manning Road.[16] Batemans Road supplanted this route possibly from the mid 1840s with the partition of the grant between Robert Bateman and Thomas Stubbs as the road is not shown on the various surveys undertaken by the government prior to 1844.
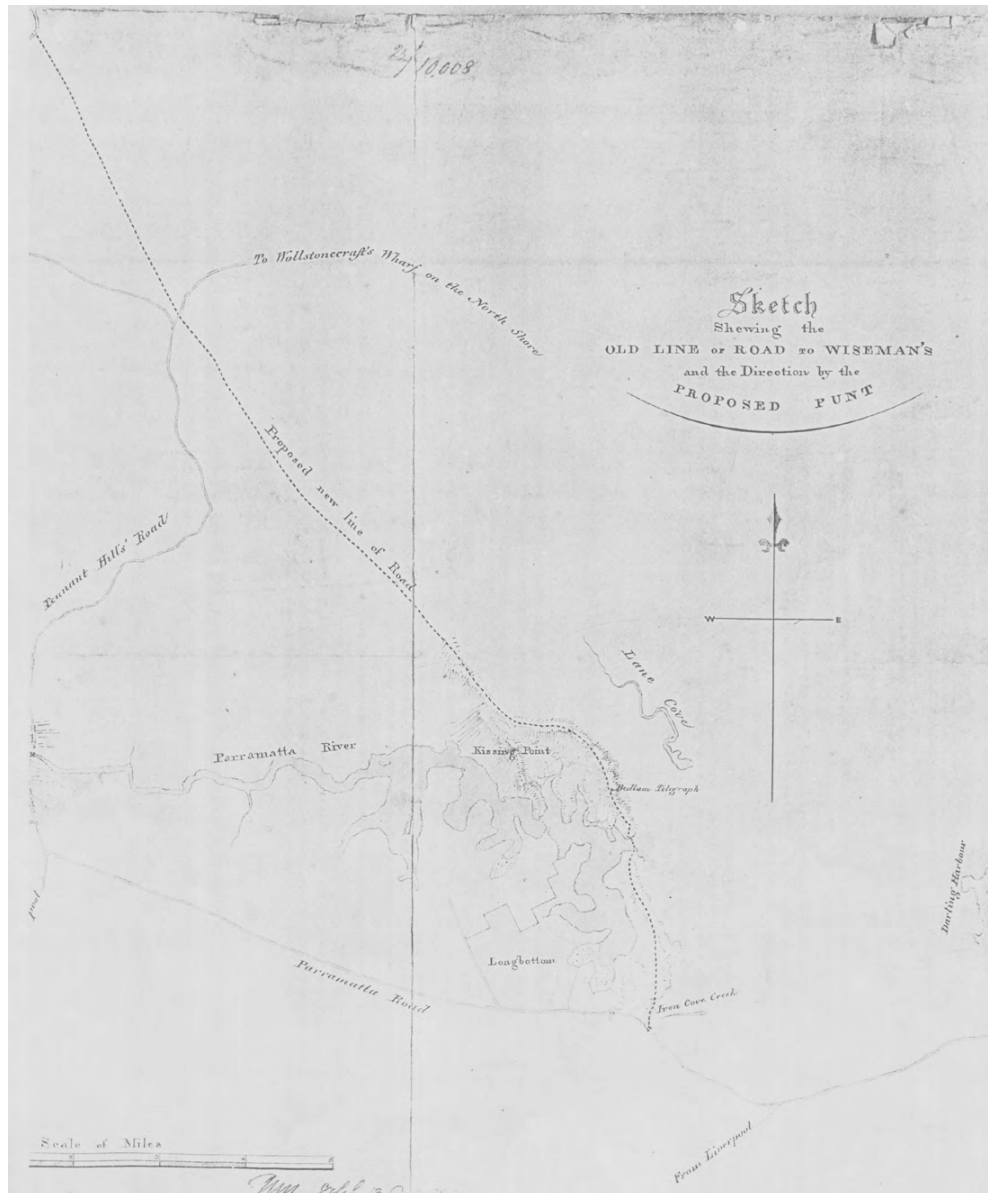

This sketch survey shows the proposed new line of road north from Iron Cove Creek. The survey, prepared in December 1828, shows the proposed route following the ridge and takes in the 'Bedlam Telegraph'. Source: State Records Map 3224.

In laying out the problematic ascent of the river valley from Bedlam Point, three routes were identified. The original approaches to the crossing were constructed by convict

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[16] State Records of New South Wales Map 3370

labour, but from the outset the poorly chosen steeply graded route proved dangerous for laden carts and would seem to have been universally condemned by all who had to use it. In developing the Gladesville Estate in 1855, the better graded Wharf Road was built by private contractors.
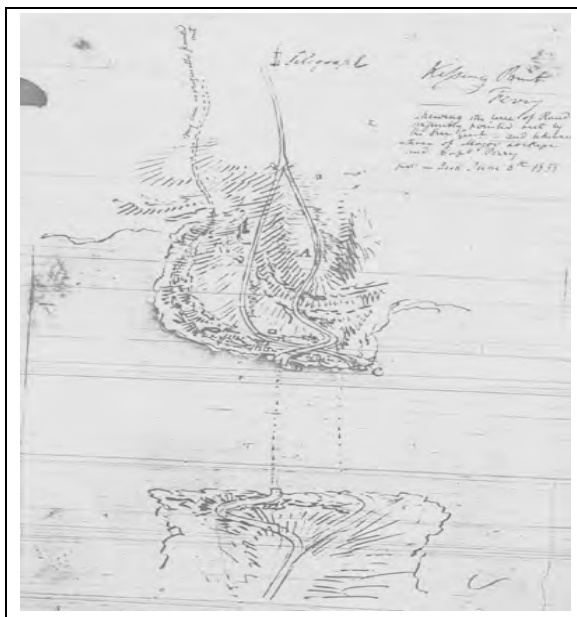
This surveyor's sketch of the punt crossing to Bedlam Point identified as the 'Kissing Point Ferry' shows three lines of road making the ascent of the hillside. The sketch was made in June 1833. Source: State Records – Surveyors' Sketchbook Vol.2, fol. 2 (Reel 2778)

Following the coming of responsible government in 1856, the *Main Roads Management Act* of 1858 scheduled reconstruction of the three great roads west, south and north from Sydney. However the definition of the Great North Road in this Act noted the provision of government funding only to maintain the road commencing at Morpeth. Responsibility for upkeep of roads not covered by this Act was dissolved to local government established under the provisions of the *Municipalities Act* of 1858. While the municipal area of Hunters Hill was established in 1861, the inhabitants of Ryde had to wait a further ten years for incorporation. The condition of the old convict road from Bedlam Point by this time is not known, but was evidently infrequently used given the evidence presented in parliamentary select committee of 1862 addressing the proposed sale of the Field of Mars Common.[17]

The coming of self-government in 1856 coincided with commencement of the great Victorian age of railway building in Australia, and the railway would eventually come to Ryde in 1886 as part of the Strathfield-Newcastle line. The vast expenditure required to build the railways relegated road building to a secondary priority for the government and the major advances in transport engineering in this era were more often than not associated with the railways. A notable exception was the wrought-iron lattice road bridges over Iron Cove and the Parramatta River at Gladesville which were opened in stages between February 1881 and November 1882. The completion of the bridges and linking roads removed the necessity of the punt crossing and in other respects dramatically reduced travel time to the city from Gladesville.

To cater for travellers between Gladesville and the city a successful horse omnibus service was established, which by the early years of the twentieth century was operated by three companies maintaining a service of 30 minute intervals. The services included at various times John Face's omnibus between Ryde and Wynyard and Humphrey's Gladesville to Sydney service.

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[17] *Report from the Select Committee on the Field of Mars Common.* NSWP V&P, 1865, Vol. 5.

The Gladesville bridge with a horse omnibus. Source: D. Keenan, *The Ryde Line of the Sydney Tramway System*, Sydney, 1988.

While the new road network facilitated improved communication between the suburbs and City, the most common form of road transport in metropolitan Sydney was the tramway before the proliferation of private car ownership from the 1950s. The coming of the tramway to Gladesville and Ryde from the city was a long drawn out affair which intermittently raised expectations of local residents as well as property speculators. The first surveys for the tramway were made in 1881 and the Gladesville and Iron Cove bridges then under construction included provision for strengthening in anticipation of the tramway. In 1901 a grand scheme of tramways linking the city with the Field of Mars, Epping, Ryde and Woolwich was unveiled, and the first sod for construction was turned in Monash Road in 1904 by the minister for public works, Edward W. O'Sullivan. Parliamentary approval for commencement of construction however was some three years away with the passing of the *Drummoyne to Ryde Electric Tramway Act* in 1907. The first contract for construction was let some twelve months later in December 1908. In traversing two municipalities and two village areas on completion in June 1910 multiple official ceremonies were held at the northern side of the Gladesville bridge, at Gladesville and at Hattons Flat, the Ryde terminus. The tramway was the longest in the Sydney metropolitan system with running time from the Gladesville shops to Circular Quay timetabled at 60 minutes, however delays were inevitable given the opening of the bridges at Gladesville and Glebe Island for shipping. Due to the length of the line and its numerous fare sections, new tickets were introduced. At Gladesville, at the junction of Jordan Street and Victoria Road, a combined waiting shed and starter's office was built.

Despite pessimistic projections for revenue submitted at the time of planning construction of the tramway line, the marked growth in residential development over the 1910s and 1920s brought increased patronage and improved services. While demand for tram services increased during the war years due to petrol rationing, the cessation of war emergency conditions heralded the gradual demise of trams in metropolitan Sydney. While the program of decommissioning services and replacement by motor buses in metropolitan Sydney was protracted, the Ryde line was one of the first affected with closure of the section between Gladesville and Ryde coming in December 1949 and the section between Drummoyne and Gladesville three months later.[18]

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[18] Kennan, D.R, *The Ryde Line of the Sydney Tramway System*, Sans Souci, 1988.

The Gladesville tram terminus at the corner of Jordan Street consisted of a weatherboard waiting shed, the starter and timekeeper's office, and staff toilet. Source: D. Keenan, *The Ryde Line of the Sydney Tramway System*, Sydney, 1988.

With development of the motor vehicle as the primary means of transportation in the last half of the twentieth century, the government initiated a major upgrade of the road network from the 1930s. To plan for projected future demand on roads the Main Roads Board (later Department of Main Roads and now Roads and Traffic Authority) in the late 1920s classified roads for allocation of funds and to prioritise reconstruction programs. The Department of Main Roads also standardised road construction and minimum width in reconstructing the metropolitan main roads. The Victoria Road was classified as Main Road No. 165 and the road then known as the Great Northern Road was reconstructed in concrete in the 1930s and renamed Victoria Road.[19] The required widening of Victoria Road necessitated resumption of part of many properties with street frontages which had far reaching consequences for the Gladesville commercial precinct in initially possibly devaluing properties notified of resumption followed by demolition and rebuilding. The resumption however also provided opportunities for redevelopment; the Bayview Hotel was rebuilt to the proposed new road alignment, and the old Protestant Hall erected in the 1860s was replaced by Jordan Hall in Western Avenue.

With the expansion of suburban Sydney, and completion of the bridge crossing of the Parramatta River in the 1960s and connecting road network, the volume of traffic using Victoria Road has increased dramatically.

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[19] Department of Main Rain Roads, *The Roadmakers*, Sydney, 1976.

This photograph of Victoria Road in the 1930s shows the streetscape prior to wholesale demolition for road widening. The new Bayview Hotel was built to the new alignment while all other premises (no. 158-172 Victoria Road) inclusive of the school were demolished. Source: Ryde City Council Library

Suburban development - Salubrity of the air and the beauty of the scenery

By the mid nineteenth century the pattern of life at Gladesville would seem to have hardly changed since the early years of European settlement, despite concerted efforts to capitalise on the area's riverside frontage through subdivision. The first land sale of villa allotments was attempted in 1841 by the merchant John Terry Hughes. Hughes' estate was known as Battersea and comprised the 35 acres near Looking Glass Bay Hughes had acquired at public auction in 1836. The timing of this subdivision is related to the severe economic downturn of the early 1840s which induced a number of the large land holders in the area to raise cash through land sales. Over 1841 the neighbouring private villages of Woolwich, Ryde and Tarban Creek were also offered for sale with varying degrees of success.

The name of Hughes' estate would seem to recall London's Battersea Park given the aspiration of the vendor to develop this river frontage with its 'picturesque' scenery of water frontage, creek valleys and native flora for tea-rooms, pleasure grounds, etc., but the estate was primarily intended for villa development in being subdivided *into most profitable building allotments,* although no allotment of the Battersea estate appears to have been sold.

It was not until the 1860s that the locality came to be settled. At this time the locality became known as Gladesville whereas for many decades prior to this the area was known as Bedlam or Telegraph Hill. Bedlam is a corruption of another place of English origin, the Bethlehem Hospital in London. A lunatic asylum, Bedlam is synonymous with a madhouse or scene of confusion, but as the Tarban Creek Lunatic Asylum was not

completed until well into the 1830s the association of the name with the later asylum is purely coincidental. Consequently most histories of Ryde have pondered the origin of the name and a possible answer might be the role of the flagstaff which in its need to correctly relay messages may have caused confusion between parties.[20]

The name Gladesville was established in 1855 through the subdivision of land at Bedlam Point by William W. Billyard. Gladesville was in increasingly popular usage by the early 1860s as William Tunks, a resident of St. Leonards, in evidence presented to the select committee on the proposed sale of the Field of Mars Common referred to the area as Bedlam although 'some call it Gladesville'.[21] The Gladesville subdivision comprised an area of about 150 acres near the Great Northern Road (Victoria Road and Punt Road) which was subdivided into 89 'villa' allotments of around one acre. The subdivision was put together by William Whaley Billyard and Robert Johnson incorporating the crown grants of John Terry Hughes, John Glade, Lewis Gordon and much of Doody and Benson grant. The subdivision therefore incorporates the area of the aforementioned Battersea.

The 1860s were a period of transition for Gladesville in developing from an isolated community to a suburb of metropolitan Sydney. This development would take many decades to complete and would appear to have been largely driven by the prospect and reality of better road links with Sydney and future of the Field of Mars Common. At the beginning of the 1860s the local community began to question the future of the Field of Mars Common, the last vestige of early colonial land management practice in the region in the common being originally dedicated in 1804 by Governor King as a reserve for pasturing stock for local farmers. In 1849 this role was reaffirmed by Governor Gipps and a new board of trustees and management rules were established. By the 1860s the role of the common had changed little since King's dedication with local farmers using the vast area of scrub to graze cattle and collect firewood. The reserve had also developed as a place of refuge for the less well off in mid-Victorian Sydney. The poor reputation of the common was such that no person of social status would claim to have visited it although they had heard of ill-doings.

The sale of the common was mooted as a means of raising revenue to finance the construction of road bridges to link with Sydney. The initial proposal for the sale was rejected in 1862 by Charles Cowper's ministry, but the bridge proposal was kept on the government's agenda. By 1871 Victoria Road had been extended from the intersection with Punt Road east to the proposed bridge crossing between Henley and Huntleys Points and a new punt was installed on this modified route which linked with Drummoyne.[22] In 1873, £50,000 was placed on parliamentary estimates for erection of the bridges over Iron Cove and the Parramatta River and in the following year the Field of Mars Resumption Bill received royal assent. Commencement on construction of the bridges came in 1878 under James Squire Farnell's premiership.

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[20] See for example the annotation of SRNSW Map 3224 which is a sketch of the proposed new line of the northern road to Wisemans Ferry where the flagstaff is annotated 'Bedlam Telegraph'
[21] *Report from the Select Committee on the Field of Mars Common.* NSWP V&P, 1865, Vol. 5
[22] *Sydney Morning Herald*, 21/1/1871

Farnell's The Grove Estate was subdivided in 1864. While located beyond the Study Area (Onions Point Road is now Monash Road) the auctioneer's plan of subdivision reveals both the relatively rich soils of the higher ground to the west of the Gladesville shops and an indication of the small community at Gladesville at the time. Source: Mitchell Library – Z M3 811.1422/1863?/1

Over generations the Farnells had owned large tracts of land in the Gladesville/Ryde area, which was released for subdivision during the last half of the nineteenth century. The first was The Grove, comprising 300 acres located to the west of Monash Road (Raven's old grant) was put up for sale in July 1864.[23] The Farnells' landholding pattern was representative of the area in general with large estates held by a handful of families until the 1880s. In Gladesville, at the western fringe of the study area was Dr Le Gay Brereton's Osagathorpe. Brereton was a noted physician in late nineteenth century Sydney and as a believer in homoeopathic medicine established Sydney's first Turkish bath.[24] Le Gay Brereton came to Gladesville in 1860 acquiring a land holding of over 24 acres. A near neighbour was the Makinson family. Thomas Charles Makinson, who had also settled in Gladesville in the 1860s, was the controversial Church of England clergyman who converted to Catholicism in the late 1840s. Makinson became closely associated with the Catholic Church hierarchy in serving as the secretary to Archbishop Polding (Polding in fact also owned land at Gladesville at this time on behalf of the Catholic Church) and regularly attended mass at the Marist Father's Villa Maria. Makinson's son, Henry Massey, established a successful legal practice in Sydney and erected his own villa, Dunham, near his father's house, which was named Hillside.[25] Makinson's neighbour across Victoria Road was Herbert and Edith (nee Betts) Blaxland; Herbert was the son of John and Ellen Blaxland of the Hermitage at Ryde. The Blaxland's house was Karlite. Another large landholding originating from the 1860s was Dr Francis Campbell's land (over 60 acres) between Pittwater Road and Monash Road, although Campbell did not reside here. Other residents included Walter Scott Campbell, Gerard

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[23] *Sydney Morning Herald*, 9/7/1864
[24] *Australian Dictionary of Biography*
[25] ibid.

Herring and Alexander C. Miller.[26] It will be noted above that many of these large estates developed around 1860 and seem to represent a shift from a marginal agricultural or non-productive estates to places of residence for the city's middle class.

The Makinson family's Dunham is shown in the background of this photograph taken in 1904 at the unveiling of a memorial fountain to Dr Manning and Dr Herbert Blaxland at the intersection of Pittwater and Victoria Roads. The present day location of the fountain is not known to the author. Source: Ryde City Council Library

To the east of these estates, in the area around the junction of Wharf Road with Victoria Road, a small number of houses were erected through the 1860s and 1870s as land came available through subdivision. These houses were much more modest in scale with many apparently offered on a leasehold basis by local business owners such as the Cowells who operated the Gladesville Hotel.

The extant building at no. 163 Victoria Road during the nineteenth century was the store operated by Howell who also acted as the local postmistress. This photograph of the building of 1894 shows the store attached to the cottage. Source: Ryde City Council Library

In the 1880s the direct road connection with Sydney was completed and the tantalising prospect of a tramway link was raised, while in 1892 the water reservoirs and the pumping station at Ryde were completed and thus provided a reliable water supply for the area. Over these decades and continuing into the 1920s, freehold land was released onto the market, while Crown land was also released in the Field of Mars Common sale of September 1885. This was a vast land release with its closest village centre being Gladesville.

Whereas the earlier subdivisions had offered two acre farmlets and riverside lots for marine villas, these later subdivisions offered cottage and commercial allotments for suburban residential development. Within the vicinity of the Gladesville shops the

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[26] *Greville's Directory*, 1872

subdivisions included Eltham Heights (1881), Gladesville Park (1886), Field of Mars (1885), Cowell's Estate (1893), Church Hill (1910), Makinson Estate (1913 and 1928), Isler Park Estate (1913), Hepburn Estate (1921), and Osgathorpe Estate (1921).

The Eltham Heights Estate subdivision of 1881 comprised most of the land bounded by the principal roads of Victoria Road, Pittwater Road, Monash/Ryde Road. The timing of the subdivision coincided with the making of the government's commitment to build a tramway as well as the near completion of the bridges linking the peninsula with the city. The estate of the late Hannah Cowell (the Cowell Estate) was offered for sale in May 1893. The subdivision was unusual in it offering freehold title to a number of premises which the Cowell family had developed as rental properties. The Church Hill Estate subdivision was put up for public sale in November 1910 a few months after the opening of the tramway from Sydney. The subdivision offered 12 allotments with frontage to Victoria Road to the north and south of Stansell Street. The Makinson Estate subdivision of 1913 subdivided the grounds of the Makinson's family villas Dunham and Hillside, with Hillside also being placed on the market. The Isler Park Estate sale, offered for sale in October 1913, represented one of the last, if not the last, large land releases in the area.

While the east side of the northern half of Victoria Road within the study area had progressively been cut up for commercial and residential allotments during the early 1910s, practically the whole of the west side of the road north of Jordan Street through to near Monash Road was put up for sale over 1921. This land had been locked-up by the Hepburn, Herring and Brereton families. The first of these land sales was the Hepburn-Herring Estate subdivision which was offered for public auction in April 1921 by auctioneers H.W. Horning and Co. The Hepburn-Herring Estate was followed in November by the Osgathorpe Estate, the long held residence of the Le Gay Brereton family. In this subdivision a total of 51 allotments were offered for public auction by W. Robjohns Ltd., of which 20 had frontage to Victoria Road. These allotments were quite wide (45 to 70 feet) and would seem to have been intended for residential development.[27]

Commerce and civic development - 'Lies that beautiful little Village – Gladesville'

Despite the establishment of the Great North Road and the Tarban Creek lunatic asylum in the 1830s commercial services in the Gladesville area do not appear to have developed until around 1860 following the Gladesville Estate subdivision of 1855. The vendors of this estate promoted its harbourside setting as being suitable for 'Gentlemen's Villas', but on the day of sale the elevated allotments fronting the Great North Road were more highly sought and fetched prices nearly double the average. It is here that a fledgling village centre developed around John Worthington's Flagstaff Inn (later the Gladesville) which was first licensed in 1857. The hotel was later owned by William Cowell and substantially rebuilt from a single storey stone building of seven rooms with a frontage to Junction Street to a two storey building addressing Victoria Road.[28] In later years some competition for passing trade was provided by the Bayview Hotel, which was opened by John Martin in 1874. The Martins owned the hotel until the early 1890s. The hotels also catered for visitors staying in the area to enjoy the river or possibly for business related to the asylum. The Gladesville Hotel in the 1890s boasted accommodation suitable for scullers, public and travellers with services that included a good running track and boatshed.[29] Provision of tourist accommodation in the area continues to day in the form of a motel.

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[27] Ryde Local Studies Library – Subdivision Plan B12.1921 OSGA
[28] Ryde library photographic collection, *Sydney Morning Herald* 24/4/1862, Land Titles Office - Torrens Title Vol. 62 Fol. 6
[29] *River Times* 31/8/1892

The Gladesville Hotel around 1878. This building is extant, albeit enveloped in later development, at no. 173-183 Victoria Road. Source: Ryde City Council Library

The Bayview Hotel evolved over the years with numerous additions and eventual rebuilding around 1930. This photograph shows an earlier incarnation of the hotel in 1906. Source: Ryde City Council Library

As the residential population increased so did the range of services offered at the Gladesville shops along Victoria Road. In the vicinity of the hotels a small number of shops were established although little is known about their dates of opening and operators. The *Greville's Directory* of 1872 notes two storekeepers at Gladesville (Sarah Ballantine and Thomas Murray), a bootmaker (James Martin) and a number of carpenters, builders and quarrymen perhaps associated with building works at the asylum.[30] From 1885, a few years after the completion of the road bridge link to Sydney and the year of the sale of the Field of Mars Common, the *Sands Directory* provides a more reliable indication of the range of services at Gladesville, which comprised three grocers, two bootmakers, the two hotels, two general stores, and a painter, surveyor, butcher, blacksmith, baker and building contractor. By the time of the completion of the electric tramway link to Sydney in 1910 the services offered at the village included two drapers, two bootmakers, two general stores, two confectioners, the two hotels, and a herbalist, fruiterer, building contractor, baker, newsagent, blacksmith, real estate agent, butcher, tailor, grocer, hairdresser, carrier, produce merchant, wheelwright, and saddler.[31] More rustic ventures also carried on business during these years, such as the diary in Batemans Road operated by the Reeves family.

Some of these businesses were long-lived and are easily recalled by long-term residents. Mr. Toussard reminisced in 1996 on a number of these places, which included:[32]

- Butchers – Batiste (no. 156 Victoria Road), Gore (no. 185), H. Gay (no. 198), and Wilson (no. 263)

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[30] *Greville's Directory*, 1872
[31] *Sands Directory*
[32] B. Toussard, A Walk through Gladesville in 1946', September 1996 and *Sands Directory*

- Chemists - Pye (no. 154 Victoria Road)

- Baker - Walsh and Son (no. 195 Victoria Road)

- Drapers - Bowen's (no. 195 Victoria Road)

- Produce store - Ralston (no.197-199 Victoria Road), Duffy's (no. 327)

- Lending library - Miss A Chard's (no. 184 Victoria Road)

- Men's wear - Gordon Spies (no. 209 Victoria Road)

- Estate agent and auctioneers - Clubb and Hibble (no. 223 Victoria Road)

- Wine merchant - Victor E. Smart (no. 206 Victoria Road)

Clubb and Hibble's real estate agency at no. 223 Victoria Road. The building is extant. Source: Ryde City Council Library

Many of the commercial amenities of modern day life were introduced progressively from the 1920s. Branches of the major commercial banks were established along Victoria Road in the 1920s (Commonwealth) and 1930s (Bank of NSW), both in proximity to the post office. The local newspaper, the *Gladesville Weekly Times,* was established in 1921 by Charles H. Englisch, a year prior to the commencement of Ryde's local press. Englisch (1894-1971) had come to Gladesville in 1921 initially publishing from premises in Cambridge Street, before moving to no. 196 Victoria Road and then Linsley Street in 1939.

The popular place of entertainment, the Gladesville "Diggers'" Club in Linsley Street was opened in July 1935 by Eric Spooner, the local MLA. The club had been formed in 1919 and in its early years met in the school and Protestant Hall. The nearby Jordan Hall also offered the community a place of entertainment for light-music and ballroom dancing.

Cinemas arrived in the 1910s, the first was the Gladesville Theatre (originally the Kramer Hall) at the corner of Wharf Road and Meriton Street operated by Drummoyne grocer turned film mogul Gus Bowe. In 1926 Gus opened another cinema at the other end of Gladesville in Victoria Road (within the newly subdivided Osgathorpe Estate) named the Victory Theatre. The Palace Theatre De-Luxe was also opened in 1926 in Jordan Street by local builder James Park.[33] The infrequently used, but appropriately named Victory Theatre was used by the Commonwealth armed forces for the duration of the Second World War.[34] The fate of the Palace proved more successful in being acquired by the Hoyts chain in 1951 and continued to trade until 1967. The theatre was demolished in 1971.

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[33] 'Ryde's Cinemas of the 1920s and 1930s'. Ryde Library & Information Services, Local Studies Leaflet Series No. 9
[34] National Archives on-line inquiry

The recently completed RSL clubrooms and hall in Linsley Street, Gladesville in 1938. The façade of the building has in recent years been remodelled. Source: Ryde City Council Library

Places of employment for the local residents included the aforementioned wide range of commercial services, the large linseed oil and protein meal manufactory established by Harold Meggitt Ltd at Parramatta River in 1923, and of-course the asylum. The area to the west of the Gladesville shops is today characterised by a range of businesses engaged in light engineering and building services, a role which developed around the turn of the twentieth century with the opening of Williams' brickworks near Holy Cross College in 1908 and another brickworks opened at the rear of present day no. 436 Victoria Road. The association of this area with the building trade was boosted in 1922 through with the opening of Gladesville Timber Yard by Aubrey Edgar Primrose, who had learnt the business in Allen Taylor & Coy's extensive trade in north coast timber. Primrose's yard was initially located on the east side of Victoria Road (present day no. 385), but additional land on the west side (no. 336) was bought in 1928. By 1930 the yards were employing 40 men. The company's operations, the name had changed to A.E. Prmrose and Co. in 1935, were consolidated between 1958-1961 with expansion and replanning of the western site.[35] This pool of labourers at the northern edge of Gladesville evidently encouraged retired police detective Jack Hawe to erect the Sawdust Hotel (now Gladesville) in 1930.[36]

Since the 1960s the patterns of suburban retail shopping has changed markedly with the advent of the regional shopping complex incorporating extensive car parking facilities. While Ryde embraced this mode of shopping quite early, the Gladesville shops continued to trade as they had done reliant on pedestrian shoppers and aided by council operated car parks. While some minor changes came with the use of shopping arcades, a major change came in 1999 with the opening of the Gladesville shopping centre development by Walker Corporation. Built on a former council car park, the centre includes Coles (who have a long standing association with the shops) and 25 speciality shops.

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[35] *Weekly Times*, 2/4/1986
[36] *ULVA* 1/7/1930
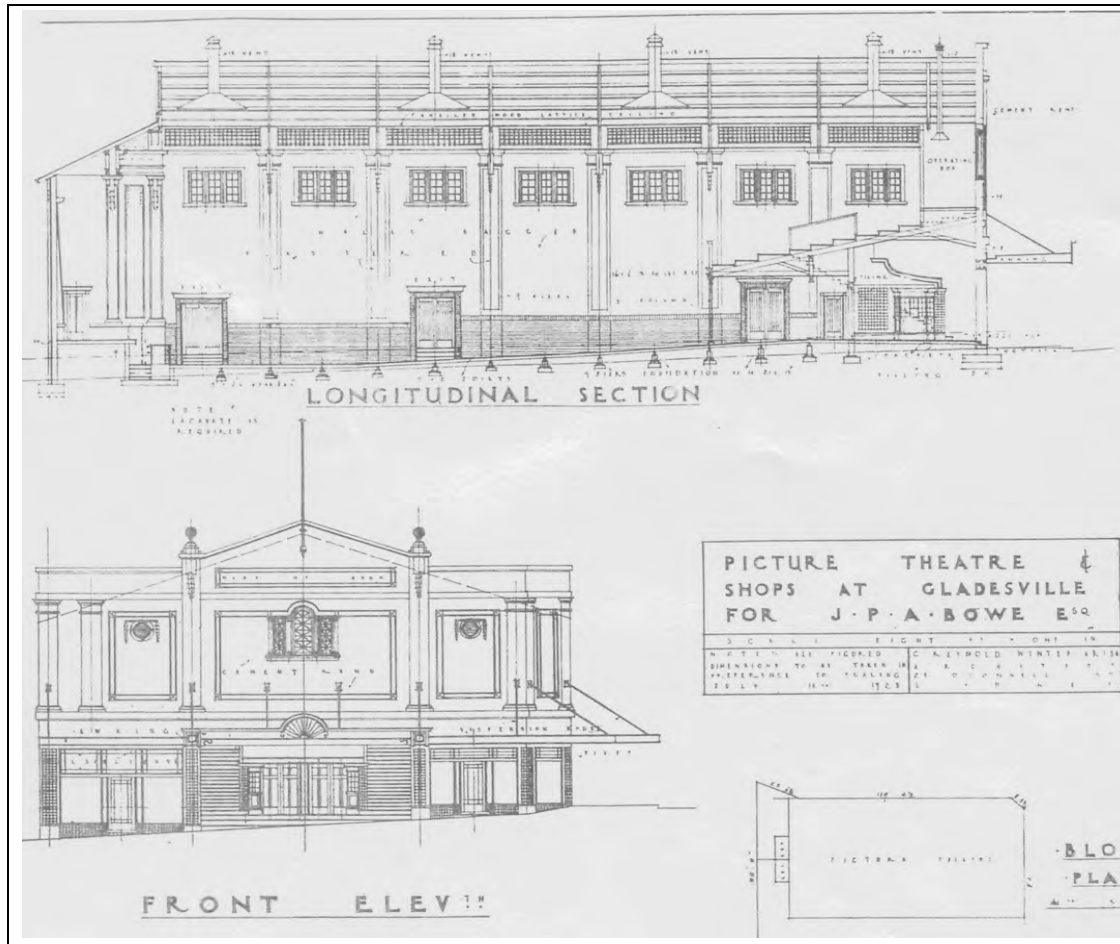
The Victory Theatre was erected in 1926 to designs by architect C. Reynolds Winter and built by A. McLintock. In review by the trade journal *Building* the building was considered 'a notable addition to the architectural features of (Gladesville).' Source: *Building*, 12 May 1927

By the 1870s civic and commercial development in the region had concentrated to the west of Gladesville at Ryde village and to the east in Hunters Hill at more dispersed locations but principally along Alexander Road. Both of these areas had been incorporated as local municipal areas, initially Hunters Hill in 1861 and then Ryde in 1871. Public schools were opened at Ryde in 1868 and at Hunters Hill in 1869, a courthouse and police station were opened at Ryde in 1863 and around 1865 respectively, and the post office at Hunters Hill was opened in 1858 while the Ryde office had been opened as early as 1841 (as Kissing Point).

The 1870s brought the beginning of civic facilities at Gladesville initially developed through the completion of the Protestant Hall (no. 218 Victoria Road) in 1867 by the Royal Orange Lodge friendly society. The hall soon developed into the focal point for the community and it was here that the first Anglican and Presbyterian services were held. In the years following the opening of the hall, local land owners made available neighbouring land for the foundation of places of worship. The Anglican's Christ Church was initially completed in 1878, while the neighbouring Presbyterian's St. Andrew's Church was completed in 1889.

The former Protestant Hall in 1902. Completed in 1867 the building was demolished in the 1930s for the widening of Victoria Road. The address of this building is no. 218 Victoria Road. Source: An original photograph published in the *Cumberland Argus and Fruitgrowers Advocate* on 18th December 1902 and a copy is held Ryde City Council Library.

The Jordan Hall around the time of its completion in 1938. The building was erected to replace the Protestant Hall. Source: Ryde City Council Library

Christ Church in 1902 in grounds in appearance somewhat different today. Source: An original photograph published in the *Cumberland Argus and Fruitgrowers Advocate* on 18th December 1902 and a copy is held by Ryde City Council Library

For many years the Catholics in the area were required to travel to either St. Charles at Ryde (established in 1857) or Villa Maria at Hunters Hill (established in 1847), but in 1925 the Church of Our Lady Queen of Peace was completed and dedicated to the memory of locals who served in the First World War. Likewise, the Methodists met in private homes or the Protestant Hall prior to the completion their purpose built church in Pearson Street in 1922.

The Freemasons, who maintained lodges at Eastwood and Ryde from the late 1880s, established its Gladesville lodge around this time (1918) in Wharf Road. The Freemasons were widely represented in Gladesville's business world with nearly every second shop owner seemingly associated with this society.[37]

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[37] B. Toussard, A Walk through Gladesville in 1946', September 1996

The now demolished Gladesville post office was erected in 1912. Source: Ryde City Council Library

Municipal services also improved during the early decades of the twentieth century through leasing of the drill hall reserve in 1909 as public park (Monash Park) and public river baths in 1908, (both located outside of the study area) and a baby health centre in 1938 (possibly at Jordan Hall). The first post office for Gladesville had been opened in 1861 at the Gladesville wharf but was moved in 1867 to the emerging village at the eastern end of the study area where a commercial centre had begun to develop following the Gladesville Estate sale of 1855. It was also in this area that the public school for Gladesville was established in 1879 with the construction of a school and teacher's residence. Over the following decades these services were expanded or augmented. Thus a purpose built post office was completed in 1911 and the school enlarged in the 1920s. A volunteer fire brigade was established in 1902, which was the first in the region. The brigade was absorbed into the Metropolitan Fire Brigade and a new station was erected in 1919 in Pittwater Road.

A drill hall was erected in 1901 at Monash Park to service the administrative and training requirements of a voluntary local militia, K Company, of riflemen originating from the mid 1890s.[38] By the First World War, the local unit was A Company of the 19th Battalion. During the inter-war era, the Army's 51st Battalion, a unit raised in 1916 in Western Australia as part of the Australian Imperial Force, was based in rented premises at the Gladesville shops. In later years the unit was based at Ryde and was known briefly as the Field of Mars Regiment. The drill hall continued to be used by the Army until the mid 1990s.

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[38] *Cumberland Argus* 1/2/1902

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Appendix B -   Crown Land Grants

John Doody and Ann Benson

Although granted on different dates to different people, Doody and Benson's grants were registered as one parcel of 60 acres and named Doody's Farm. The grant is located within the local government areas of Ryde and Hunter's Hill. Within the study area the northern boundary is defined by Pittwater Road and Junction Street marks the southern boundary. Within this grant the government flag station was erected.

Ann Benson was the wife of George Benson of the NSW Corps. The couple had spent their first years in the colony stationed at Norfolk Island, and John Doody, who arrived in 1791 to serve a sentence of seven years' transportation, was clearly associated with the Bensons in sharing time at Norfolk Island. Doody was a natural artist of some ability and accompanied naturalist Captain William Paterson on his expeditions.

The Benson and Doody grants seem to have been sold to John Glade around 1806, who appears to have leased the land sometime before.[1] Glade was a convict who had also arrived in 1791 to serve a sentence of seven years' transportation. By the muster of 1802, the area of the Glade's farm was 60 acres (ie. the combined Doody and Benson grants) of which 13 acres was cleared land under cultivation. Surveys of the area prepared in the 1830s as part of the northern road deviation and punt crossing and the Battersea estate subdivision plan of 1841 show the homestead near the eastern shore of Doody's (now Glades) Bay.[2]

In 1852, some four years after Glade's death in 1848, the 60 acres together with part of five neighbouring grants with a collective area of 95 acres was acquired by Robert Johnson and William Whaley Billyard from Dr George Witt and his wife Elizabeth. The whole of Glade's estate in this transfer was valued at £200, a remarkably low price arising from a problem in the land title which needed to be corrected.[3] Billyard at the time was the NSW Crown Solicitor for civil business, but also maintained a private practice. A small area of the grant (at the north-west corner near the public school) was re-conveyed in 1853 by Johnson and Billyard to Mary Ann Blanchard, the widow of John Glade and then wife of James Blanchard, and Glade's daughters Elizabeth and Mary Ann Glade, and Daniel McMahon.[4]

The subdivision pattern which characterises the area of this grant within the study area was determined through the following subdivisions:

- Billyard's Gladesville Estate subdivision of 1855 (Roll Plan 624)
- Cowell's Estate subdivision of 1893 (DP 2955)
- Makinson Estate subdivisions of 1913 and 1928 (DP5395)
- An anonymous subdivision of 1879 (Roll Plan 379) – the Blanchard family land

See Appendix C for additional information on these subdivisions.

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[1] Dally, J. Brice, *Original Land Grantees of Hunters Hill*, Hunter's Hill Historical Society, 1989
[2] State Records of NSW Map 3221 and Mitchell Library Map ZM2 811.1422/1841/1
[3] Land Titles Office – Old System Deed - Bk. 23 No. 288 and *Report from the Select Committee on the Field of Mars Common.* NSWP V&P, 1865, Vol. 5.
[4] Land Titles Office – Old System Deed - Bk. 23 No. 459
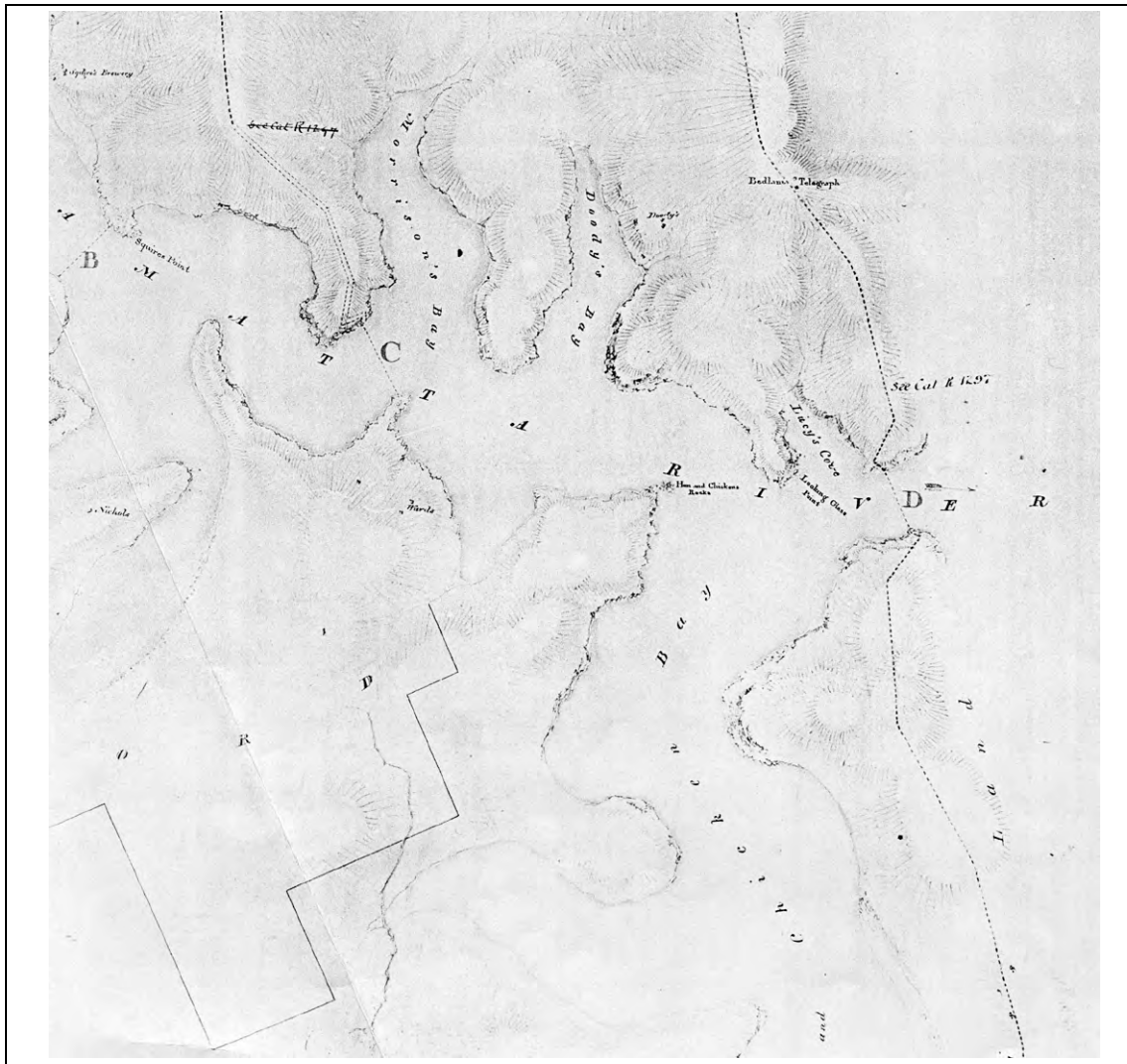
This sketch survey shows the routes of the proposed punt crossing of the Parramatta River at Kissing Point and Bedlam Point. While part of the road at Kissing Point had been completed by the time the survey was made around 1829 by T. L. Mitchell, the route from Bedlam Point was eventually implemented. This shows Doody's farm which was owned by John Glade. Source: State Records Map 3221.

William House

William House's grant of 60 acres is located within the local government area of Ryde. The northern boundary is defined by the line of Westminster Road and Evan Street, and the southern boundary is defined by the line of Hepburn Street. House's grant was made in 1795 and was named House's Farm.

House was a boatswain in the Royal Navy and had come to Sydney aboard the *Daedalus* in 1793 and for a number of years after House mastered Royal Navy vessels.[5] House transferred the grant in 1797 to Mary Mitchell, who in turn re-conveyed it in an unregistered dealing to Richard Harkness. Harkness conveyed the grant to Charles Pass in 1811, who in turn re-conveyed to James Squire in 1815. The Squire family retained the whole grant until the late 1840s, Mary Ann Mason (nee Squire) acquiring the land in 1822 on her father's death. Mary married the recently arrived migrant carpenter Thomas Charles Farnell in 1824.

About 35 acres of the northern portion of the grant inclusive of land fringing Victoria Road was sold to the Sydney solicitor George Frederick Isaac in 1848, although Isaac had been resident here since the late 1830s.[6] The southern portion of 20 acres inclusive of land fringing Victoria Road was sold to John McIntosh, corn factor, in 1855.[7]

A sketch survey of the land grant prepared in 1859 shows a house (around no. 336 Victoria Road) at the bend of Victoria Road to the north of present day Osgathorpe Road.[8] This homestead would appear to have been generally known as Isaac's cottage, but is named Beaconsfield in a survey of 1852.[9] The cottage with three acres of ground was acquired by Dr John Le Gay Brereton in 1860. Brereton extended the land holding to 24 acres south of Victoria Road but he also owned land on the opposite side of the road. The Le Gay Brereton family lived here until the 1920s and during this period it was visited by many in Sydney's literary world including poet Henry Kendall and writer Henry Lawson.[10] It has long been reputed that Isaac's cottage was the last lodging place in Sydney of explorer Ludwig Leichhardt prior to his fatal expedition of 1848.[11] The Cottage and Osgathorpe were demolished by 1957.

An area of 8 acres of McIntosh's 20 acres was sold to Silas Sheather in 1859. Sheather, who had been a gardener at the Macarthur family's Elizabeth Farm and owner of a nursery named Camellia Grove, erected a stone cottage (no. 310 Victoria Road) around 1860. The property was later owned by Benjamin Venters, a building contractor, (1869), the prominent merchant and MLC John Frazer (1870-1885) and Gerard Edgar Herring (1885-1921). Both Venters and Frazer lived at the property.[12] The subdivision pattern which characterises the area of this grant within the study area was determined through the following subdivisions:

- Eltham Heights subdivision of 1881 (DP679)
- Osgathorpe Estate subdivision of 1921 (DP 11022)
- Church Hill subdivision of 1910 (DP6026)
- Hepburn Herring Estate subdivision of 1921 (DP10598)
- and an anonymous of 1928 identified as Gladesville business sites

See Appendix C for additional information on these subdivisions.

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[5] Dally, op. cit
[6] Martin, M., Osgathorpe, Ryde Library & Information Services, Local Studies Leaflet Series
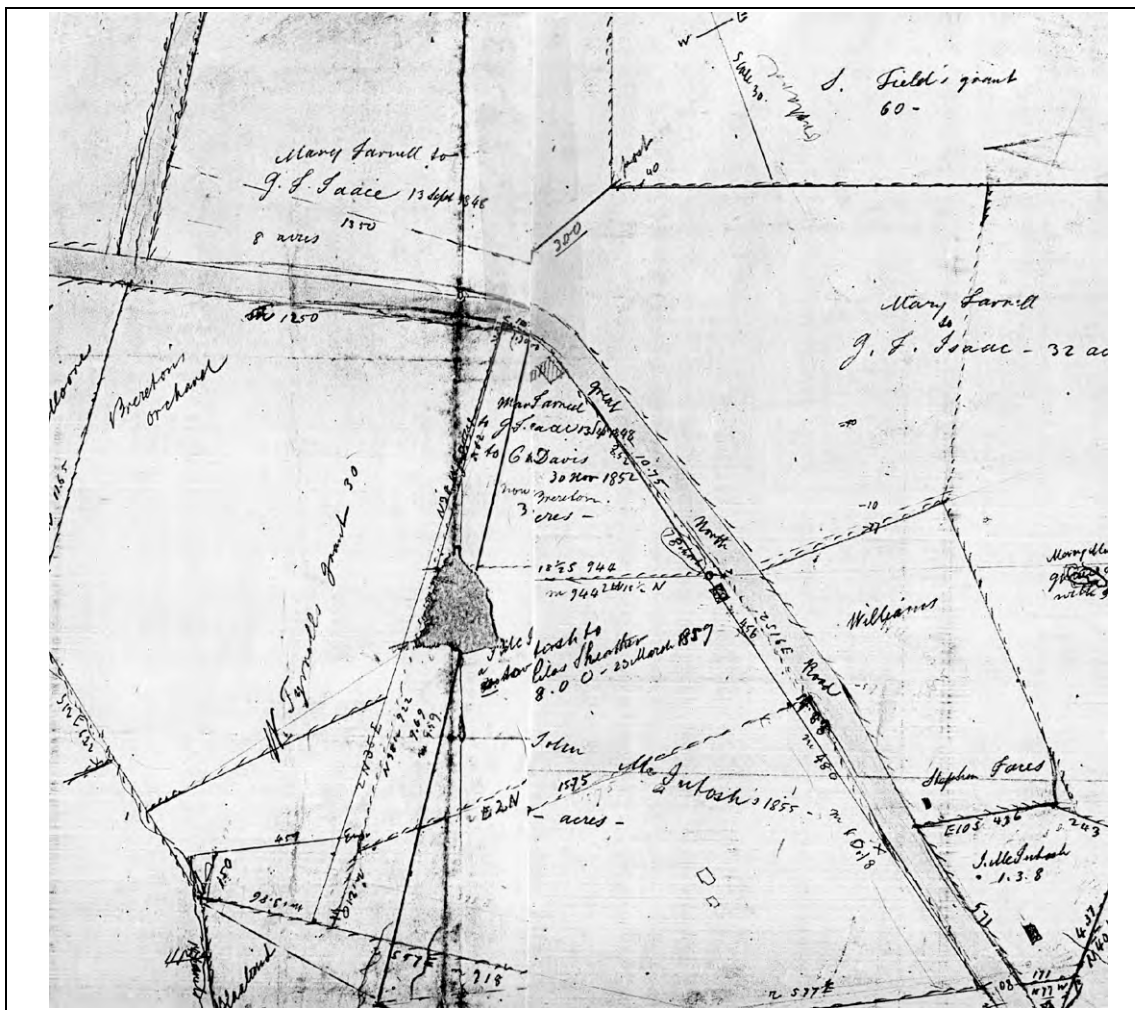[7] Mitchell Library Map Z M2 811.1422/1859/1 and RPA 4992
[8] Mitchell Library Map Z M2 811.1422/1859/
[9] Mitchell Library Map Z M2 811.1421/1852/1
[10] Martin, M., Osgathorpe, Ryde Library & Information Services, Local Studies Leaflet Series
[11] *Australian Dictionary of Biography*
[12] M. Martin, Vertical File entry for Victoria Road, Ryde Local Studies Library, March 1997

This rough sketch of William House's grant was prepared in around 1860 by surveyor F.H. Reuss. It shows residences at no. 336 Victoria Road (demolished) and no. 310 Victoria Road. Source: Mitchell Library ZM2 811.1422/1859/1

William Johnson

William Johnson's 30 acres is located within the local government area of Hunter's Hill. Within the study area, the northern and southern boundaries are defined by the rear of the allotments fronting Hillcrest Avenue and Sunnyside Street. The western boundary is Victoria Road. Johnson's grant was made in 1799.

Surveys of the 1830s show the homestead of this grant was located at the south-east corner near the present day intersection of Hillcrest Avenue and Victoria Road. By the early 1840s, Johnson's grant had been acquired by the auctioneer Thomas Stubbs and absorbed into his large land holding.[13] In 1859 the whole 30 acres was sold to Henry Isler who resided here with his family.[14] Isler died in 1865 but the estate was retained almost in its entirety by his descendents until 1913 when surveyor Henry Ferdinand Halloran purchased about 27 acres for £3250. Halloran subdivided the grant as the Isler Park Estate.[15] The balance of the estate had been resumed by the government in the mid 1870s for additions to the asylum. The resumption required passing the *Isler Estate Act* in 1873 to circumvent conditions placed on disposal of land contained in Isler's will.[16]

See Appendix C for additional information on this subdivision.
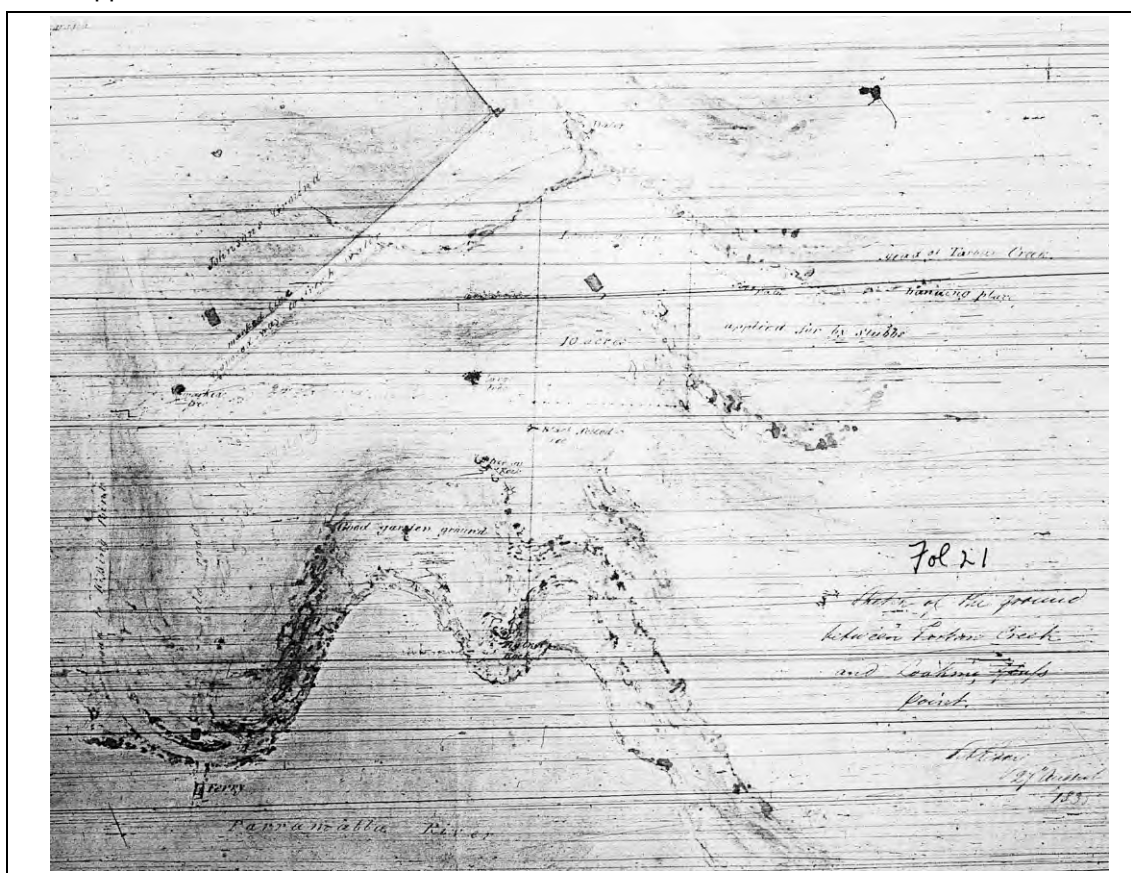
This sketch survey of the ground between Tarban Creek and Looking Glass Point was prepared in 1835 as part of the preparation for the lunatic asylum. The sketch denotes 'Johnson's ground' and a residence. Source: State Records – Surveyor's Sketchbook Vol. 6, f. 21.

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[13] State Records of NSW - SB Vol 4, f.38. Sketch dated April 1843
[14] Land Titles Office – Old System Deed Bk. 63 No. 775
[15] Land Titles Office – Old System Deed Bk. 996 No. 172
[16] *Minutes of Evidence from the Select Committee on the Isler Park Bill*, NSWLC 1872/73

James Devlin

James Devlin's grant is located within the local government area of Hunter's Hill. The grant was made in 1844 with Devlin as trustee for the two claimants to the land – Robert Bateman and Thomas Stubbs. Devlin was related to the Squires family and a prosperous member of the Ryde community owning Willandra.

The original grant had been promised by Governor Macquarie in 1821 to Richard and Sarah Bennett, although Richard had evidently died in 1815. Sarah Bennett in 1838 conveyed the grant to Robert Bateman, but the auctioneer Thomas Stubbs also had claim to part of the grant. The extent of the disputed claim was examined by land commissioners in 1843, and a survey of the grant made at this time shows Stubbs' claim to two-thirds. Bateman's house is also shown as is the line of the partition is the alignment of present day Batemans Road.[17]

Within the study area, the northern boundary is defined by Junction Street and the southern boundary is the rear of the allotments fronting Batemans Road. The western boundary is defined by Victoria Road. The subdivision pattern which characterises the area of this grant within the study area was determined mainly through Old System deeds and the Torrens title Cowell's Estate subdivision of 1893 (DP 2955) which is discussed in Appendix C.
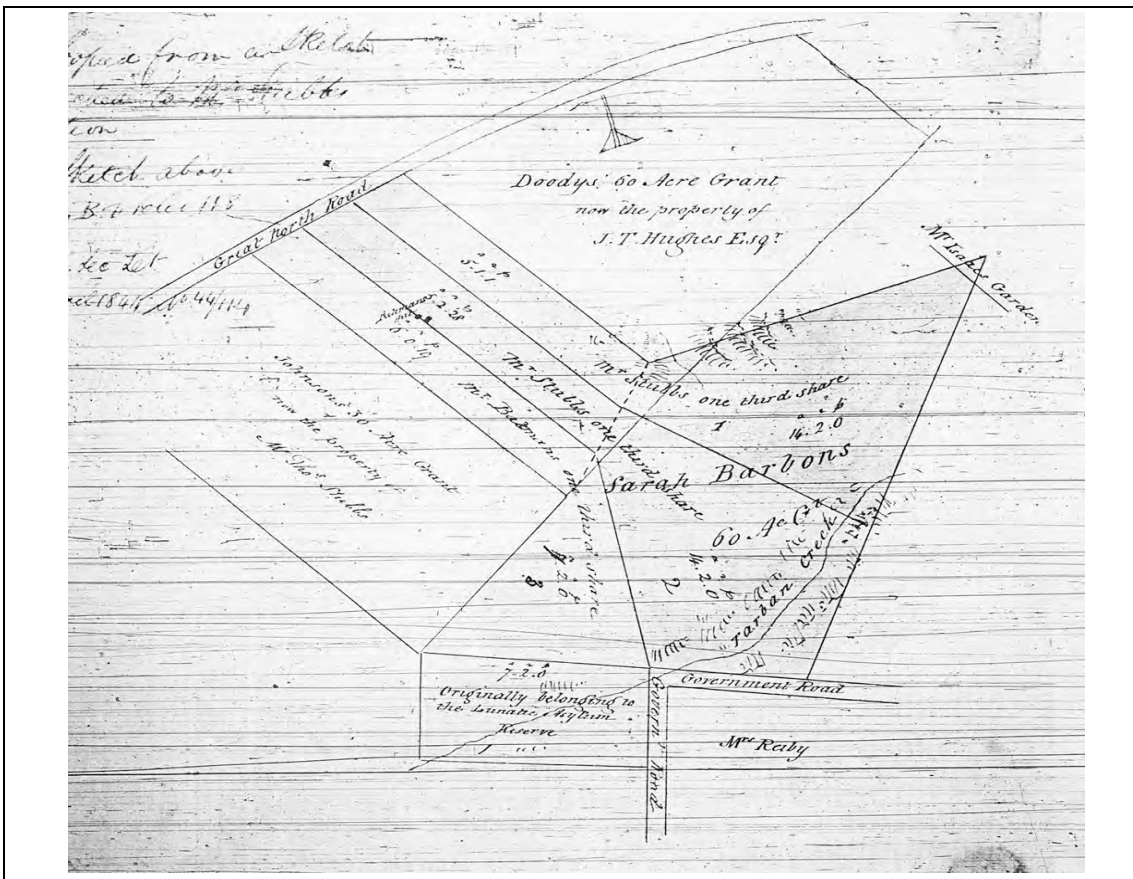
This sketch survey of Sarah Bennett's (identified as Barbon) was prepared in 1843. The sketch shows 'Bateman's Hut' in the area of present day Batemans Road and the flagstation. Source: State Records – Surveyor's Sketchbook Vol. 4, f. 138.

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[17] State Records of NSW - SB Vol 4, f. 138 and f.118, Bk. 8 No. 947

William Tyrrell

William Tyrrell's grant of 30 acres is located within the local government area of Ryde. Tyrrell, who had been granted 60 acres at the Eastern Farms in 1792, received the grant in 1799 in lieu of the original grantee Charles Peat who been promised the grant in 1795 during Major William Paterson's administration.[18]

Within the study area the northern boundary is defined by the line of Monash Road and Westminster Street marks the southern boundary. Tyrrell's grant was named Peat Farm. The northern boundary of Tyrrell's grant bordered the Field of Mars Common. For how long Tyrell retained ownership is not clear, but by 1822 the grant was owned by the Squire family and it was bequeathed to Elizabeth O'Donnell, a daughter of James Squire, and sister of Mary Ann Farnell. During the 1820s and 1840s the grant was leased from the Farnell family by Thomas Gale. In 1848 an area of eight acres of the grant north of Victoria Road was conveyed to William Face, while the remaining 22 acres located to the south of Victoria Road was conveyed to James Stanley in 1852. Stanley's land was later conveyed to Dr John Le Gay Brereton in 1860 and absorbed into his Osgathorpe estate.[19] A sketch survey of the area prepared around 1859 shows no buildings within the boundary of the grant, the closest farmhouse being the aforementioned Isaac's Cottage (around 336 Victoria Road) situated on William House's neighbouring grant.

The subdivision pattern which characterises the area of this grant within the study area was determined through the following subdivisions:

- Eltham Heights subdivision of 1881 (DP 679)
- Osgathorpe Estate subdivision of 1921 (DP 11022)

See Appendix C for additional information on these subdivisions.

Hannah Thompson

Hannah Thompson's 60 acres is located within the local government area of Ryde. Only a small portion of Thompson's extensive grant is located within study area, the northern boundary being Hepburn Street and the southern boundary being the line of Pittwater Road and Jordan Street. Hannah's grant was conveyed to Lawrence Myles in 1837 and subsequent ownership changed frequently around 1840 presumably due to the impending banking crisis. Under mortgage from 1840, the grant was conveyed by the mortgagor, Richard Aspinall, in 1862 to Charles Blaxland.[20] The 60 acres were conveyed to Walter Scott Campbell in 1876 for £900.[21] The subdivision pattern which characterises this grant within the study area was determined through the Gladesville Park subdivision of 1886 (DP1821).

John Terry Hughes

John Terry Hughes' two grants, both made in 1837 are located within the local government area of Ryde. Hughes' grants are located to the south of Victoria Road between Punt Road and Meriton Street. Hughes had come free to the colony in 1824. He was a qualified brewer, but more importantly was the nephew of the richest man in the colony, Samuel Terry. With this background, Hughes established a large mercantile house with milling, brewing and shipping interests. Hughes' grants were initially offered for sale in 1841 as Battersea and again in 1855 as part of the Gladesville Estate (Roll Plan 624).

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[18] Ryan, R.J. (ed.), *Land Grants 1788-1809*, Sydney 1981, p. 56, No. 468
[19] Land Titles Office – Old System Deed - Bk. K No. 39, Bk 69 No. 899 and RPA 378 and ML Map Z M2 811.1422/1859/1. Edward Darvall also owned the 22 acres for a short period in the late 1850s.
[20] Land Titles Office - RPA 4284
[21] Land Titles Office – Old System Deed Bk. 162 No. 339

Appendix C - Estate Subdivisions

Battersea Estate of 1841

John Terry Hughes' estate, then comprising an area of 35 acres, was subdivided and offered for sale in July 1841 by auctioneer Thomas Stubbs, coincidently also a nearby resident. At that time the locality had no definable name and the estate was known as Battersea which was situated in "Looking-glass Bay," opposite the Red House (Concord).[1] The harbourside locality with its 'picturesque' scenery of water frontage, creek valleys and native flora was the main selling feature of the land release and prospective uses included tea-rooms, pleasure grounds, etc. The allotments had frontage to present day Punt Road, Victoria Road, Pearson Street and other streets located outside the study area.[2]
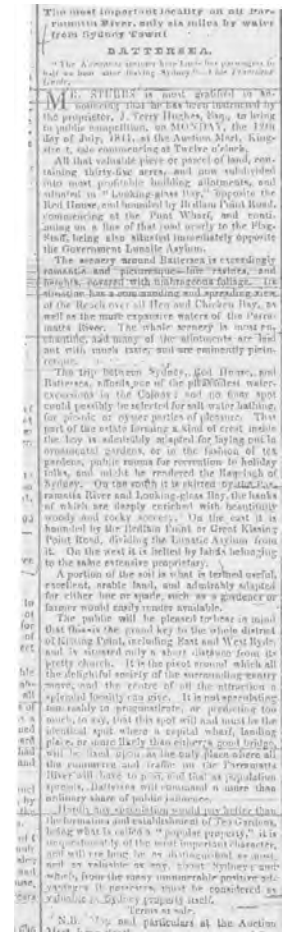
The sale notice for Battersea. Source: *Sydney Morning Herald*, 23rd June 1841

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[1] *Sydney Morning Herald*, 23/6/1841
[2] Mitchell Library Map Z M2 811.1422/1841/1

Plan of Battersea for sale by public auction 9th August 1841. Source: Mitchell Library, Z M2 811.1422/1841/1

Gladesville Estate of 1855

The present day identity of the area derives from the making of this extensive subdivision of 1855, although to the inhabitants of mid nineteenth century Sydney, the area was more widely known as Looking Glass Point, Telegraph Hill or Bedlam Point. The subdivision comprised an area of about 150 acres which was subdivided into 89 'villa' allotments of around one acre. The subdivision was put together by William Whaley Billyard and Robert Johnson incorporating the crown grants of John Terry Hughes, John Glade, Lewis Gordon and much of the Doody and Benson grant. The subdivision therefore incorporates the area of the aforementioned Battersea. The subdivision incorporated the existing roads of present day Punt Road, Pearson Street and possibly Flagstaff Street and Junction Street, and established the new roads of Meriton Street, Ashburn Place, Bayview Terrace, and Clare Street. Wharf Road was also established at this time and as part of the subdivision the developers built the wharf at the end the road and arranged with Edye Manning for his steamers to call. The auctioneers were initially Bowden and Threlkeld who were replaced by Mort and Co. when the estate was reoffered in the following year.3 By 1862 most of the allotments were reputed to have been sold at an average price of £50 per acre. As Billyard and Johnson are reputed to have expended about £1,200 on the development their return may have been in the region of £7,500.4

The sale notice for Glades-Ville. Source: *Sydney Morning Herald*, 8th December 1855

The plan of the subdivision has survived and within the study area there were 18 allotments fronting Victoria Road (original lots 8-19, 27A, 28A, 35). The flagstaff is shown on this plan as being within the vicinity of the junction of Cowell Street and Victoria Road.[5] The earliest development within the study area would appear to have occurred within the allotments centred on the intersection of Meriton Street, Wharf Road, Pearson Street and Punt Road, the focus of which became the original Gladesville Hotel.[6]

Some of the large villa sized allotments were developed for their intended role by the Makinson family, initially Thomas C. Makinson in 1864 (Hillside in Venus Street (demolished) and then his son Henry Massey Makinson in 1880 (Dunham at 2 Massey Street).

Aside from the Makinson family's land, commercial development and the school on the west side of Victoria Road, the remaining areas of the aforementioned allotments were re-subdivided as the Cowell Estate in 1893 (a subdivision which established Cowell Street),[7] the Gladesville Township Estate in 1918 (DP 9135)[8] and Simmons Estate (DP 13762) in 1926.[9]

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[3] *Sydney Morning Herald*, 15/11/18568/12/1855
[4] *Report from the Select Committee on the Field of Mars Common.* NSWP V&P, 1865, Vol. 5
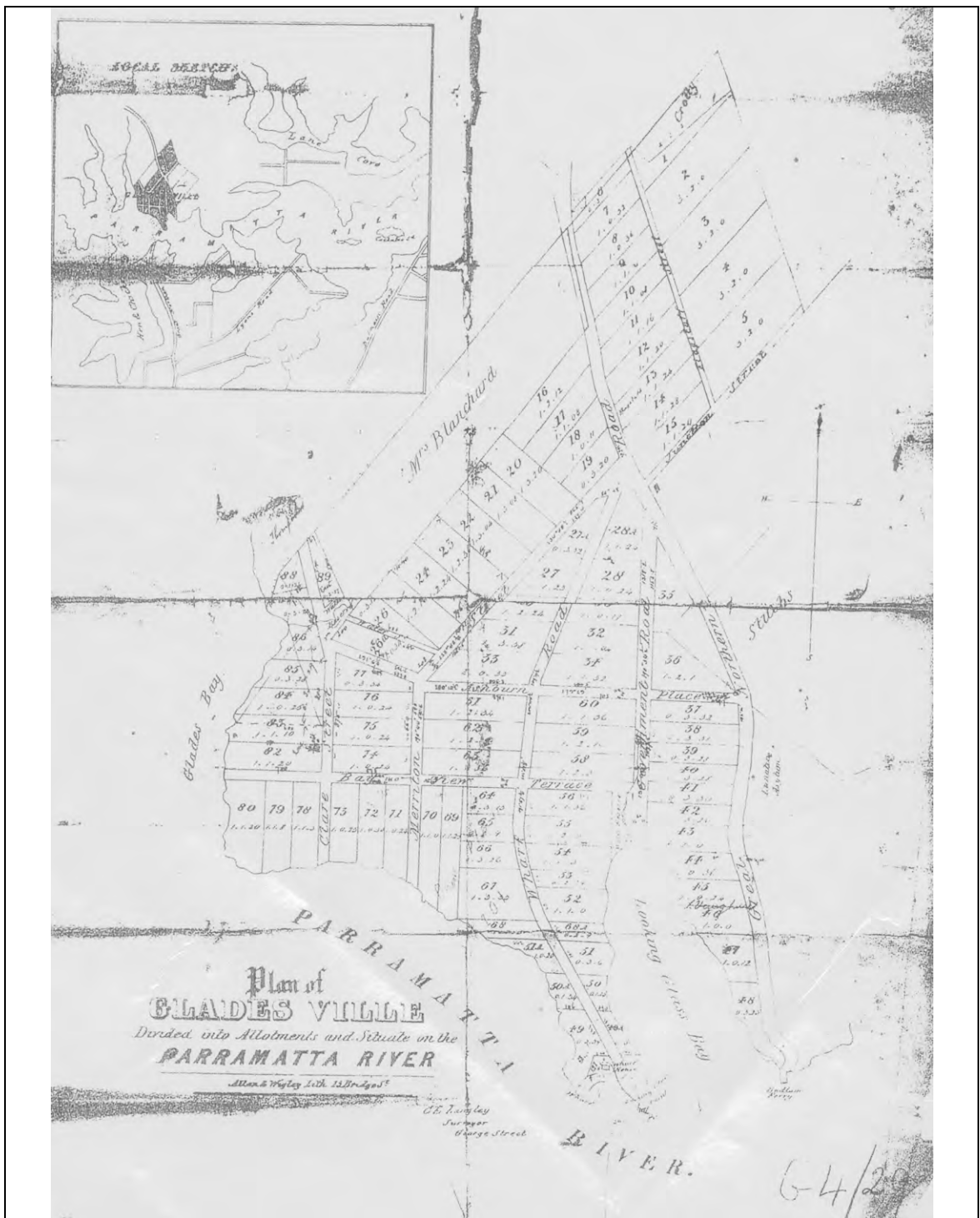[5] Ryde Local Studies Library – Subdivision Plan RB12,1855 Glad
[6] *Report from the Select Committee on the Field of Mars Common.* NSWP V&P, 1865, Vol. 5
[7] Ryde Local Studies Library – Subdivision Plan B.12.1893 Cowe
[8] Ryde Local Studies Library – Subdivision Plan B12.1918 Glad
[9] Ryde Local Studies Library – Subdivision Plan B.12.1926 Simm

Plan of 'Glades Ville' divided into allotments. Source: Ryde Council Local Studies Collection B12.1855 GLAD

Eltham Heights Estate of 1881

The northern edge of the study area to the east of Victoria Road was opened up for closer settlement through the Eltham Heights Estate subdivision of 1881. This subdivision comprised most of the land bounded by the principal roads of Victoria Road, Pittwater Road, Monash/Ryde Road. The timing of the subdivision coincided with the making of the government's commitment to build a tramway as well as the near completion of the bridges linking the peninsula with the city. The 66 acres of the estate had been owned since 1861 by Dr Francis Campbell of the mental asylum at Tarban Creek. Campbell's land was purchased and subdivided by Joseph Barron & William Moxham.[10] A total of 217 allotments were offered for sale by auctioneers Miles, Pile and Gilchrist in April 1881, of which 21 had frontages to Victoria Road between Cambridge Street and Monash Road.[11] These allotments were described as 'grand business sites' although their size (66 feet by 150 feet) did not differ from the residential allotments. Despite the auctioneer's claim that 'Eltham must become the chief centre of the district'[12] there seems to have been little interest in the allotments in the short to medium term until the completion of the tramway in 1910.
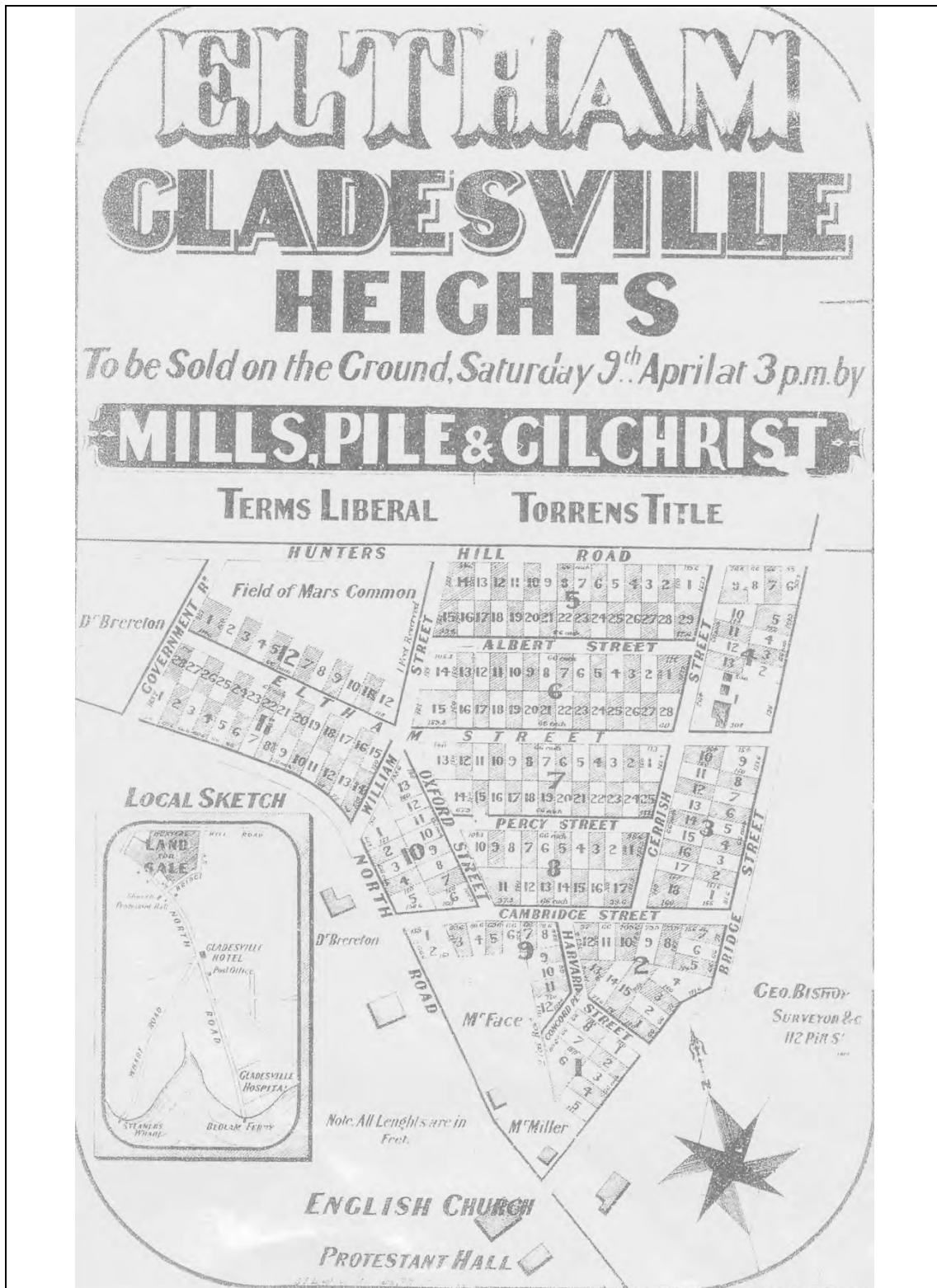

The sale notice for the Eltham Estate. Source: *Sydney Morning Herald*, 2nd April 1881

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[10] Land Titles Office – Old System Deed Bk. 71 No. 618
[11] Ryde Local Studies Library – Subdivision Plan B12.1881 Elth
[12] *Sydney Morning Herald,* 2/4/1881

Plan of Eltham (Gladesville) Heights for sale on 9th April 1881. Source: Ryde Council Local Studies Collection B12.1881 ELTH

Cowell Estate of 1893

The estate of the late Hannah Cowell (the Cowell Estate) was offered for sale in May 1893. The subdivision was unusual in it offering freehold title to a number of premises which the Cowell family had developed as rental properties. The Cowells were long time owners of the original Gladesville Hotel and the estate comprised land in the vicinity of the hotel, although the hotel was not offered for sale. Allotments fronting Victoria Road with cottages included the sites of present day no. 142, 153, 163, 171, 185 Victoria Road and no. 1 Wharf Road. The subdivision established Cowell Street.

The sale notice for Hannah Cowell's estate. Source: *Sydney Morning Herald*, 13th May 1893

Plan of the estate of the late Hannah Cowell for sale on 20th May 1893. Source: Ryde Council Local Studies Collection – B12.1893 COWE

Brereton Hill Estate of 1909

The Brereton Hill Estate subdivision was put up for public sale in September 1909 a few months before the opening of the tramway from Sydney although the auctioneer's plan depicts the route of the tramway. The subdivision offered 51 allotments with frontages of about 66 feet which where evidently intended for residential development.[13] The land had been owned by the Le Gay Brereton family since the 1860s and had initially formed part the Farnell's Grove subdivision.
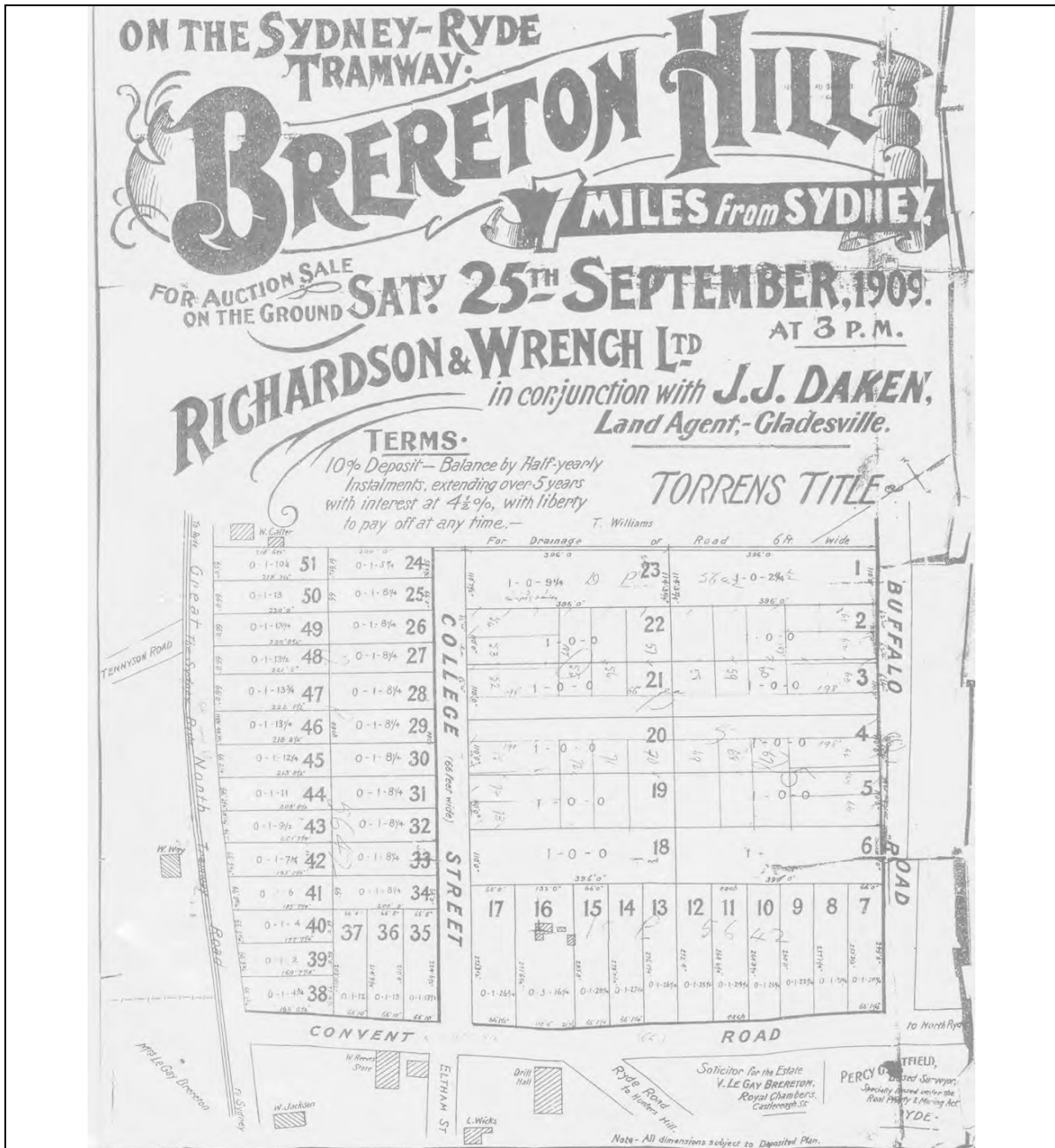

Plan of Brereton Hill for sale on 25th September 1909. Convent Road is Monash Road. Source: Ryde Council Local Studies Collection – Vertical File

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[13] Ryde Council Local Studies Collection – Vertical File

Church Hill Estate of 1910

The Church Hill Estate subdivision was put up for public sale in November 1910 a few months after the opening of the tramway from Sydney. The subdivision offered 12 allotments with frontage to Victoria Road to the north and south of Stansell Street. The allotments had narrower frontages (42 feet) than had been offered previously, but were intended for residential development.[14] Later in 1928 an additional 11 allotments situated to the south and up to the grounds of the Presbyterian church were placed on the market. These were narrow (mainly 17 feet) commercial allotments with rear lane access.[15]
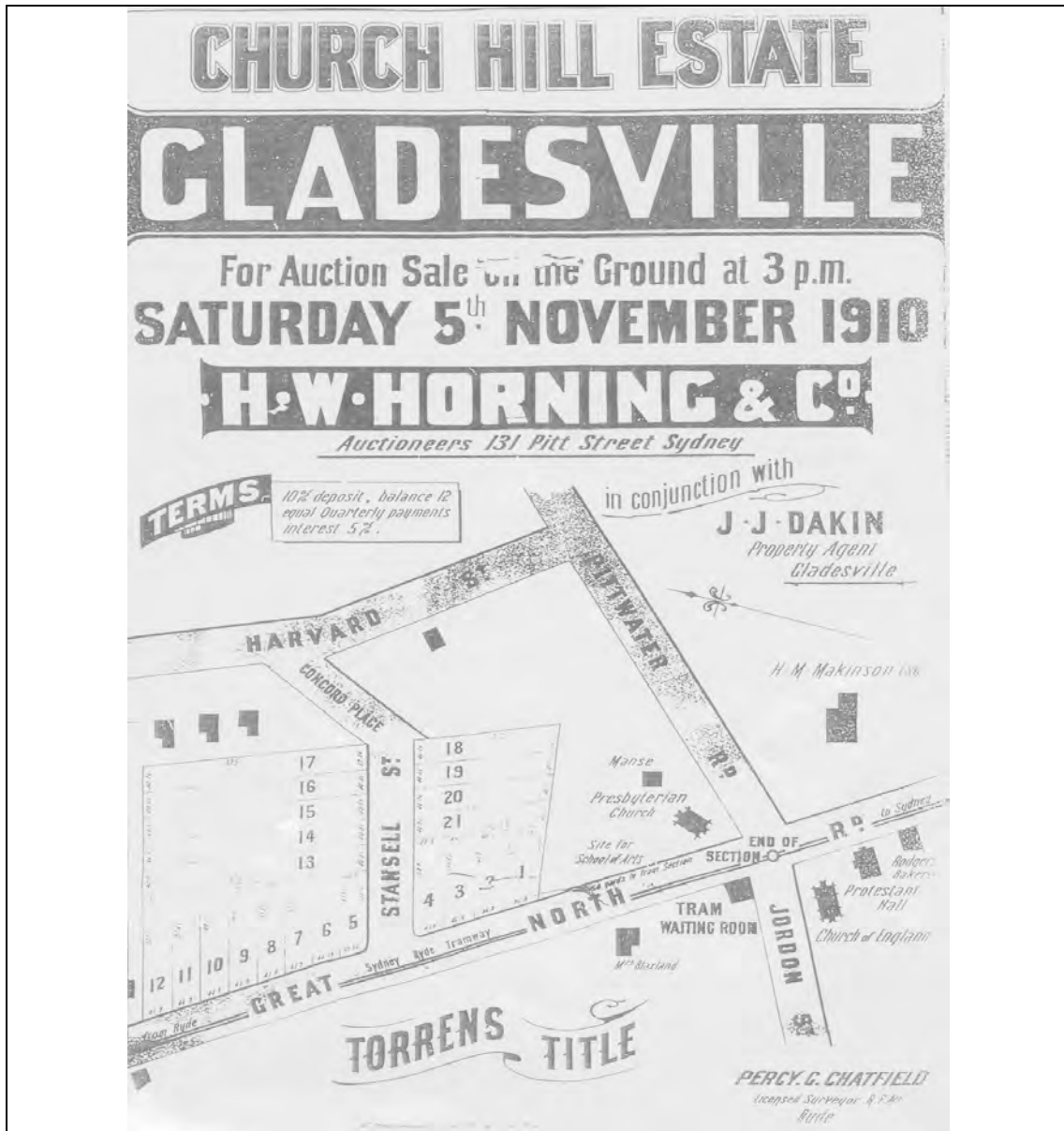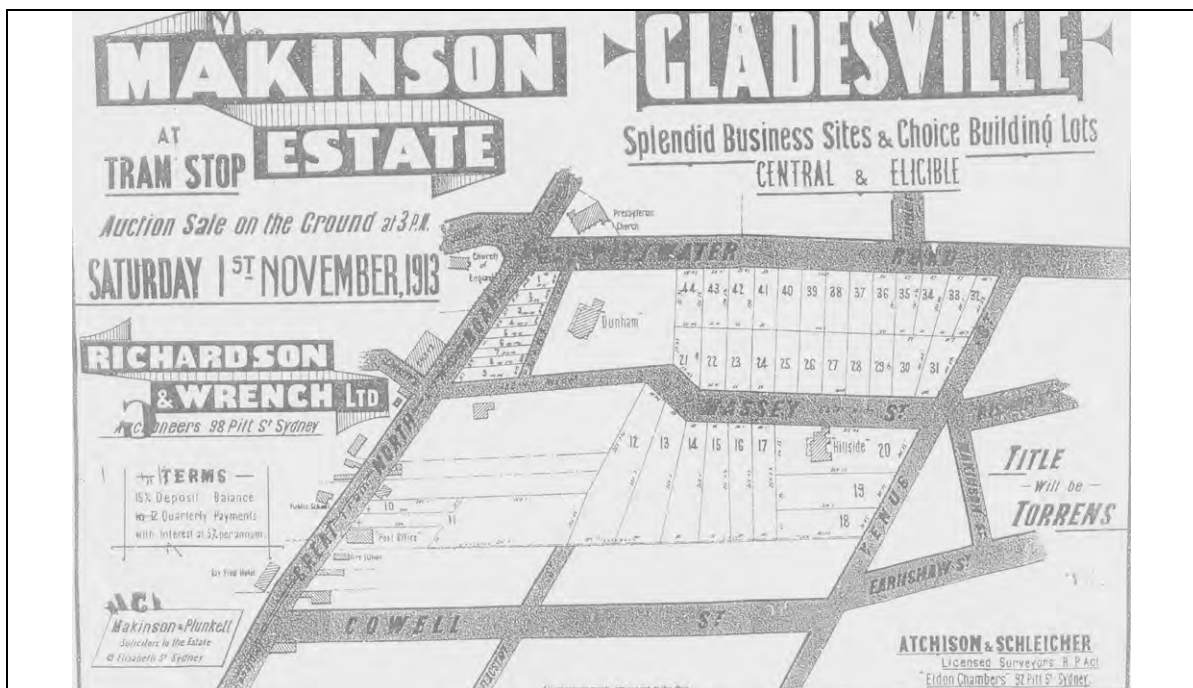

Plan of Church Hill (Gladesville) for sale on 5th November 1910. Source: Ryde Council Local Studies Collection B12.1881 ELTH

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[14] Ryde Local Studies Library – Subdivision Plan B12.1910 Chur
[15] Ryde Local Studies Library – Subdivision Plan B12.1928 Glad

Makinson Estate of 1913

The Makinson Estate subdivision of 1913 subdivided the grounds of the Makinson's family villas Dunham and Hillside, with Hillside also being placed on the market. Nine commercial allotments, situated between Pittwater Road and Massey Street, were offered with rear lane access. Massey Street was established in this subdivision and its irregular width and alignment suggests it was, at least in part, the former estate drive.[16]
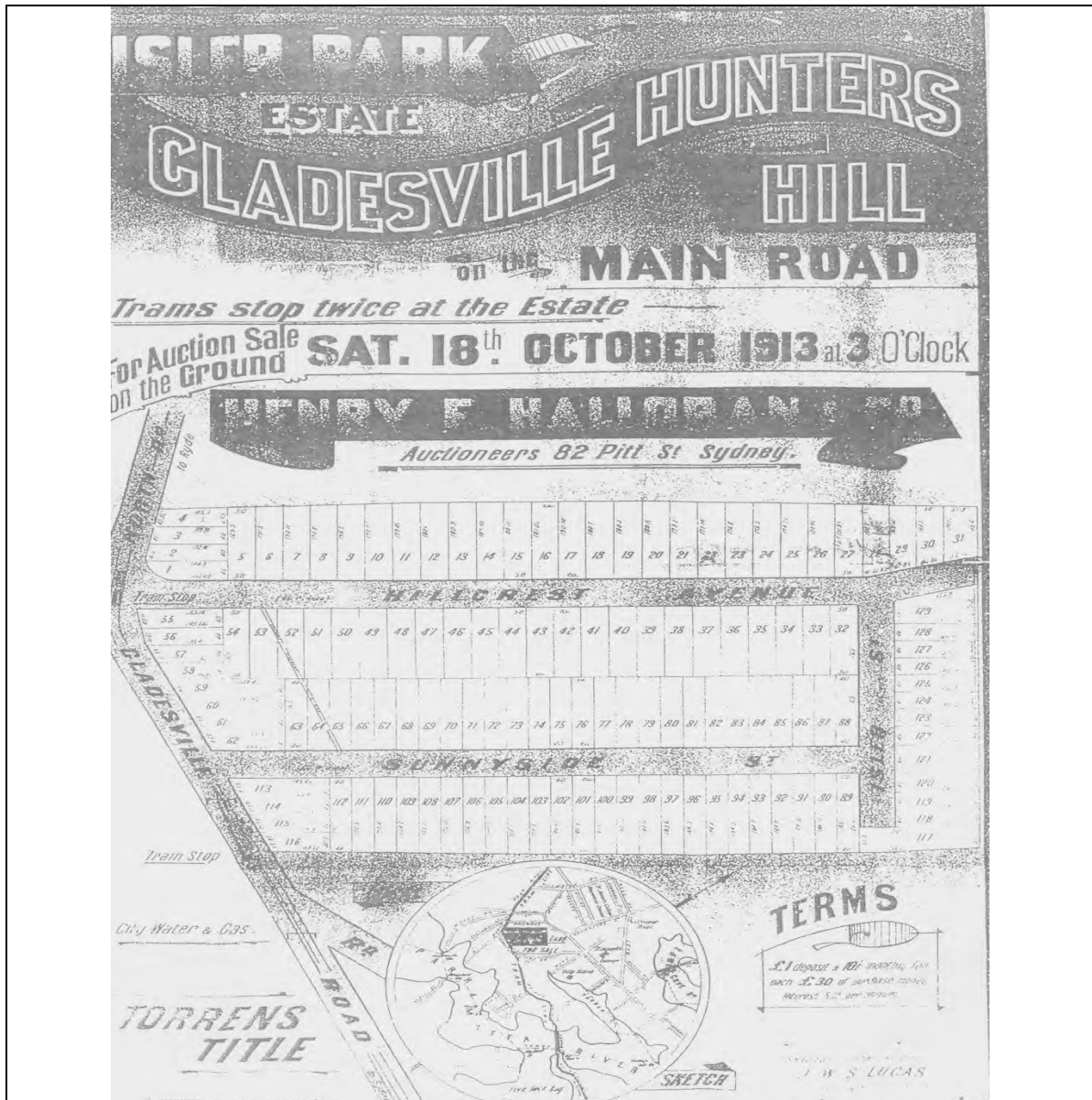

Plan of the Makinson Estate (Gladesville) for sale on 1th November 1913. Source: Ryde Council Local Studies Collection B12.1913 MAKI

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[16] Ryde Local Studies Library – Subdivision Plan B12.1913 Maki

Isler Park Estate of 1913

The Isler Park Estate sale represented one of the last, if not the last, large land releases in the area. The estate was offered for sale in October 1913 by Henry F. Halloran & Co., auctioneers. The estate was laid out to provide allotments with street frontage between 40 and 50 feet. 129 allotments were offered, of which 16 had frontage to Victoria Road.[17]
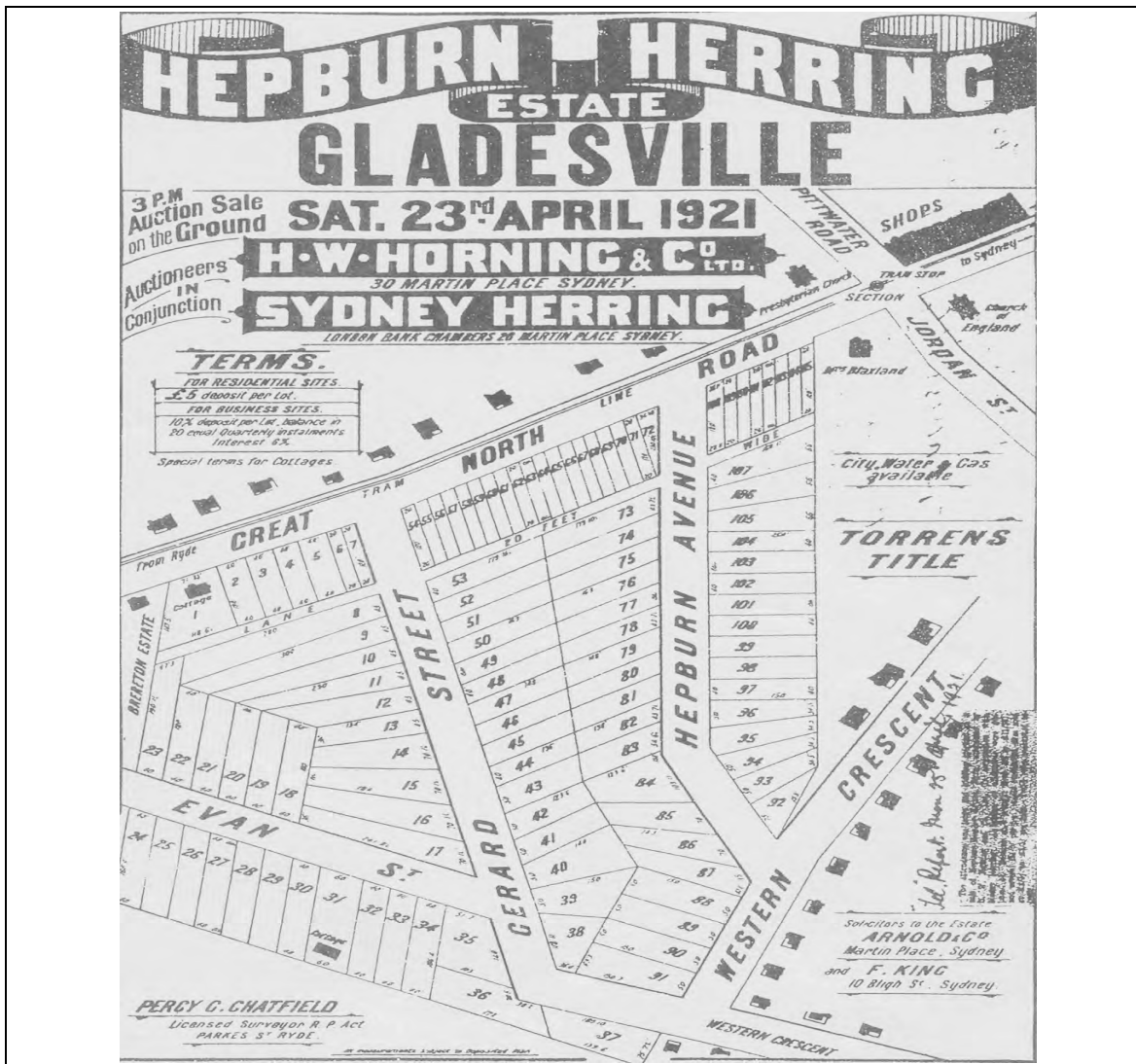

Plan of the Isler Park Estate (Gladesville) for sale on 18th October 1913. Source: Ryde Council Local Studies Collection B12.1913 ISLE

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[17] Ryde Local Studies Library – Subdivision Plan B12.1913 ISLE

Hepburn Herring Estate of 1921

While the east side of the northern half of Victoria Road within the study area had progressively been cut up for commercial and residential allotments during the early 1910s, practically the whole of the west side of the road north of Jordan Street through to near Monash Road was put up for sale over 1921. This land had been locked-up by the Hepburn, Herring and Brereton families. The first of these land sales was the Hepburn-Herring Estate subdivision which was offered for public auction in April 1921 by auctioneers H.W. Horning and Co. A total of 115 allotments comprised the subdivision, of which 31 had frontage to Victoria Road and rear lane access; most of these allotments had narrow (20 feet) wide frontage. The allotment of present day no. 310 Victoria Road included a stone cottage.[18]

Plan of the Hepburn-Herring Estate (Gladesville) for sale on 23rd April 1921. Source: Ryde Council Local Studies Collection B12.1921 HEPB

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[18] Ryde Local Studies Library – Subdivision Plan B12.1921 Hepb

Osgathorpe Estate of 1921

The Hepburn-Herring Estate subdivision of April 1921 was followed in November by the Osgathorpe Estate, the long held residence of the Le Guy Brereton family. In this subdivision a total of 51 allotments were offered for public auction by W. Robjohns Ltd., of which 20 had frontage to Victoria Road. These allotments were quite wide (45 to 70 feet) and would seem to have been intended for residential development.[19] The initial land release did not include the old homestead, but this was later released on the market. A portion of the front boundary of Osgathorpe had long been ear-marked for resumption for road widening, but the building was not demolished until the 1950s.

Plan of the Osgathorpe Estate (Gladesville) for sale on 12th November 1921. Source: Ryde Council Local Studies Collection B12.1921 OSGA

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[19] Ryde Local Studies Library – Subdivision Plan B12.1921 OSGA

Appendix D - Precinct Descriptions

Introduction

Each of the precincts has been assessed to provide a general statement about heritage values. This has been achieved through analysis of the following factors which collectively provide a picture of the current heritage status of the precinct relative to the known historical development: Road usage

- Topography
- Uses
- Height
- Freestanding/attached buildings
- Corner sites
- Date
- Materials and style
- Allotments
- Access
- Integrity
- Views
- Historic themes
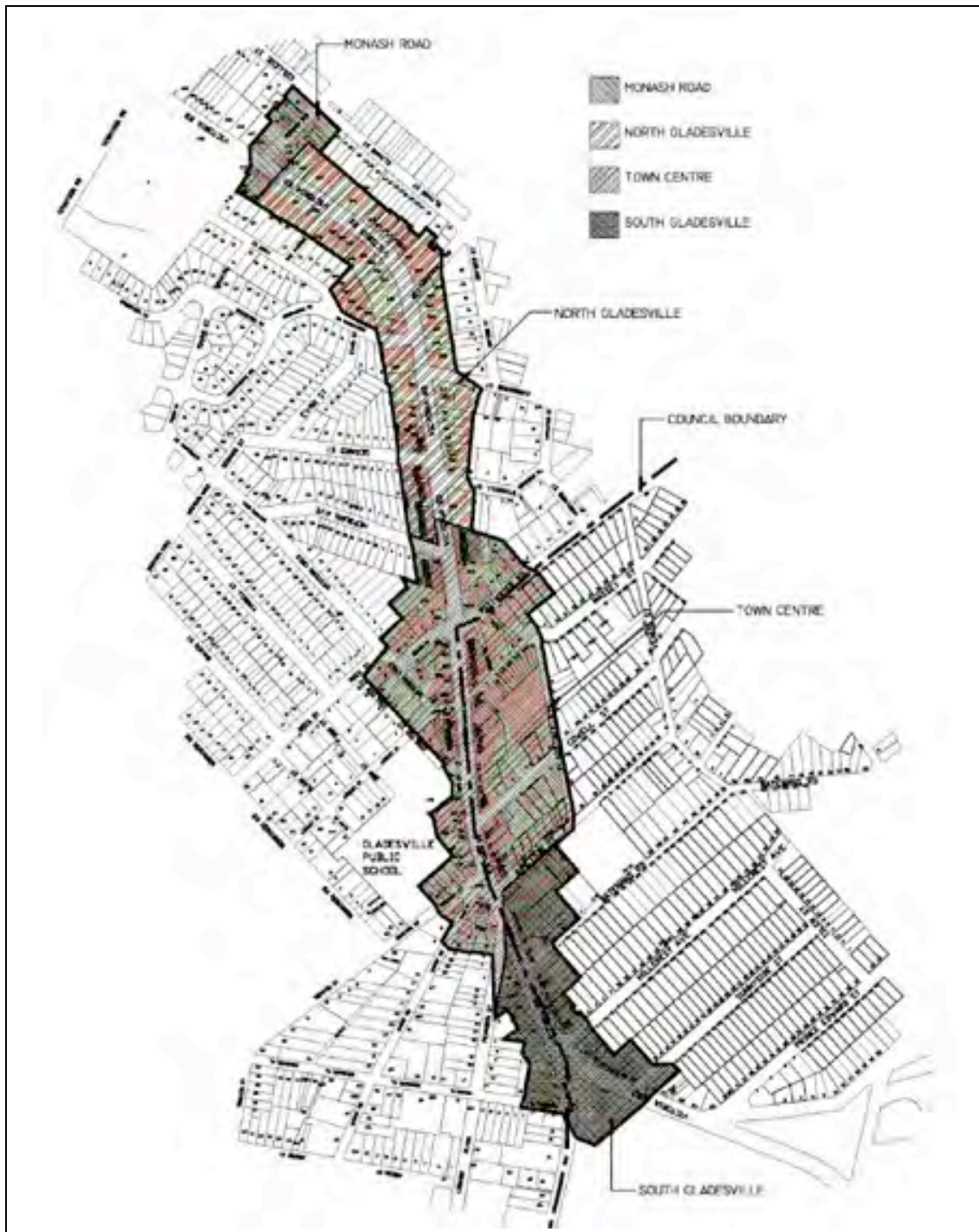
Precincts of the study area
A – Monash Road
B – North Gladesville
C – Town Centre
D – South Gladesville

Monash Road Precinct

Monash Road looking south to the intersection with Victoria Road. The intersection is framed by buildings, two of which have historic value (no. 428-434 & no. 413-417 Victoria Road.

Road Usage: Monash Road is a regional arterial route linking Ryde with Hunters Hill and Lane Cove. Victoria Road is a major Sydney arterial road.

Topography: Monash Road is sited on the flat of a gentle rise. To the west of Victoria Road the land slopes to the valley of Parramatta River.

Uses: The section of road defined by the study area has a predominantly commercial use, although there are a small number of freestanding cottages. These uses demonstrate the historic use of the precinct.

Height: Building heights range from two storey near Victoria Road to single storey at the Eltham/College Streets intersection. The two storey commercial terraces provide a notable contribution to the historic character of the precinct.

Freestanding/Attached: The buildings are either freestanding or attached as terraces of three buildings.

Corner sites: The precinct comprises a number of roads intersecting with Victoria Road. These corner sites in most instances retain historic building stock which is of note in addressing the road corner; these sites include: 413-417 Victoria Road and 1 Monash Street.

Date: With the exception of the c.1950s building at no. 419 Victoria Road, the buildings date from the late nineteenth century to the inter-war period.

Materials and style: The buildings are predominantly of brick masonry construction in a variety of architectural styles that are representative of the respective eras of construction. The roof forms relate to the original use of the respective buildings with commercial buildings having the roof hidden from the public domain by a parapet, while residential premises have a hipped or gabled roof.

Allotments: The buildings are sited on allotments which are consistent with the staged land releases in the area, although the allotment of no. 1 Monash Road now encompasses a number of earlier allotments. The allotments are mainly narrow but deep lots. Depending on the original use of the building, commercial buildings are built up to the front of the allotment, and residential buildings are set back to provide a small front garden. The gardens are enclosed by low fences exhibiting a variety of styles and materials. The allotments of no. 1 Monash Road and no. 419 Victoria Road comprise large areas of open space used for car parking and commercial display.

Access: None of the commercial buildings were originally provided with rear lane access.

Integrity: The integrity of the buildings varies depending on use and location. With all of the commercial terraces the street elevation has been altered through infilling of balconies and changes to upper floor window detailing. With the exception of no. 2-6A Monash Road, the original shop fronts have been removed.

Views: The elevation of the precinct potentially offers views to the catchment of Parramatta River, but this is only realised from the public domain by a slot view down a right of way neighbouring no. 434 Victoria Road. Views to the south-east down Victoria Road to the North Gladesville precinct are not particularly inviting given the built form of this precinct. This precinct does not provide a sense of entry into the Town Centre precinct. The view to the west beyond the study area however reveals distant views of the extensive Catholic Church land holdings which demarcate a stage in the road journey between Ryde and Sydney. Within the Monash Road precinct an important view is to the south to the junction with Victoria Road. The value of this view is derived from the framing provided by the clusters of historic commercial terraces.

Themes: The built form of the precinct demonstrates a number of the identified historic themes which address the coming of the tramway and subdivision. The commercial terraces in particular demonstrate the significant impetus the tramway (completed in 1910) provided in developing the area in combination with the opening of road bridge to Lane Cove (De Burgh's bridge) and the army drill, both completed in 1901.

North Gladesville precinct

This photograph of a tram in Victoria Road in the last year of its operation in 1949 also captured for posterity the streetscape of the road with its pockets of commercial terraces and the theatre in the background. By this late date many allotments still await development. Note the shops at no.232-240 Victoria Road. Source: Ryde Library

The Victoria Road looking south-east to the Gladesville shops. In the foreground is the old Victory Theatre building.

Road Usage: Victoria Road is a major arterial road route with limited pedestrian use.

Topography: The topography is undulating with the land sloping markedly to the valley of Parramatta River to the west of Victoria Road.

Uses: Predominantly commercial with some light engineering workshops. The exception is the ecclesiastical and educational uses associated with the Catholic Church. Historically by the inter-war period this precinct was characterised by a mix of residential and commercial uses with large expanses of vacant land. The vacant land was subsequently developed for commercial uses at the expense of residential use. The now commercially used cottages at no. 310 and no. 381 Victoria Road are the only extant historic examples of this use.

Some extant buildings have commercial uses which are of historic note; these include no. 325 Victoria Road (Duffy's produce store), no. 328 Victoria Road (Gus Bowe's Victory Theatre), and no. 394 Victoria Road (the Gladesville ice works). Similarly some commercial buildings and sites retain a longstanding historic use of note; these include no. 390 Victoria Road (Gladesville Hotel) and no. 336 Victoria Road (Primrose's timber yard).

There are a number of large cleared sites awaiting or being redeveloped (no. 292, 297 and 312 Victoria Road).

This photograph of a tram in Victoria Road in the last year of its operation in 1949 shows a streetscape characterised by a row of now demolished freestanding cottages between Cambridge Street and Pittwater Road. Note the contribution of the Presbyterian Church in defining a sense of entry into the Town Centre Precinct. Source: Ryde Library
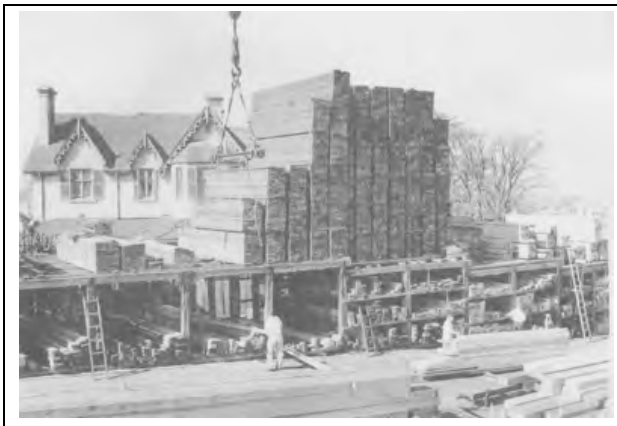
This undated, but probably c.1950s, photograph shows the A. E. Primrose Co. timber yard with the now demolished Osgathorpe in the background. Source: Ryde Library

This undated, but probably c.1930s, photograph shows an A. E. Primrose & Co truck in Victoria Road with the Our Lady Queen of Peace Catholic church in the background. The paddock is now no. 363-365 Victoria Road. Source: Ryde library

Height: Building heights range from single storey to three storeys. A number of the taller historic buildings in combination with their location contribute to the identity of the area; these include no. 390 Victoria Road (Gladesville Hotel), no. 325 Victoria Road (former Duffy's produce store), no. 328 Victoria Road (Gus Bowe's Victory Theatre), and no. 329 Victoria Road (Our Lady of Peace Church). The elevated reinforced concrete water reservoir of the Primrose's timber yard similarly provides a landmark.

Freestanding/Attached: The buildings are either freestanding or attached.

Corner sites: The precinct comprises a number of roads intersecting with Victoria Road. These corner sites in most instances retain historic building stock which is of note in addressing the road corner; these sites include: no. 325 Victoria Road, and no. 329 Victoria Road (church).

The intersection of Victoria Road with Westminster Road is defined by the church and commercial premises of which the church (no. 329 Victoria Road) has historic value.

Date: The building stock is characterised by pre and post second world war development. The earliest extant building is the sandstone cottage at no. 310 Victoria Road.

Materials and style: The buildings are predominantly of brick masonry construction in a variety of architectural styles that are representative of the respective eras of construction. The roof forms relate to the original use of the respective buildings with commercial buildings having the roof hidden from the public domain by a parapet, while former residential premises have hipped or gabled roof. The more recently constructed buildings have a flat roof, while some of the fast food outlets incorporate quite eclectic roof forms. Sandstone masonry construction is exhibited at no. 310 Victoria Road and in the rear lower section of no. 288 Victoria Road (recycled building stone).

Allotments: Generally the allotments retain their historic subdivision pattern. The exceptions include sites such as Primrose's timber yard (no. 336 Victoria Road) where the commercial operation is undertaken within a number of un-consolidated allotments (the Catholic church and school at no. 329 Victoria Road, no. 297, no. 309, and no. 317 are other examples) or sites with consolidated allotments (no. 385, 397, 400, 328, 312 Victoria Road). Arising from this, the original rhythm of narrow but deep allotments as laid out in the subdivisions has been eroded. The location of the buildings sited within the allotments is variable, but the historic pattern of commercial buildings at the front of the allotment (ie. no. 276, 280, 286, 302-304, 325, 328, 390 Victoria Road) has been broken in places; this is particularly evident at the northern edge of the precinct and along the east side of Victoria Road. Most modern buildings are sited away from the front of the allotment. There are also a number of inter-war buildings which have an open narrow yard area between the building and footpath and it is possible this arises from a road widening reservation.

Access: Most of the allotments were not provided with rear lane access, the exceptions are the allotments of no. 248-312 Victoria Road.

Integrity: The external integrity of the historic building stock varies, but is generally low to medium. Most of the shops at the southern edge of the precinct have been altered, but retain an identity that is evocative of their era. As with most converted historic cinemas, the former theatre (no. 328 Victoria Road) has a good degree of integrity above awning. The Catholic church (no. 329 Victoria Road), the hotel (no. 390), stone cottage (no. 310 Victoria Road), and

former Gladesville ice works (no. 394 Victoria Road) retain a fair to good degree of integrity on the street facing facades.

Views: The elevation of the precinct offers potential views south to the valley of Parramatta River. The views are however only realised from the public domain by slot views down intersecting streets and over the Primrose timber yard. Views to the south down Victoria Road to the Town Centre are not particularly inviting given the built form of the precinct and the backdrop of the unfortunately over sized and architecturally indifferent building at no. 230 Victoria Road. However the view to the Catholic church is important on the approach to the Gladesville shops because of the church's location, orientation and embellished façade.

These slot views down The Avenue and Hepburn Road reveal the low lying land south of the Parramatta River.

Themes: The built form of the precinct demonstrates a number of the identified historic themes which address the coming of the tramway, subdivision, and commercial and civic development. The precinct also has significant historic associations with the theme of land settlement in the site of Le Gay Brereton's Osgathorpe estate (no. 336 Victoria Road) and the stone cottage at no. 310 Victoria Road.

Town Centre Precinct

Road Usage: Victoria Road is a major arterial road route. Pittwater Road is also an arterial route. The intersecting streets (Meriton Road, Wharf Bateman Road, Cowell Street, Linsley Street, Jordan Street, etc.) are local streets servicing residential neighbourhoods but in some instances funnel traffic to Morrison Road. Historically, Wharf Road was the terminus for private buses to Meadowbank and Chatswood, and this use continues for government buses. Jordan Street is also a bus terminus, and is historically associated with the terminus in Pittwater Road of the Woolwich bus service. Massey Lane and Flagstaff Street provide limited rear lane access to buildings fronting Victoria Road. Victoria Road has a high volume of pedestrian traffic which is reflected in the decorative footpath paving service, use of planters, etc.

The Betar's building at no. 171-183 Victoria Road forms the backdrop to this view of a tram at the intersection of Victoria Road with Meriton Road, with a private company bus terminating in Meriton Road. The photograph was taken in 1938. Source: D. Keenan, *The Ryde Line of the Sydney Tramway System*, Sydney, 1988.

The west side of Victoria Road inclusive of the Bayview Hotel and large block of flats at the intersection with Meriton Street.

The east side of Victoria Road near the post office.

Massey Lane connects Massey Street with Pittwater Road. Massey Lane

Flagstaff Street, which is at least as old as the Gladesville Estate subdivision of 1855, is a narrow road which connects Junction Street with Massey Street and provides access to the shopping complex.

Topography: The topography is principally flat for most of the precinct with a gentle slope demarcating the northern edge. To the west the land slopes to the valley of Parramatta River, while to the east it slopes to the valley of Tarban Creek.

Uses: The precinct has a wide range of uses including residential, church, commercial, institutional, motel, restaurant, and education, however commercial related uses predominant.

Historically the precinct has always been characterised by a mix of commercial and residential uses. This mix continues to this day albeit residential uses now being represented by flats (ie. no. 142-154) on Victoria Road. Fringing Victoria Road, residential use is demonstrated by the mix of pre Second World War freestanding and semi-detached cottages in Meriton Street (no. 3, 5-7, 9-11) and Pittwater Road (no. 11, 9, 13), Cowell Street, Junction Street, flats in Pittwater Road (no. 1, 3, 5A, 7) and Meriton (no. 1), and post Second World War flats in Jordan Street (no.9, 13 and 15). The spectrum of nineteenth century historic residences is demonstrated by the stone cottages at no. 153 and no. 163 Victoria Road and the stone villa at no. 2 Massey Street. The rectory at no. 1B Jordan Street is a later example.

The commercial buildings are principally located along Victoria Road or close to this road. Some extant buildings have former commercial uses of historic note; these include no. 1 Wharf Road (the former Gladesville Theatre) and no. 173-183 Victoria Road (the former Gladesville Hotel). Some commercial buildings retain a longstanding use of note including the Commonwealth Bank (no. 219 Victoria Road), and the Bayview Hotel (no. 170 Victoria Road).

A feature of the precinct is the number of buildings and sites with historic government related uses including the post office (no. 217 Victoria Road), school (no. 172 Victoria Road), electricity supply (no. 2 Cowell Street), fire station (no. 7A Pittwater Road), and municipal library (no. 6 Pittwater Road). Another feature of the precinct is the concentration of churches - Christ Church at no. 220 Victoria Road, the Uniting (former Methodist) church at no. 1 Pearson Street, the Presbyterian church at no. 265A Victoria Road. The former police station at no. 161 Victoria Road is another, albeit lapsed, example. Other civic related uses include the halls associated with the aforementioned churches, the Jordan Hall (no. 6-8 Western Avenue), and the RSL Club (no. 4-6 Linsley Street).

The intersection of Pearson Street, Punt Road and Victoria Road is a small public space demarcated by a clock tower. Other public places are he corner of Jordan Street with Victoria Road and Trim Place.

The car park in Cowell Street also serves as a place associated with the interpretation of the historic of the study area with a replica flagstaff.

The clock tower at the intersection of Meriton and Wharf Roads.

Some drift of commercial uses into the fringing residential neighbourhoods has occurred in using pre Second World War housing stock. This is most evident in Pittwater Road (no.3 – no. 9, and no. 4) but is also evident in Meriton Street (ie. no. 3). The demand for car parking has also resulted in erosion of the fringing residential uses through insertion of municipal car parking at no. 2 Pittwater Road, and no. 5-13 Western Avenue. There is no clear delineation between former residential buildings and zones and more recent commercial uses in these areas, which has resulted in an area of degraded character.

The height of the commercial buildings at no. 230 Victoria Road and no. 1 Jordan Street has been utilised to locate mobile phone repeater towers with unfortunate detrimental impact on the setting of Christ Church.

Height: Building heights are principally single and two storey with an occasional three storey building on Victoria Road (no. 142-154) and residential flat blocks of similar height in the intersecting streets of Pittwater Road, Jordan Street, Massey Street and Linsley Street. A notable exception is the commercial office building at no. 230 Victoria Road, the highest building in both the study area and surrounding area.

Over-scaled development at no. 230 Victoria Road.

Freestanding/Attached: The commercial buildings along Victoria Road are principally clustered in groups of attached buildings. The residential housing stock is predominantly freestanding.

Corner sites: The precinct comprises a number of roads intersecting with Victoria Road. These corner sites in most instances retain historic building stock which is of note in addressing the road corner, these sites include: no. 142-154 Victoria Road, no. 173-183 Victoria Road, no. 197-199 Victoria Road, no. 220 Victoria Road, no. 239A Victoria Road, no. 261-263 Victoria Road, and no. 265A Pittwater Road. Some sites removed from Victoria Road, but none the less address this road, include buildings which provide a comparable level of townscape interest, these sites include no. 1 Wharf Road, 8-10 Wharf Road, and 6-8 Western Crescent, the Uniting Church in Pearson Street, and the row of inter-war flat blocks on Pittwater Road.

The intersection of Victoria Road with Pittwater Road is defined by the commercial terraces and Uniting Church.

Date: The extant building stock dates from the mid-nineteenth century through to the present, with a high proportion of early twentieth century and inter-war era buildings. The oldest extant buildings are the sandstone buildings at no. 173-183 Victoria Road (the old Gladesville Hotel at rear), the old school teacher's residence at no. 172 Victoria Road, cottages at no. 153 and no. 163 Victoria Road, churches at no. 220 and no. 265A Victoria Road, and Dunham in Massey Street. Most of these buildings are visible from Victoria Road.

Materials and style: The buildings are predominantly of brick masonry construction in a variety of architectural styles that are representative of the respective eras of construction. The roof forms relate to the original use of the respective buildings with commercial buildings having the roof hidden from the public domain by a parapet. Many post Second World War buildings have flat roofs.

Allotments: Generally the allotments retain their historic Torrens land title subdivision pattern, however the southern edge of the precinct is characterised by subdivision in the earlier Old Systems land title for which a statement on integrity is difficult to judge, although some sites, such as no. 165, 172, 210, 235 Victoria Road, appear to have been consolidated from smaller allotments. The location of the buildings is characterised by the historic pattern of commercial buildings at the front, although the building at no. 134-136 Victoria Road breaks the aforementioned pattern, and some allotments on Victoria Road between Linsley Street and Jordan Street have also buildings at the rear of the allotment.

Access: With the exception of Massey Lane and rights of way behind no. 182-190, no. 267 and 283 and no. 232-246 Victoria Road, none of the allotments with commercial uses were provided with rear lane access.

Integrity: The external integrity of the historic building stock varies, but is generally low to medium. Most of the shops have been altered, but retain an identity that is evocative of their era. Original shop fronts are extant at no. 156 and no. 267 Victoria Road. The external facade of some buildings has been so altered it is now difficult to conceive a return to an earlier configuration (ie. the RSL club at no. 4-6 Linsley Street, and possibly no. 2 Wharf

Road). Other facades have been altered through cladding which with removal may reveal an earlier configuration (no. 184, no. 190, no. 215, no. 231 Victoria Road.)

The overall integrity of the streetscape of Victoria Road to the pre Second World War period also varies due to the impact of road widening. The east side of the road situated within the LGA of Hunter's Hill was not affected by road widening and thus retains a higher degree of integrity than the opposing west side. Later development has however impacted on this streetscape, the most unfortunate loss being the demolition of the post office building of 1911. The whole of the west side of Victoria Road from Pearson Street through to Jordan Street has been affected to some extent by road widening, the exception being the Bayview Hotel (no. 170) which was rebuilt around 1930 to the then proposed new alignment. It is possible that some of the buildings retain portions of earlier fabric but the important street facades have been rebuilt. No. 185 Victoria Road is known to have been the site of a cottage in 1893 which may now be enveloped by the existing single storey shop. In the instance of Christ Church the memorial gates and sandstone wall were rebuilt on the new boundary.

The integrity of the streetscape of the adjacent residential areas is variable. The streetscape of Cowell Street, which evidently was characterised by freestanding cottages, has been eroded through consolidation of allotments and insertion of car parks and flats from the 1960s. The streetscape of nearby Junction Street in contrast retains a high degree of integrity, while Massey Street is mix of old and new which would seem to reflect historic land use patterns. With the Ryde municipal area the extent of residential development is not as great, but where is occurs the sense of a residential streetscape has been eroded through post 1960 development.

Views: The elevation of Victoria Road above the valley of Parramatta River provides some views of note when looking along intersecting streets such as Jordan Street, but elsewhere this view

For decades the junction of Victoria Road and Jordan Street was characterised by the contrast between the antiquity of the sandstone Christ Church and modern, bulky façade of the now demolished Palace theatre at no. 1 Jordan Street. Other demolished structures of this by-gone era are the former tram waiting shelter and staff rooms and the Blaxland family's Karlite (no. 226-230 Victoria Road) shown at right of picture. Source: Ryde Library

The east side of Victoria Road within the municipality of Hunter's Hill was not affected by road widening and consequently has a higher degree of integrity than the opposite side of the street. Post war development has had little impact in this area as most of the buildings shown in this photograph of 1945 of the premises between no. 215 –227 Victoria Road, are extant with the notable and arguably unfortunate loss of the post office. Source: Ryde Library

catchment is screened by buildings fringing the road. Another view of note is to the mental hospital and city backdrop looking south-east along Victoria Road from around Cowell Street. It is probable that there are views to the north-east to properties in Hunters Hill affiliated with the Catholic Church such as Villa Maria and St. Joseph's School but these are not apparent from the public domain.

Themes: The built form of the precinct demonstrates a number of the identified historic themes which address the coming of the tramway, and commercial and civic developments.

South Gladesville precinct

Road Usage: Victoria Road is a major arterial road route. The intersecting streets (Sunnyside Street, Hillcrest Street, Punt Road, Wharf Road and Pearson Street) are local streets servicing the neighbouring residential neighbourhoods. Pearson Street has a number of commercial uses, principally associated with businesses with a Victoria Road address. The intersection of Punt Road with Victoria Road retains an important historic association with the Great North Road which is demonstrated through remnant mid-nineteenth century building stock (ie. 143-147 Victoria Rd).

Hillcrest Street looking east from Victoria Road. The tree lined street with freestanding cottages is typical of the residential nature of this area.

Pearson Street looking west from Victoria Road. Commercial development has changed the dynamic of this streetscape.

Topography: Victoria Road and the intersecting streets situated to the south-west are near the crest of the valley of the Parramatta River. The intersecting streets to the east of Victoria Road however are situated on the flat of the crest of the hill. The treed open space near the Gladesville police station is flat. This varied topography is exhibited in the alignment of Victoria Road with its modulated curves.

Uses: The precinct has a wide range of uses including residential, commercial, institutional, and open public space. Commercial uses predominant on the west side of Victoria Road and at the north-east corner of the precinct.

The west side of Victoria Road represents a mixed streetscape of little heritage value.

The opposing east side of the street is similarly commercial, but retains examples of earlier building stock of heritage value.

Height: The building heights range from single storey residences and shops to two storey commercial office suites. Most of the historic houses are single storey with a notable two storey exception at no. 129 Victoria Road.

Freestanding/Attached: The buildings are predominantly freestanding, with a considerable number of the commercially used allotments having extensive hardstanding areas for car parking, sales and servicing. These extensive open spaces contrast to the more tightly knit building pattern associated with the residences in the precinct and the commercial buildings in the neighbouring Town Centre Precinct.

Corner sites: The precinct comprises a number of roads intersecting with Victoria Road. These corner sites in most instances retain historic building stock which is of note in addressing the road corner, these sites include: no. 115 Victoria Road, no. 129 Victoria Road, no. 149 Victoria Road, 131-133 Victoria Road, 2 Punt Road.

The sweep of Victoria Road at the intersection with Sunnyside Street retains these shops shown in this photograph of 1930. The buildings continue to form a point of visual interest. Source: GPO 1-3038.jpg

Date: The extant building stock dates from the mid-nineteenth century through to the present, with a high proportion of inter-war buildings. The oldest buildings are the sandstone cottages at no. 143-147 Victoria Road.

Materials and style: The buildings are predominantly of brick masonry construction in a variety of architectural styles that are representative of the respective eras of construction. The roof forms relate to the original use of the respective buildings with commercial buildings having the roof hidden from the public domain by a parapet, while residential premises have hipped or gabled roofs. Modern buildings generally have flat roofs.

Allotments: Generally the allotments retain their historic Torrens land title subdivision pattern, however the north east corner of the precinct and the west side of Victoria Road between Punt Road and Pearson Street are characterised by subdivision in the earlier Old Systems land title for which a statement on integrity is difficult to judge although some sites, such as no. 114 and no. 161-163 Victoria Road, appear to have been consolidated from smaller allotments. The location of the buildings sited within the allotments varies but overall is characterised by the historic pattern of commercial buildings at the front with residences set back from the front boundary line. The exceptions are the service station (no. 114 Victoria Road), bottle shop (no. 120 Victoria Road) and the commercial suites at no. 122 Victoria Road.

Access: None of the commercial buildings in this precinct along Victoria Road were provided with rear lane access. Rear access is now prevalent with Victoria Road sites that back onto Pearson Street.

Integrity: The external integrity of the historic building stock varies, but is generally medium to high.

Views: The elevation and sweep of Victoria Road with the backdrop of the mental hospital site provides a view of note looking south-east to the city. Glimpse views of hospital buildings

in Punt Road are also available from Victoria Road. The Parramatta River valley is glimpsed from Pearson Street.
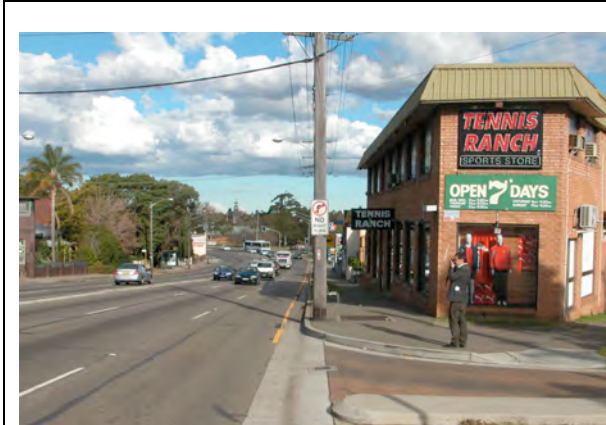
Victoria Road looking south-east to the hospital.

Hillcrest Road and Victoria Road looking west to the hospital.

Themes: The built form of the precinct demonstrates a number of the identified historic themes which address the coming of the tramway and commercial and civic development. The precinct also has significant historic associations with the theme of land settlement in the nineteenth century stone cottages (no. 143-145, no. 147 Victoria Road) and subdivision with the tract of early to mid twentieth century houses and shops associated with the Isler Park subdivision along the eastern side of Victoria Road (no.117-139).