STAGE 1 CONSERVATION PLAN FOR THE GREAT NORTH ROAD

DRAFT

Siobhan Lavelle, Dr Grace Karskens and RTA Technology

for the

CONVICT TRAIL PROJECT

Convict Trail

Great North Road

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PREPARED BY

Siobhan Lavelle, Dr Grace Karskens, and RTA Technology

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Convict Trail Project

December 1998

Members: Bucketty Tidy Bush Community, Wollombi/Laguna Tidy Valley Committee, Australian Heritage Commission, Australian Geographic Society, Baulkham Hills Shire Council, Cattai CMC, Central Coast Tourism , Cessnock City Council, Cessnock Historical Society, Cessnock Tourist Board, City of Newcastle, Dharug & Lower Hawkesbury Historical Society, Dural & Districts Historical Society, Gosford City Council, Gosford Heritage Association, Hawkesbury City Council, Hawkesbury Family History Group, Heritage Council of NSW, Hornsby Historical Society, Hornsby Shire Council, Maitland Historical Society, National Trust of Australia, NPWS, Royal Australian Historical Society, RTA, Ryde Historical Society, The Hills Historical Society, University of Newcastle , Wyong Shire Council. **Supported by**: The Ministers for Tourism, Corrective Services, the Environment, and Urban Affairs and Planning (Heritage).

EXECUTIVE SUMMARY

GENERAL

This document is a Conservation Management Plan (Stage 1) for the entire length of the Great North Road, originally constructed from 1826 to 1836 to link Sydney with the Hunter Valley, a distance of some 240 kilometres.

This plan deals with the historic background and significance of the Great North Road, provides an overview description of its physical condition, considers present management issues, and provides policy and recommendations to assist with the future management of this highly significant heritage item. This Plan is an advisory document.

The Conservation Plan began by assembling all relevant material and by considering which parts of the Great North Road were well-known and researched and which parts were not. This process has also considered associated roads and tracks, including those such as Finch's Line, Mr Sharp's Track, the Simpson Track, and also associated sites, for example Wisemans/Warners Well, the archaeological sites of the Stockades and other buildings such as at 10 Mile Hollow and Frog Hollow.

INVENTORY

Once these initial investigations were complete the whole of the Road was divided into separate **Inventory Sections.** The reason for this is that the existing line or corridor of the Great North Road, being such a lengthy heritage item, changes its nature and character very sharply in different areas. These **Sections** have been further subdivided into **Precincts** and then down to the level of individual **Items** as a way of organising and describing the character of the whole Road. The result of this is that the (main) Great North Road has been divided into eight primary Sections. They are:

- Section 1.0.0 Baulkham Hills to Wiseman's Ferry
- Section 2.0.0 Branch of the Great North Road between Abbotsford and Dural (the "New Line")
- Section 3.0.0 Wisemans Ferry to Mount Manning Junction
- Section 4.0.0 Mount Manning Junction to Wollombi
- Section 5.0.0 Wollombi to Maitland
- Section 6.0.0 Wollombi to Broke
- Section 7.0.0 Broke to Patrick's Plains
- Section 8.0.0 Broke to Warkworth

These major Sections then sub-divide into 39 further Precincts, each of which may include additional and/or separate inventory items. There are 13 Inventory Items. Sections and Precincts are described on a separate basic inventory format, which provides quick and accessible information about the Road.

SUMMARY STATEMENT OF HERITAGE SIGNIFICANCE

The Great North Road is an item of **National** heritage significance. It has values under **all** relevant heritage assessment criteria, including historic, aesthetic, scientific and social significance as expressed by the ICOMOS Burra Charter, and under the SHI criteria. The Road also fulfills numerous assessment criteria as expressed by the Australian Heritage Commission. Whilst many heritage items will fulfill more than one value, the immense significance of the Great North Road is reflected in its possession of these multiple values at a number of levels.

Historically the Great North Road was the first made road north of the Hawkesbury, constructed by convict gangs between 1826 and 1836. The road has historic associations with several notable colonial figures including Governor Darling and Surveyor-General Sir Thomas Mitchell. The Road is also tangible evidence of the development of the colony at Sydney, and of policies which saw convict gangs used to construct major public works during this period.

The Great North Road also provides a direct material record of convict labour. Many surviving structures and precincts indicate the quality of work achieved by convict artisans. Many precincts of the road also remain in relatively unspoilt settings which are evocative of the environment on the 'frontier' of the 1830s.

Other parts of the historic Great North Road (even if re-named) remain in use as an essential transport corridor and have thus carried European traffic continuously since the 1830s.

ISSUES

The Conservation Plan has examined relevant issues relating to the operation, management and conservation of the Road and the constraints imposed by statutory obligations, the physical condition, and the management structure. The Plan has considered these issues and developed Conservation Policies and strategies to assist the long term conservation of the Road.

The Great North Road is currently in the control, management or ownership of an extremely diverse range of management authorities. These multiple ownerships then impose their own differing objectives and requirements and encompass diverse responsibilities and resource levels. The Road also crosses numerous physical and administrative boundaries. In an administrative sense, the Great North Road sits on the boundaries of numerous administrative regions (Sydney and Hunter Regions), sub-regions, and agencies. These include its definition as a Local Government Area boundary, and also as a boundary for other regions, including for example, Tourism Commission and Department of Urban Affairs and Planning regions. The main Great North Road passes through the Local Government Areas of Drummoyne, Ryde, Hornsby, Baulkham Hills, Hawkesbury, Gosford, Cessnock, Singleton, Maitland. In joining to Mitchell's Hunter Valley Road (now the New England Highway) the road then enters the City of Newcastle. The associated Simpson Track (which diverges from Ten Mile Hollow) crosses into additional LGAs, including Wyong.

The biggest issue for the entire Great North Road is the lack of an overall, or holistic management structure which can assess and view proposals for the road (whether positive or negative) from the perspective of its entire context.

It is desirable that any future management structure continues the 'grass roots' involvement characteristic of the present Convict Trail Project. With this in mind models were investigated for the management of other similar items. Such items are lengthy, linear, and pass through a range of ownerships. Models which were looked at were:

- Catchment Management Trust
- Crown Lands Reserve Trust (Specific Purpose)
- Advisory Committee
- Regional Environmental Plan (REP)

On the basis of the models assessed it is considered that preparation of an REP for the Great North Road is recommended as the most viable option to pursue in the immediate future.

SUMMARY OF RECOMMENDED KEY ACTIONS

TASK: Adopt the Stage 1 Conservation Plan and in particular the Conservation Policy

ACTION: Plan to be circulated and reviewed by CTP Heritage Group members.

TASK: Investigate the feasibility of obtaining a single Statutory Planning Instrument (an REP) applying specifically to the Great North Road.

ACTION: CTP Executive Group to pursue with the Department of Urban Affairs and Planning

TASK: Ensure Local Government Planning Instruments (LEPs) include provisions applying as appropriate specifically to the Great North Road and its contextual environment.

ACTION: Local Government Representatives on the CTP to pursue

TASK: Obtain consistent heritage listing(s) for the entire length of the Great North Road.

ACTION: CTP Heritage Group to pursue

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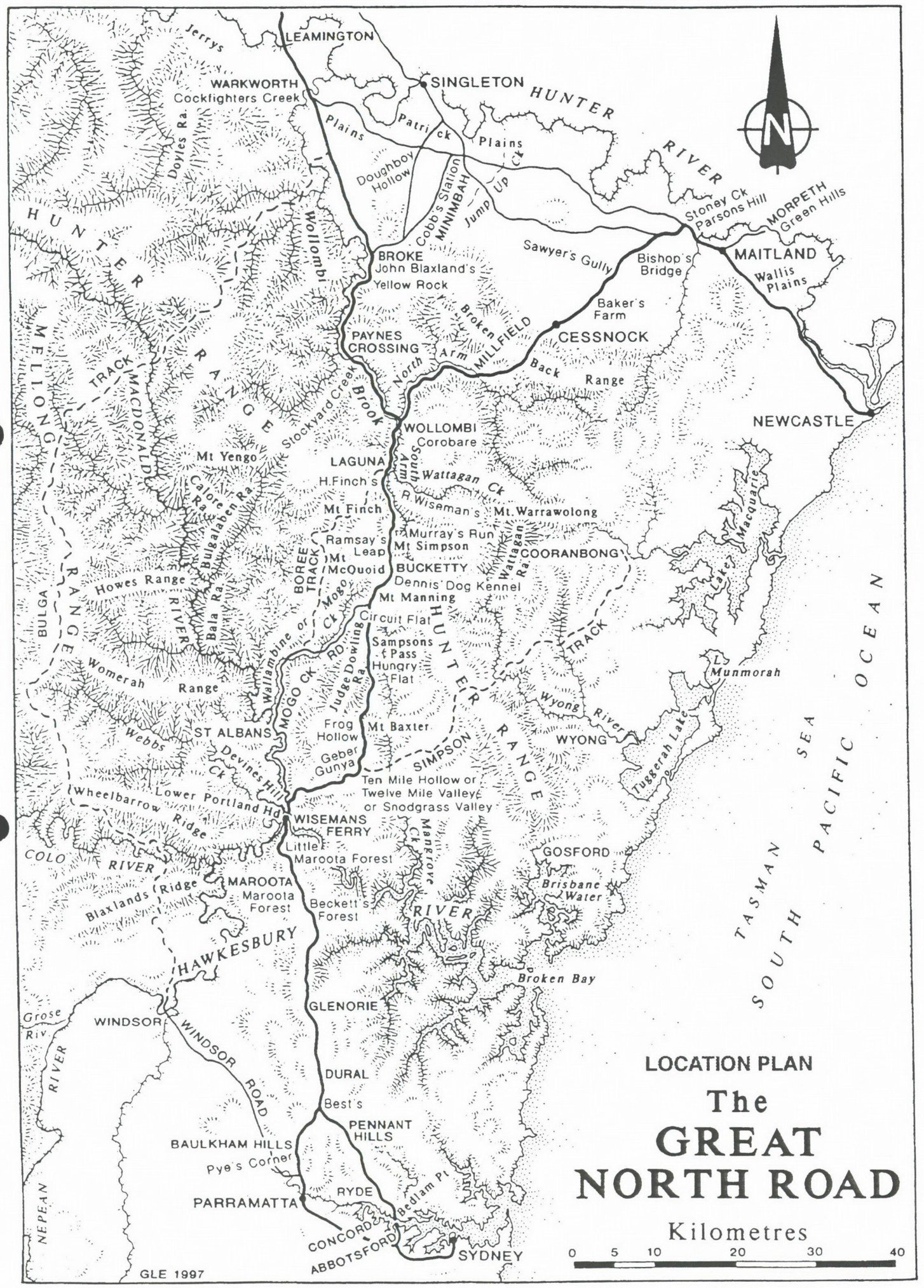
LEAMINGTON
SINGLETON
HUNTER RIVER
WARKWORTH
Cockfighters Creek
Jerrys
Doyles Ra.
Plains
Patrick Plains
Doughboy Hollow
Cobb's Station
MINIMBAH
Jump Up Ck
Stoney Ck
Parsons Hill
MORPETH
Green Hills
MAITLAND
Wallis Plains
Sawyer's Gully
Bishop's Bridge
Baker's Farm
CESSNOCK
Back Range
NEWCASTLE
HUNTER RANGE
WOLLOMBI BROOK
Wollombi
BROKE
John Blaxland's
Yellow Rock
PAYNES CROSSING
Broken Arm
North
MILLFIELD
Stockyard Creek
WOLLOMBI
Corobare
LAGUNA
H.Finch's
Mt Yengo
Mt Finch
Ramsay's Leap
Mt McQuoid
South Arm R.
Wattagan Ck
Wiseman's
Mt. Warrawolong
Murray's Run
Mt Simpson
COORANBONG
BUCKETTY
Dennis' Dog Kennel
Mt Manning
Wattagan Ra.
Lake Macquarie
WELLINGTON RANGE
MACDONALD TRACK
Calore Ra
Bulgalaben Ra
Howes Range
Bala Ra
BOREE TRACK
Mogo Ck
Circuit Flat
Sampsons Pass
Hungry Flat
BULGA RANGE
Womerah Range
Wallambine or MOGO CK RD
Judge Dowling Ra
HUNTER RIVER
TRACK
L. Munmorah
Wyong River
WYONG
Tuggerah Lake
Frog Hollow
Mt Baxter
ST ALBANS
Webbs Ck
Devines Hill
Geber Gunya
SIMPSON RANGE
Ten Mile Hollow or
Twelve Mile Valley
or Snodgrass Valley
Wheelbarrow Ridge
Lower Portland Hd
WISEMANS FERRY
Little Maroota Forest
Mangrove Ck
GOSFORD
Brisbane Water
COLO RIVER
Blaxlands Ridge
MAROOTA
Maroota Forest
Beckett's Forest
RIVER
HAWKESBURY
Broken Bay
GLENORIE
Grose Riv
WINDSOR
WINDSOR ROAD
DURAL
Best's
PENNANT HILLS
BAULKHAM HILLS
Pye's Corner
RYDE
Bedlam Pt
PARRAMATTA
CONCORD
ABBOTSFORD
SYDNEY
NEPEAN RIVER
TASMAN SEA
SOUTH PACIFIC OCEAN
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1 INTRODUCTION

1.1 About this Plan

This document is a Conservation Management Plan (Stage 1) for the entire length of the Great North Road, originally constructed from 1826 to 1836 to link Sydney with the Hunter Valley, a distance of some 240 kilometres.

This plan deals with the historic background and significance of the Great North Road, provides an overview description of its physical condition, considers present management issues, and provides policy and recommendations to assist with the future management of this highly significant heritage item. This Plan is an advisory document. It is not a statutory document and is not binding on any of the parties mentioned, involved or commented upon in this document.

The client for this plan is The Convict Trail Project. This Project is a community based initiative which seeks to link together a diverse range of government agencies, non-government organisations and community groups which either have responsibility for management of parts of the Great North Road or which share an interest in its long term conservation.

In NSW the heritage management system requires three steps:

- investigate significance
- assess significance
- manage significance.

The *NSW Heritage Manual*, 1996, discusses the NSW system (also see 1.3 below).

1.2 The Brief for the Plan and required Key Outcomes

The Convict Trail Project Heritage Working Group prepared a brief for the completion of a Stage 1 Conservation and Management Plan in February 1997. The Heritage Working Group is chaired by Clare James, the Cessnock Council Heritage Adviser. It comprises representatives with heritage expertise from other Local Councils, and representatives of other relevant organisations such as the NSW Heritage Office, the National Parks and Wildlife Service and the Roads and Traffic Authority (Environment and Community Policy Branch).

Expressions of Interest for the preparation of a Conservation Management Plan were sought in March 1997. The team was formally commissioned to undertake the plan in July 1997.
Those objectives described in the Brief prepared for the Stage 1 plan may be summarised as:

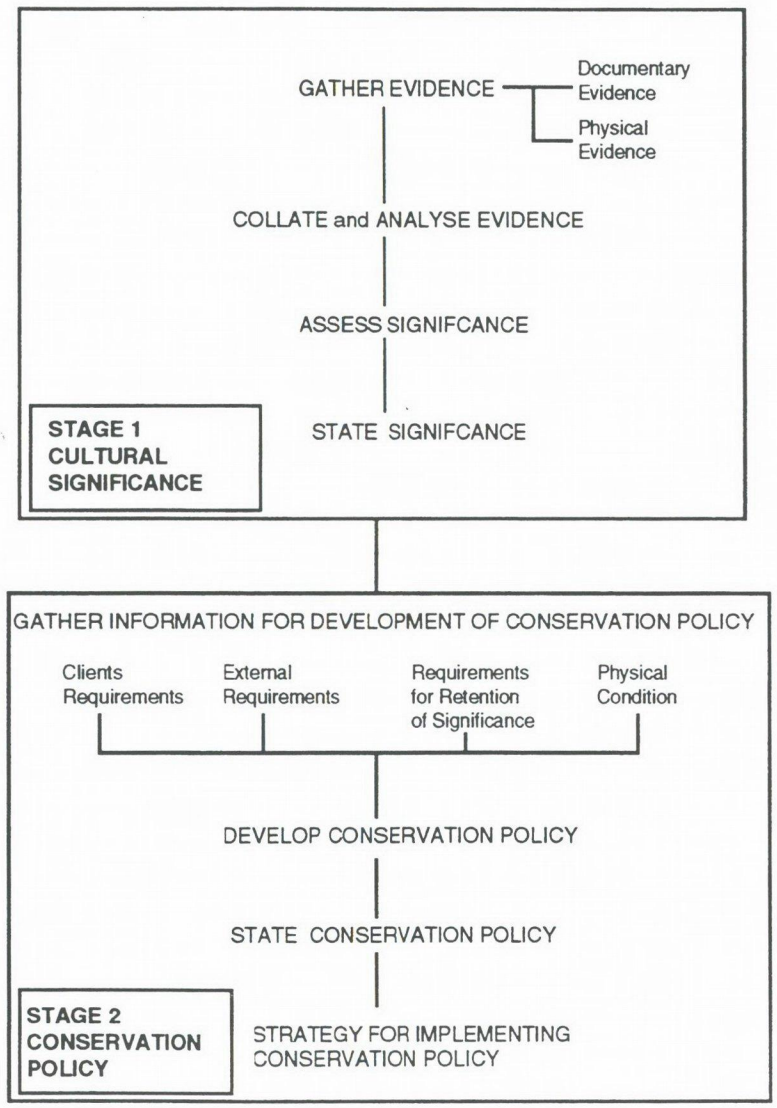
Compilation and Collation of Information, Basic Mapping and Identification; Basic Survey of under-documented road branches or sections.
As described in the Brief, specific outcomes required for the Stage 1 plan include:

- Identification of the road line, its branches and relevant associated sites on Base Maps
- Base maps are to include reference to relevant management information
- Production of a Companion document to the base maps
- Specification and undertaking of basic survey work in under-represented or as yet undocumented areas of the road line.

1.3 Approach

The underlying philosophy informing this conservation plan, particularly its Policy section, is that expressed in the Burra Charter of Australia ICOMOS (International Council for the Conservation of Monuments and Sites of Significance)The general approach adopted for the structure and process of the plan reflects that recommended in the supporting guideline documents to the Burra Charter as well as *The Conservation Plan* of J S Kerr (1996).The present plan is also consistent with the *NSW Heritage Manual,* 1996, issued by the NSW Heritage Office, and in particular with the *Heritage Assessments* and *Conservation Management Documents*, guidelines which are included in the manual.

A fundamental basis of all conservation plans is the review and analysis of documentary, physical and other evidence; the determination of what constitutes the heritage value of the place; an indication of the implications of maintaining this value for the place; taking into account other requirements of the place including, importantly, how it is used; then, having considered all this information, states how the valued aspects of the place can be maintained for the future. This process is summarised in the following diagram:



1.3.1 Conservation Definitions

Various terms, such as *place, fabric, cultural significance* and *conservation*, are used in this report in a technical sense. The terms are an essential means of expressing and differentiating important concepts pertaining to heritage work. They are all stated as the definitions in Article 1 of the Burra Charter. As many of the terms appear often in the **Conservation Policy** of this report, the definitions have been restated there for more convenient reference. (**Section 6**)

1.4 Form and Component Parts of this Plan

The form of this report reflects the basic process required of conservation plans. It begins with a review of the Road's history (**Section 2**) as well as a consideration of its physical context and condition (**Section 3**) before stating what it is that constitutes the value or cultural significance of the item (**Section 4**). **Section 6** considers the various issues relevant to the development of the ultimate purpose of the conservation plan - the Policy and its implementation (**Section 7**).

At the risk of making this part of the conservation plan too large a document, it was thought essential to include a historic overview of the road as well as a discussion of its physical character and its implications in this covering report itself, rather than simply as appendices. The purpose of placing this information early in the report rather than at the end, apart from gaining a clearer understanding of the item, is to emphasise the sequential links between particular observations made in the earlier sections, especially their reiteration as key aspects of cultural significance, and subsequent restatement as policy.

This Stage 1 Conservation Plan consists of several inter-related components:

- PART 1 - Covering report (this document)
- PART 2 - Inventory
- PART 3 - MAPS

1.5 Scope of this Plan

This study is a Stage 1 Conservation Plan. The original funding application, and the consequent Scope of Work, was designed on the basis that this Stage of the Plan would provide an essential overview of the entire context of the Great North Road, by addressing the key outcomes noted in Section 1.2. Thus whilst this plan has addressed all the components of a standard Conservation Plan, the sheer length and complexity of the Great North Road has meant that an exhaustive coverage was not possible. This is particularly the case for the Inventory and Mapping component, which seeks to provide information in a rapidly accessible format for those responsible for managing sections of the Road. The Inventory has been designed with multiple levels in order that extra information and extra items can be easily added in any future plan Stages.

In the course of completion of the Stage 1 Plan a number of additional items, not reported in previous surveys, were drawn to the attention of the study team, and most of these have been inspected, assessed and included.

1.6 Study Team and Authorship

- *Principal Heritage Consultant & Study Coordinator:* Siobhán Lavelle
- *Consultant Historian / Historical Archaeologist and Specialist Adviser :* Dr Grace Karskens
- *Specialist Mapping Consultants:* RTA Technology (Parramatta)

This report (part 1 of the Plan) and the Inventory (Part 2) has been prepared by Siobhán Lavelle. Section 2 of this document was written by Dr Grace Karskens, who also contributed extensively to parts of this report dealing with significance (**Section 4**), to the physical description of the road and its division into Sections and Precincts as arranged in the Inventory component.

The specialist mapping component provided by RTA Technology was coordinated by Mr William Evans, Engineering Heritage Surveyor. The maps were prepared by Mr Ian Urban.

1.7 Previous Work and Assessments

Completion of this Stage 1 Conservation Plan has been considerably assisted by the large volume of previous work and documentation which has been compiled for the Great North Road. All relevant sources are listed in notes to the text and in the report Bibliography, however, the following specific items merit further acknowledgment here:

G Karskens,
'"The Grandest Improvement in the Colony" - An Historical and Archaeological Study of the Great North Road, NSW 1825-1836', M.A. thesis, University of Sydney, 1985

This work is the definitive study and analysis of the history, construction and interpretation of the Great North Road, and it remains an essential source for all subsequent documents.

The series of reports and other management documents commissioned or undertaken by the National Parks and Wildlife Service for the 40 kilometre section of Road in their ownership. These include reports by H Burke, by J Comber, G Karskens, and also by National Parks staff (refer to Bibliography).

Engineering reports and assessments on various sections of the road by McBean and Crisp P/L.

The Ken Marheine collection of documents which relate to the road.

The Lesley and Alan Wickham indexed document database and their additional research and mapping of the Simpson Track from Ten Mile Hollow to Cooranbong.

1.8 Acknowledgments

Many individuals and groups made valuable contributions to this document.

The assistance and advice is acknowledged of the following:-
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Greg Powell
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Carl Hoipo
Gillian James
Rosemary Walsh
Joy Hughes
Don Manson and John Guyver, Central Tablelands Heritage Trust, DLWC Orange Office
Malcolm Hughes, Hawkesbury-Nepean Catchment Management Trust

For escaping convicts, for the European exploring parties and for surveyors who made these expeditions to find a way north, the land between the Cumberland Plain and the Hunter Valley was a barrier, an unknown wilderness and in many places barren, extremely rugged and inhospitable. But for the various Aboriginal bands and tribes (the Dharug tribe west of Broken Bay on the Hawkesbury River, the Guringai on the coastal regions, the Gandangara inland to the south and the Dharginung to the north) who occupied or moved across it, though, the land was familiar, criss-crossed by paths, and marked by an intimate geography of sacred sites, places of shelter, rest and food sources, places for teaching and learning. Unlike the mammoth bulk of parts of the European road, and the gashes made in the landscape by clearing, cutting blasting and quarrying, the Aboriginal tracks were simply made, they 'didn't need any complicated engineering'; their imprint was light, though distinct. In place of a lineal notion of an orderly, rationally planned Great Road, an artery connecting one place with another, which demonstrated a kind of struggle and triumph over the landscape, the ancient lines were a network of fine interconnected veins with multiple destinations; the landscape, crowded with meanings and stories, was integral to the journey.[3]

It is very likely that the Great North Road, surrounded as it is in some parts by sites and artefacts of Aboriginal origin and significance, runs over and incorporates some of this pre-existing network of tracks. The fact that the road skirts sacred sites suggests that Aborigines assisted the European explorers, settlers and surveyors by showing them the paths, but at the same time carefully diverting them from their important sites. The European road, with its evocations of the colonial past, also has an older, Aboriginal context and significance : 'other footsteps that went before', as Coral Edwards expresses it.[4]

As yet we do not know who may have guided John Howe in 1819, nor whether Aboriginal people helped Richard Wiseman, the son of Solomon Wiseman, locate a line up and over the ridges from Wisemans Ferry to Maitland. Heneage Finch probably followed this line in turn, surveying it and marking the trees as far as Wollombi. Further south, he had followed the existing roads west towards Parramatta and Baulkham Hills, then the road up to the early Lunatic Asylum at Castle Hill, and from there he followed the ridge line to Lower Portland Head where emancipist Solomon Wiseman had already established a farm and a hotel on the banks of the Hawkesbury River.[5]

The settlers of the Hunter Valley, many of whom were wealthy and well-connected, presented a petition to Brisbane in April 1826 praying that the line marked by Finch be constructed. As a result, work eventually began in a modest fashion in September 1826, when two gangs totalling 67 men were posted north of Castle Hill. Another gang was sent up to the road in December, while in 1827 gangs were also sent to Newcastle in the north to work on the road southwards.[6] The work north and south of Wiseman Ferry was supervised in that year by Lieutenant Jonathon Warner. Warner was responsible for the initial construction of the approaches to the Hawkesbury, and the work of this period is reflects his interest in minimising both time and effort spent on construction. The walls and drainage from this period tend to be the less well-constructed, ranging from Types 1b to 2b, while the original ascent ('Rose's Run') on the north side of the Hawkesbury, south of the present ferry crossing, is steep, winding and relatively narrow, with two sharp corners and four hairpin bends with minimal turning spaces. Part of the rough wall erected on the south descent to Wisemans collapsed in heavy rains in 1830.[7]

Some of these early structures were improved, rebuilt or replaced by Warner's successor, Lieutenant Percy Simpson. Simpson, who described himself as having 'knowledge of surveying and roadmaking', was appointed Assistant Surveyor at Lower Portland Head in June 1828 and remained there until 1832. His period of superintendence is marked by far more ambitious and permanent structures : the 'lofty and massive side-walls' of the best quality Type 3a and 3b

masonry, deep cuttings and quarries, elaborate drainage systems and the simple but handsome bridges on the road between Wisemans and Mt Manning. It was during Simpson's period that the road was named the Great North Road, transformed from a simple cart track to a fine and permanent avenue. Further north, around Wollombi, Heneage Finch was appointed to superintend the gangs in 1830, and, resolving to 'complete a road equally secure with the other

part [ie Simpson's]', he too supervised some of the finest and most ambitious structures on the road: the curved walls and bridge at Mt McQuoid, for example, and the massive wall, buttress and flume at Ramsay's Leap on the side of Mt Simpson. He lived on his own property a 2,000 acre grant named 'Laguna', where the gangs, stores and bullocks were also stationed. Road gangs were also proceeding southwards from Maitland, building the road along existing settlers' tracks under the supervision of Patrick Campbell from 1828.[8]

This grander and more imposing version of the road was given impetus by the arrival Surveyor General Major Thomas Mitchell in 1827. Mitchell took to the roads with great zeal. Believing that the best, 'scientific' or 'true' roads were based not on the paths of 'black natives', nor the tracks of settlers, but on the straightest lines possible, he set about resurveying practically every road in the country. In 1829 he resurveyed Finch's original 1825 traverse (much of which was an established cart track) deviating from it at many points, including Twelve (now Ten) Mile Hollow, Hungry Flat and Sampson's Pass. At these particular points, the road as constructed and surveyed by G. B. White in 1831 differed again from Mitchell's line, probably because his lines involved too much construction, even for the numerous road gangs posted in that area.[9]

The most notable deviation from the original line was the new ascent from the Hawkesbury at Devine's Hill, which replaced Warner's 1828 ascent further south. In place of the narrow, precipitous road scrambling up the slopes, Simpson's gangs cut and blasted Mitchell's line out of a mountainside of solid rock and, to support the road, built an almost continuous retaining wall to the summit, reinforced on the steepest section by five (now four) massive buttresses. Mitchell claimed later that the Devine's Hill section was completed in six months, but it was not until 1832 that the gangs there were finally removed.[10]

Shortly after his resurvey of the Great North Road, Mitchell also planned another branch which ran from the Parramatta Road at present-day Five Dock, across the Parramatta River at Abbotsford and Bedlam Point and thence northwest through Ryde towards Dural. This road would, he argued, cut four miles from the original more roundabout route via Castle Hill, which had just been completed by No 8 Iron Gang. Work on this section, however, appears to have been slow and sporadic. A Road Party built the southern section, known as 'Kissing Point Road' (now Punt and Victoria Roads Gladesville) and also a stone wharf in early 1830. Meanwhile No 34 Road Party was stationed on the 'New Road to Dural' (now Beecroft and New Line Roads) from March 1830 and a Bridge Party was working in the Dural area. But when the appointed ferry lessee went to Bedlam Point two years later he found that neither the wharf nor the approaches to it had been built, and that no punt had been supplied. A Bridge party was hurriedly despatched and the stone wharf still extant at the water's edge probably dates from this period.[11]

By 1832 the substantial structures over the stoney mountains, ridges and gorges were mainly complete and the convicts who had acquired skills in their construction were shifted to other Great Roads. Heneage Finch was replaced by Lawrence Dulhunty in 1831, who, Mitchell complained, 'is not acquainted with the country nor what is to be done on the roads I laid out there'. Dulhunty's reports were vague and uninspired and his period of supervision marked the de-emphasis of the road as a premier public work. The workforce shrank to two road parties and a bridge party in 1833, mainly concerned with the numerous crossings of the Wollombi Brook (nine, in addition to creek crossings) which Mitchell's straight line entailed. In 1834, Dulhunty moved the road station northwards to Cockfighter's Creek at Warkworth.[12]

2. DOCUMENTARY EVIDENCE
Historical Overview of the Great North Road (Dr Grace Karskens)

The Great North Road, built by convict labour between 1826 and 1836, has drawn in and fascinated people from diverse disciplines and callings since the early twentieth century, just as it inspired a number of nineteenth century artists. This section does not present a complete history of the road, but an outline which sketches its development, major perspectives and themes of interpretation, and the reasons for its significance. This is thus a precis of a much more complex history and historiography, and the reader interested in a deeper understanding should consult the works listed in the bibliography compiled for this report.

2.1 Historical Outline

The Great North Road was constructed in a period of colonial expansion, in terms of both geographic settlement and population growth. Envisioned by ambitious engineers, surveyors and governors, and built over a ten-year period by gangs of convicts under colonial sentence, it was the first of a network of 'Great Roads', which radiated to the north, west and south of Sydney, by then a rapidly growing port-town. These roads were named after the 'Great Roads' of England, the newly constructed road system which was itself the product of a revolution in scientific road building providing the first durable, reliable and impressive roads since the Roman period. The technology was rapidly transferred to the colony in New South Wales, mainly by military engineers and surveyors. [1]

The road was built to provide a land link between Sydney and the burgeoning settlements in the Hunter Valley to the north. The original line ran between Baulkham Hills and Wollombi via Wiseman's Ferry, at the confluence of the Hawkesbury and MacDonald Rivers. From Wollombi it originally ran north east to Maitland and Newcastle; later in the construction period, branches were added to the upper and middle Hunter Valley via Broke. Today this historic line traverses a diverse range of cultural and natural landscapes : from the kerbed and guttered suburban streets and roads of Sydney, it leads through the transitional urban/rural fringes at Dural and over dry rocky ridges and eucalypt forests, plunging dramatically down spectacular gorges at Wiseman's Ferry. The road winds through the narrow, isolated Wollombi valley, crossing and recrossing streams and rivers, and then reaches the open, undulating lands of the Hunter Valley.

Of the areas to the north, west and south of the Cumberland Plain which were appropriated and settled in the 1810s and 1820s, the Hunter Valley was among the earliest discovered, the latest to be opened, and the most rapidly settled. Its relatively late European development was a result of the penal settlement founded at the mouth of the river (on the site of Newcastle) in 1804, some years after it was discovered by Lieutenant Shortland in 1797. The settlement's only link to Sydney was by sea, but by the late 1810s it became ineffective as a prison, its distance from Sydney eroded by escaping convicts who made their way up the valley and then overland to Sydney. Although the valley was officially closed to settlers, some grants were made in the middle parts in 1817 and 1818. A land route discovered by Windsor grazier John Howe in 1819 between Windsor and the upper Hunter at Jerry's Plains was probably used as a stock route immediately, and was officially opened in 1823. It was known as the Bulga Road, now the Putty Road. The penal settlement was removed to the remote Port Macquarie in 1822, and thereafter the Hunter Valley was rapidly alienated and settled, mainly by newly-arrived free immigrants. The lower valley was characterised by smaller agricultural holdings, the drier upper reaches by large pastoral estates. The rapidity of the valley's settlement, especially in the lower parts, soon made the rough and roundabout Bulga Road inadequate, while and the coastal sea journey was one of 'very great inconvenience [and] risk' to the settlers. In 1825 surveyor Heneage Finch was despatched to find a better route north, and his general tracing was the original line for the Great North Road. [2]

Beyond the Wollombi, the final selection of the Hunter Valley branches had been laid out by Mitchell in late 1832. As in many other instances, Mitchell tended to ignore established tracks, villages and towns (such as Singleton) in favour of straight lines with phantom 'official' town sites at their intersections. His new selections for the Hunter Valley road connecting the branches threw the half-finished roads there into chaos, making the work already completed between Wallis Plains, Patrick's Plains and Singleton redundant. The northernmost branches of the Great North Road were cleared by private contract in 1834 and constructed by the convict gangs, supervised by Peter Ogilvie from February 1835. Ogilvie was also responsible for the road down the Hunter to Maitland, and although the terrain was much less difficult than the ridges further south, he was hampered by the fact that 'the number of working men in the two parties are only ten, and many of those are cripples'. As a result he felt himself caught in a cycle of construction and decay: 'I am lead to believe that before the Eastern extremity of the line could be completed, the Western would be quite out of repair'. [13]

Whether or not the last branches of the Great North Road were actually finished is unclear. Ogilvie presented another dismal report in 1836 listing the work still to be done, particularly at creek crossings. He was removed shortly after and not replaced, and the Hunter Valley and Great North Roads were left, presumably unfinished.

2.2 Building the Road

2.2.1 The Road Building Revolution in Britain

The Great North Road is an extraordinary museum of technology, for it demonstrates the extent to which engineers and surveyors transferred, applied and modified certain newly-emerged principles of road engineering to the colonial context. [14] A revived interest in road construction in Europe and particularly in France during the eighteenth century spread to England in the 1790s and 1800s and thence to New South Wales in the 1820s. The new technology, developed principally by John Metcalfe, Thomas Telford and John Loudon MacAdam, focused on the development of long-wearing pavements and proper drainage, in response to the obvious defects of the traditional convex earth roads, which were constantly rutting, sinking and decomposing. Close attention was also given to the proper planning and tracing of roads.

Later in the nineteenth century an explosion of books and articles about road building by engineers including Telford and MacAdam, and their successors Henry Parnell, Richard Edgeworth and Henry Law dealt with all aspects of road tracing and construction, often reporting the theories and results 'on the ground' of the earlier nineteenth century pioneers. The documentary and archaeological sources of the great North Road and other colonial roads indicate that much of the new technology was familiar to the engineers who arrived in the New South Wales in the 1820s. Most were military men seeking positions and opportunities in the colonies after the end of the Napoleonic wars in 1815. Percy Simpson described himself as having road-building skills, and demonstrated them on the Great North Road. Surveyor Heneage Finch M.A. had '...graduated brilliantly in Mathematics at Christ Church, Oxford'. Captain William Dumaresq, the Surveyor of Roads and Bridges in 1826-7 had an English military education in engineering. Assistant Surveyor Elliot, who supervised the construction of the Argyle (South) Road and the works at Mt Victoria on the Western Road, was recommended by Thomas Telford himself. [15] The road building technology they employed may be divided into the following stages and operations:

2.2.2 Clearing

The first task of the road builders was to clear the ground along the line of notched trees made by the surveyors. This extremely laborious work involved felling trees with broad axes or cross-cut saws, and then splitting, grubbing up and removing stumps. Sometimes, when formations and cuttings were considered unnecessary, clearing was the only operation, for this path-breaking work provided a serviceable if rough 'horse track' preceding more permanent work for some months or even years. In 1827 the Surveyor of Roads and Bridges reported that the North road between Castle Hill and Dural was '..at present merely proposed to [be opened] by felling the timber one chain [20.1m] in width and stumping one half that space in the centre'. [16]

2.2.3 Formation : Excavation and Embanking

On sloping ground a manageable gradient was achieved by cutting the natural surface down to the level of the road, and/or filling the lower side to the required height, as circumstances dictated. Like their British counterparts, colonial road builders referred to natural irregularities as 'hollows and points', while the convicts working on excavations were described as 'moving and splitting rocks', 'quarrying', 'widening', 'picking the side of the hill' or 'picking the bank'. The formations from the second and third construction periods were particularly impressive and durable. Deep cutting and extensive filling were required on steep slopes, such as the descent to Wisemans Ferry, Devine's Hill, Mt Baxter, Mt McQuoid, Mt Simpson (Ramsay's Leap) and Mt Finch.

Generally, where a rock cutting was required up to about 1.5m, it was hand-cut with rock-picks, chisels and gads, and the cutting had a vertical face. These can be seen along many parts of the road between Wisemans Ferry and Wollombi. Larger cuttings, such as those flanking the road at major sites such as the descent to Wisemans, and on Devine's Hill, were were blasted out with gunpowder and the exposed faces were usually quarried to provide stone for retaining walls and drains. Cuttings and quarries vary in height from 150mm to 15m while embankments are as shallow as 300mm, and, where enclosed by retaining walls, reach 9m in height.

The filling of deep or extensive hollows, such as the ramp north of Mt Manning, and the embanking of steep slopes were usually accompanied by the construction of masonry retaining walls of widely varying quality. The operations were simultaneous - the embankment was kept filled to the height of the retaining wall. Hand carts and wagons drawn by bullocks were used to transport the stone and earth fill.

2.2.4 Blasting and Quarrying

Rock blasting with gunpowder was employed throughout the construction period. Early nineteenth century blasting techniques were very traditional and fairly simple and the semicircular, triangular and facetted shafts left by the jumper, a long iron tool with a chisel-point end, are commonly found where the roadbuilders encountered rock outcrops, such as Wiseman's Ferry Devine's Hill, Sampson's Pass, Mt Simpson and Mt Finch. On heavily worked areas there are scores of shafts up to 1200mm long on the rock faces, but in less rugged places groups of more than two or three are rare. The convicts employed in 'jumping and blasting', as the operations were termed, worked 'double handed' in pairs, one holding the jumper and the other striking it with a sledge hammer or maul to chip out the shot shaft. As a result of the scarcity and irregular supply of gunpowder, the tasks of jumping and blasting were often divided , the former being undertaken well in advance of the arrival of the powder. It appears that clay was used to tamp down the powder before firing.

Simpson described the stone wall on his section of the road as 'lofty and massive side walls' which were built of 'stone quarried by force of maul and wedge'. [17] These tools are often mentioned in reports and there are numerous examples of unused wedge pits or 'pool holes' cut into rock faces with chisels or picks. The wedges were driven into these pits with mauls (wooden hammers) until the rock split into large slabs. It was then removed for dressing to the required shape and size.

2.2.5 Pavements

Perhaps the best-known of the British road engineers were Thomas Telford and John Loudon MacAdam, and their renown was due largely to their work in developing durable road pavements. Telford was best known for his work on the London to Holyhead road, which comprised three layers. A foundation course of large hand-set stones, the spaces packed with stone chips was covered by a layer, six inches (152mm) deep, of 2 1/2 inch (64mm) broken stone. The uppermost level, or wearing surface, comprised one and a half inches (33mm) of 'good binding gravel'.[18]

Telford's roads were acclaimed but also expensive as a result of the heavy handset foundation. A cheaper alternative was devised by MacAdam, who, believing that it was 'the native soil which really supports the weight of traffic', dispensed with the foundation altogether. The key to MacAdam's roads was drainage, and in order to keep them thoroughly dry he advised that they be built above the level of the surrounding land. The pavement was to be of carefully graded angular stones of up to two inch gauge, laid in thin layers in three stages, with time allowed between each for consolidation by traffic. MacAdam maintained that this surface could be as little as ten inches thick, depending on the location and the amount of traffic. [19]

By 1828, only four years after MacAdam published his major work, the Surveyor of Roads and Bridges in distant New South Wales, Edmund Lockyer, issued detailed instructions to his Assistant Surveyors which were a hybrid of Telford's and MacAdam's roads. He directed that the roadway be built from whinstone or ironstone broken to a gauge of one and a half to two inches (38 to 51mm), and laid 6 inches (152.4mm) deep and 21 feet (6.4m) wide. The wearing surface was to be a coat of ironstone gravel screened to remove soil, as both Telford and MacAdam recommended. [20] These directives are very similar to Telford's, but for the extensive colonial roads, the expensive foundation had been omitted, as suggested by MacAdam. The road gang reports reveal that a large proportion of the men in the gangs were employed breaking stone, and in picking, shovelling and raking gravel.

Although most of the original pavements of the Great North Road have not survived as a result of sealing, grading, weathering and erosion, there were remnants perfectly demonstrating Lockyer's directives still extant on abandoned sections in 1985. The most southerly of these was on the section 40.4 km north of Baulkham Hills which was cut off by a new section of road. There a pavement of evenly graded compacted stones of 50-65mm gauge was laid up to seven metres wide and approximately 150mm thick. One steep sections such as Devine's Hill (Precinct 3.2.0), erosion had exposed a fill of large broken stones which had been covered by a layer of 75-100mm gauge broken stone. Another example of similar broken stone pavement construction occurs at the abandoned Mt McQuoid section (Precinct 4.2.0), while further north, a stone causeway (Precinct 4.4.0) was constructed of hand-knapped stones fitted together to form a solid pavement over low-lying, swampy ground.

Where rock platforms or shelves were encountered on the line of road, they were usually incorporated into the roadway by smoothing any projections with a pick or chisel, cutting to the requisite width and filling gaps with broken stone. Side drains were cut from the rock at the same time. Examples of this sheet-stone pavement are common on the unsealed sections of the road, and it seems likely that the road was frequently aligned and levels arranged to take advantage of the pavement they provided.

2.2.6 Drainage

The engineers evidently understood the importance of keeping water off the road by the construction of a proper drainage system. There are numerous references in instructions and reports about the side and cross drains constructed, and many of them are still extant, particularly on the steeper sections.

Side drains would originally have lined the entire road on both sides in the case of flat land, and on the uphill side only where the road was built on a slope. They were excavated from earth or cut from rock where it occurred, in the latter case often combined with cuttings and sheet stone pavements. The side drains were either square, rounded or irregular in shape, and many bear chisel and pick marks. The most elaborate have low walls or edging of one to two courses of stone set on the alignment side.

Culverts to carry the water out of the side drains and built of stone were set either perpendicular to the road alignment or obliquely across at intervals according to the gradient. At sag points they have double inlets to take water from both directions, while in continuously sloping sections they have single inlets set at an angle to the alignment. The floors of the culverts were often sloped to assist the flow of water, as recommended by the British road-builders. The most common surviving type of culvert is the stone box culvert, in which the lintel, four sides and the outlet are built of stone blocks and slabs and natural stone where it occurred. The earlier and more primitive examples are composed of roughly hewn rectangular stones and are usually relatively small, while the culverts from the impressive sections built under Simpson's and Finch's supervision are larger and much more elaborate, some with handsome curved lintels, races and spillways. Still more elaborate examples are the large box culverts in the Wollombi valley (Precincts 4.5.0 and 4.6.0), while major structures such as the Ramsay's Leap section and the buttresses on Devines Hill were equipped with substantial culverts.

2.2.7 Retaining Walls

The construction of the road over a ten-year period by numerous gangs under different supervisors resulted in an extremely diverse range of retaining walls, including rubble, block-in-course and ashlar work. Extensive examples of these walls are extant, varying from about 300mm to over 9.5m in height, and between 300 and 1000mm in thickness. In some cases a single course of stones was laid to retain a slight embankment, while in others over twenty heavy courses were necessary to support the massive formation on the precipitous slopes. The best examples of the latter are the approaches to Wisemans Ferry (Precincts 1.4.0 and 3.2.0), and Ramsays Leap on Mt Simpson (Precinct 4.3.0).

The single common factor is that all the walls are dry-laid. Even walls comprising the smallest or most ill-shaped stones were not mortared, for the time-consuming, much more expensive use of mortar would have complicated the works in these remote areas greatly. The walls on the road were battered, or sloped back, for stability as recommended by the British engineers. Three techniques were used to achieve a batter. The first was to incline the beds slightly so that the face sloped. The second method was to cut each of the outer stones with a sloped face, especially in the case of larger walls where the thickness of the base is greater. The third method, used on the more primitive walls, was to simply recess each succeeding course, creating a stepped profile. In some cases two of these techniques were combined, while for the crudest walls no attempt was made to slope the rough and uneven face.

2.2.8 Bridges

The seven surviving bridges constructed on the Great North Road are the oldest known on the Australian mainland and constitute an excellent collection of evidence about bridge-building in NSW before the appointment of the first 'scientific' bridge builder, David Lennox, in 1832. Each bridge is different in scale and construction, but they are all stone conduit bridges which would have had timber decks built from girders and slabs. The most refined are Clare's Bridge at Ten Mile Hollow (Precinct 3.7.0) with its central cutwater pier and corbels to support struts for the deck; and the Circuit Flat bridge just south of Mt Manning (Precinct 3.11.0), which features gently flared outer abutments, a projecting coping course and corbels.

2.2.9 Conclusion

What is perhaps most striking about the Great North Road in terms of engineering heritage is its integrity, the fact that examples of most phases, types, features and standards of colonial road engineering survive, from the simplest earth formations to the most elaborate retaining walls and bridges. The road is an extraordinary outdoor museum which clearly demonstrates the technology brought by the engineers and surveyors, and the skills acquired and fostered by the convicts in the gangs.

New road-building technology was applied to these ambitious Great Roads, and on the Great North Road we can see how the British theory was translated and modified by local conditions and materials.

2.3 People on the Road

The Great North Road can also be interpreted as a kind of cultural intersection of the beliefs, ideology, and the practice and behaviour of several disparate groups of people. The road has a different appearance and meaning according to the standpoint we take, whether that of the governors, the engineers and surveyors (inspired and ambitious, or disinterested and ineffective); Aboriginal people who saw their own routes and their lands appropriated; settlers on the lookout for opportunities for profit; the convicts who made up the labour force, from overseers to unskilled labourers; and, far from the rough stations and the massive works, the wives and families some of these men left behind in the towns to fend for themselves as best they could.

From the perspective of the educated elite, those charged with government and order, the road played a particular role as a signifier as well as a facilitator of 'civilisation'. Many of these men understood society as moving, according to natural laws, through the various stages of barbarity (hunting and gathering), followed by pastoralism, giving way in turn to agriculture, where the population remained settled in one place on the land. This fixedness was the prerequisite for the highest stage in the 'Course of Empire' : that of commerce, signalled by towns and cities, by complex culture, served and connected by permanent roads and bridges. [21] The public works initiated by Governor Macquarie, and his encouragement of small-scale agriculture, were aimed at assisting these 'natural laws' to fruition in New South Wales, and these policies were carried on by his successors, Brisbane and, in particular, Darling. Darling intended the Great Roads as a bequest to the colony, one which would assist in its proper ordering and development, and a lasting epitaph to his much more orderly and bureaucratic style of government. [22]

He was robbed of that ambition after the arrival of Major Thomas Mitchell as Deputy Surveyor General in 1827. Mitchell's energetic resurveys and realignments of the major colonial roads according to rational, logical and scientific principles, eventually brought him into conflict with the

Governor. His realignment of the Western Road at Mt Victoria sparked an eruption over Mitchell's extravagance and autocratic manner in 1832. But the new work went ahead, Darling was recalled soon afterwards, and it was Mitchell who succeeded in having his name attached to the roads, particularly to those great engineering feats across mountainous country.[23]

The 'course of empire' model of civil society, though little questioned by these men, was in many ways inappropriate to the Australian landscape. The town of Sydney grew quickly as a port, not as the centre or result of agricultural settlement. Much of the landscape, with its leached soils and capricious climate, lent itself much more readily to pastoral expansion, an unrooted, wandering population and rough lifestyles, and cheap, meandering bush tracks. The function of the Great North Road in 'opening up' the country never eventuated. There were no 'smiling villages', no 'crowded towns' on the various reserves marked out along the dry barren ridge tops by the surveyors who ignored the shortcomings of landscape, soil and lack of water.

The relegation of Aboriginal people to the primitive 'hunter/gatherer' stage, meant that little recognition could be made, either, of the infinitely complex and ancient culture which they had inherited, practiced and passed on in their turn. For them the European road must have represented an ignorant and probably clumsy appropriation of their own lines, and incursions onto the familiar sites and journeys of their lands. Further research is needed to clarify the Aboriginal perspective, and to investigate the resistance, accommodation or evasion which may have occurred during and after the road's construction.

In the 'course of empire' model, too, the labour of convicts is an abstract force, simply the means to the end. This abstraction, then, does not concern itself with individual, human experience. The 1820s and 1830s were marked by increased severity for convicts, as well as a large increase in their numbers. Darling in particular took his instructions to revive the dread of transportation seriously, and it was he who established the road-gang system whereby convicts (and others) with one or more colonial convictions were despatched to distant parts of the colony to work on the roads. It was a convenient, seemingly rational solution to both the problems of punishment and of public works considered essential for the colony's progress. This type of punishment differed from earlier forms (flogging, hangings, town gang work) in that it banished the convict from the public eye.

We should remember the impact that such a sentence must have had on the families of those men who had managed to find partners and have children. For example, Andrew Johnston was a free-by-servitude householder living in Cumberland Street on the Rocks in Sydney in 1822. He had a wife, the native-born Elizabeth Ellard, and five small children. When he was arrested and convicted of stealing in 1827, he pleaded for the sake of his family, and the court 'taking this into consideration, sentenced the man to two years in an iron gang', rather than death or a fourteen-year transportation. He was sent No 3 Iron Gang, on the dry rocky ridges south of Wisemans, while Elizabeth and the children were taken in by their neighbour Bridget Nowland. Elizabeth worked as a laundress to support her family. The work currently being undertaken by researchers into the profiles of individual convicts (the 'Adopt A Convict' program, under the auspices of the Royal Australian Historical Society) should open up this hitherto hidden aspect of the road's history, and further recreate the broader human experience of the Great Roads period and the convict road gang system.[24]

The hundreds of men sent out were described in contemporary accounts, as well as in much historiography, as either 'double distilled villains' or 'wretched victims'. But the Great North Road allows us in some measure to dispel these stereotypes, offering instead a means of reconstructing the world of the road gangs. The remains and the situation of the road station sites at Wisemans Ferry and Devine's Hill present a strong reminder of the harsh living conditions endured by the gangs, while the extensive and varied stone and earthen structures of the road itself are a museum of convict work. They convey a sense of the mammoth scale of the work, the

heavy, tedious and laborious work. We can physically experience the hand-cut cuttings, drains, the great bulk of the largest dressed stones. The stones can also tell us about convict work at a deeper level. If we compare the physical evidence with the documentary records available, juxtaposing the extant walls and their quality with the known gang locations, patterns emerge

concerning the organisation of the gangs according to skills, and throw light on the acquisition of those skills. Thus we can trace the development of No 25 Bridge Party through its work on the rubble block-in-course work on the 1828 ascent from the Hawkesbury (Precinct 3.1.0), to the Masonry Type 3a bridge on the approach to Devine's Hill (Item 3.2.1), and then in the remarkable walls on Devine's Hill (Precinct 3.2.0) itself. Conversely, No 8 Iron Gang was consistently stationed in areas which today only feature poor quality stonework, for example, the stretches between Devine's Hill and Ten Mile Hollow, and the vicinity of Hungry Flat and Sampson's Pass. Not only do the various structures disprove the long-held assumption that the gangs were wholly unskilled, inefficient and produced nothing of use, but they present overlaid evidence that at least some of the overseers and road builders were skilled, diligent and sufficiently interested in their work to stay on the job in a situation where escape was easy. The work suggests that a range of incentives (tickets of leave, a measure of discretion, promotion to a Bridge Party) were employed here at these isolated outposts, just as they were in the rest of colonial society, to get the job done. [25]

Supervising engineers like Percy Simpson and Heneage Finch must have understood this, though Jonathon Warner thought the lash was a more effective means of extracting work. For these men, and also for settlers such as Solomon Wiseman and his son Richard, and several other trail-blazers and contractors, the Great North Road was an opportunity for gain in one form or another. Simpson wanted to demonstrate his considerable skills both in engineering and in the management of a large labour force, in the hope of remuneration and promotion. He had been granted 4,000 acres at Cooranbong in 1826 after serving as superintendent at the failed settlement at Wellington, while Finch received 600 acres in the Wollombi Valley for his efforts in the original survey, and Richard Wiseman was also granted 640 acres in the Wollombi for locating the line north of Wisemans Ferry. Both Simpson and Finch endeavoured to have the line of road northwards pass through their respective properties, and the matter was finally settled when Mitchell selected the Wollombi-Broke route, since it would serve 'a better class of settler'. As Lesley and Allan Wickham point out, the wealthy graziers of the upper and middle Hunter were thus given preference over the 'little pockets of subsistence farmers who were dotted all up the creeks...that Simpson's line of road served'. [26]

Simpson and Finch clearly knew of the money to be made from the road; the enterprising emancipist Solomon Wiseman had already demonstrated its potential for profit. A journeyman lighterman originally convicted of stealing timber, Wiseman had taken up land at the isolated post on the Hawkesbury in 1817 and established his first hotel, the Sign of the Packet there in 1819. After a series of floods he moved to higher ground away from the flood-prone river banks. The very existence of his building and boats drew Finch along the line in the first place, and in 1826 Wiseman in turn built the handsome Cobham Hall (Precinct 1.6.0) and opened the Branch Hotel in 1826 in anticipation of the large numbers of travellers needing accommodation, food and drink. He also established the ferry crossing essential to the route, had the lucrative contracts to supply the gangs in the area with rations, and was also engaged to repair the tools of the gangs, although blacksmiths were lent to him for this purpose by the government. Wiseman and his wife Sophia entertained lavishly at their home, and he liked to boast of the thousands of pounds the government contracts had brought him. Their elite and educated guests enjoyed their hospitality, but later wrote accounts which poked fun at Wiseman's lack of education and polish, and his avarice. [27]

2.4 Use and Abandonment

Wiseman's empire was short-lived, however. The contracts vanished with the gangs after 1832, while the volume of traffic on the road itself diminished after the introduction of a regular steam boat service between Sydney and Newcastle in the same year. This rapid decline is indicative of the fate of the road itself. A year before it was completed, some sources were already describing it as a grand folly. The steamers were apparently considered 'a more eligible mode of communication' by 1835, and public complaints about the poor condition, lack of water and the 'long, tedious and circuitous' road journey were common.[28]

Overland droving of stock did continue, but even here drovers appear to have also used other branches and routes as well as the Great North Road. The early Bulga Road from the settlements around Windsor was used as a land link at least until 1827, continued in use throughout the nineteenth century and was improved for the increasing local traffic in 1890-1900. It was in that period that the travelling stock reserves on the Great North Road were rescinded (1889); by then, it seems little stock was moving along the stony ridges there. The Bulga Road was sealed during World War II and is now known as the Putty Road.[29]

An early line between McGraths Hill, near Windsor, and Maroota, via Cattai Creek, also predated Finch's survey, and was marked as a 'made road' in 1829. With settlement at Pitt Town and Cattai Creek, this road was more hospitable than the Great North Road through Glenorie. By 1927 it was marked as the main route to the north, while the North Road was described as 'disused'. Mitchell's branch via Bedlam Point was also largely ignored by local settlers, although it was later incorporated into the network of suburban and outer metropolitan streets and roads. Further north, travellers preferred the early line along the fertile and settled west bank of the MacDonald River to the impressive but rugged and isolated road over the ridge above. The St Albans Road was surveyed in 1864, gradually improved, and officially opened in 1884. It rejoined the original road at Mt Manning.[30]

Part of the road further south Ten Mile Hollow was incorporated into roads or tracks to the Brisbane Water area, such as Simpsons Track which was gazetted in 1871, upgraded in 1896 and by 1927 formed the main route between Sydney and Gosford. Still more popular was a line from North Sydney to the Hawkesbury at Peat's Ferry, located by 1829, which followed a well-defined ridge to Mt McQuoid at Bucketty where it joined the Great North Road. This was the route that the Reverend Alfred Glennie took when he travelled between Wollombi and his parish at Gosford in the 1840s. The 'Peat's Ferry Road' was surveyed and partly constructed during the 1840s and early 1850s, although Mitchell's opposition to it probably explains why the work was not completed at this stage. In 1925 this road was proclaimed a Main Road, and heavy construction work was carried out on it. It was opened as the Great Northern Highway, later the Pacific Highway, in 1927.[31] In subsequent years, the forgotten road over the ridge was visited by sightseers, dedicated local people and amateur historians drawn to colonial heritage and the growing folklore surrounding it. The P.M.G. located the first overland telephone line linking Sydney with Brisbane and the north coast along the old road, the copper wire strung for pole to pole from Wollombi down to a hill opposite Wisemans Ferry, where it 'took off in a big sweep over to the other side'. The road became familiar to generations of linesmen who travelled up and down, at all times of the day and night, to repair and maintain the line. When it was superseded, the copper was retrieved and the poles were chopped down and left where they fell.[32] Dharug National Park, north of Wiseman's Ferry, was proclaimed in 1967 and had the Great North Road south of Mt Manning as its western boundary. Personnel from the National Parks and Wildlife Service became the road's new users, some of whom took a deep interest in its history and in recording its many sites. In later years this interest was formalised in the commissioning of several archaeological surveys. Less sensitive were the scores of four-wheel drive enthusiasts who used the road as a racetrack most weekends during the 1970s and 1980s, inflicting considerable

damage on the early formations and structures; and, worse, the vandals and thieves who stole dressed stones from some of the most important and beautiful structures, including the Circuit Flat Bridge, Ramsay's Leap and the wall at Mt McQuoid.

It was one such incident - the theft on Australia Day 1990 of about eighty stones from the 'Bucketty Wall', as it is known locally - which sparked the most recent phase of the road's history. In the general context of rising interest in history, heritage and conservation, this theft galvanised local people, such as Paul Budde and Carl Hoipo, into action, and resulted ultimately in the formation of the Convict Trail Project. The Project's aims are 'to protect, restore, maintain and promote' the road, and it has successfully brought together local people, historical societies, local councils in whose areas the road falls, and government bodies with an interest and responsibility in the conservation of the road. It has already succeeded in winning funding and support, in undertaking some restoration work, in collating existing and initiating further research. Ongoing effort and success will ensure that the road survives for future generations. [33]

2.5 Afterword

There are many ironies in the fate of the Great North Road. The route to the north developed over the nineteenth century in a manner exactly the opposite of the original vision. Instead of people, stock and goods flowing along a great 'artery', a fine, permanent and well-maintained road, through districts settled at convenient intervals, the traffic which did cross overland was dispersed, trickling down a criss-crossed network of unmade and unplanned tracks. Parts of the Great North Road fell in and out of use in this haphazard process. Mitchell himself lamented the road's abandonment, and, reflecting in the 1850s, wrote that the government should have discouraged the use of the other tracks, so that 'roads fit to travel on' would have 'compensated for going a little around'. [34] That a man originally so completely committed to straight lines and shortest distances should in the end argue for a longer route speaks volumes for the gap between rational, scientific planning on one hand, and how people actually dealt with the practical problems of land transport on the other. The road represents a vision of rural development, of close settlement, small-scale agriculture and thriving, orderly villages which never really became widespread.

Had the road become the main route to the north, however, it is unlikely that we would have inherited such a fine and intact museum of colonial road building which speaks so directly and evocatively about these visions for the colony, about the transmission of scientific methods and new technology, and perhaps most importantly, about convict work. While the road was meant to be of immense practical use, its failure means that it has become, instead, a site of immense cultural value, an avenue for understanding past peoples.

Notes for Section 2, Historical Overview

1. For a full account of the historical context and construction of the road, see Grace Karskens, '"The Grandest Improvement in the Colony" - An Historical and Archaeological Study of the Great North Road, NSW 1825-1836', M.A. thesis, University of Sydney, 1985; for an earlier more general account of the establishment of road communication north of Sydney, see T. H. Upton, 'The Establishment of Direct Road Communication between Sydney and Newcastle', in Journal of the Institution of Engineers Australia, vol. 4, May-July 1932.

2. See T. M Perry, Australia's First Frontier : The Spread of Settlement in NSW 1788-1829, Melbourne, 1963, pp. 55-9; W. A. Wood, Dawn in the Valley : The Story of Settlement in the Hunter River Valley up to 1833, Sydney 1972, pp. 1, 15-16; H. A. M. Morgan, 'The Bulga or Coal River [Road] - Australia's First North Road, Its History and Pioneers', in Journal of the Royal Australian Historical Society [hereafter JRAHS] vol. 44, 1958, 185-221; Hunter's River Settlers to Darling, 19 April 1826, Colonial Secretary's In-Letters [hereafter CSIL], Archives Office of New South Wales [hereafter AONSW]; Thomas L. Mitchell, Report Upon the Progress Made in Roads and n the Construction of Public Works in NSW from 1827 to June 1855, Sydney, 1856, p. 30.

3. Coral Edwards, Interview, in Bill Bottomley, By Force of Maul and Wedge : Talking About the Great North Road, Kulnura, NSW, 1996, pp. 88-91. See also 'Aboriginal Life on the Lower Hawkesbury at the Time of European Settlement', in Jocelyn Powell and Lorraine Banks (eds), Hawkesbury River History : Governor Phillip, Exploration and Early Settlement, Wisemans Ferry, Dharug and Lower Hawkesbury Historical Society, 1990, pp. 31-42.

4. Edwards, ibid.

5. Karskens, 'The Grandest Improvement', Section III/1.

6. Hunter's River Settlers to Darling, 19 April 1826, CSIL, AONSW; Australian 24 May 1826; Lieutenant Wilford to MacLeay (Colonial Secretary), 25 September 1827, 'Detailed Report of the Number of Convicts who have been Employed in Making and Repairing Roads from December 1823 to September 1827', CSIL, AONSW.

7. See Karskens, 'The Grandest Improvement', Section III/4; Karskens, 'Deference, Defiance and Diligence, Three Views of Convicts in New South Wales Road Gangs', in Australian Historical Archaeology, 4, 1986, 17-28.

8. Karskens, 'The Grandest Improvement', Sections III/6-8; Karskens, 'Deference, Defiance and Diligence'; Weekly and Monthly Road Gang Reports, 1827-1830
1 Volume, Surveyor of Roads and Bridges Correspondence, AONSW; re Simpson, see Memorial of Lieutenant Percy Simpson of the late 5th Royal Veteran Battalion to the Right Honourable Earl Bathurst, 26 February 1822, Colonial Office Records, CO 201/111 Folio 581.

9. Mitchell to Macleay, 8 October 1829 'Report on the Road between Young Wiseman's... and the Twelve Mile Hollow' and 'Report on the Road Northwards from Sydney', Surveyor General to Colonial Secretary, AONSW; Karskens, 'The Grandest Improvement', pp. 105ff. Cornpare to Karskens, 'An Historical and Archaeological Study of Victoria Pass, Mt Victoria', report prepared for the Department of Main Roads, Lithgow, 1988. For a study of Mitchell, see T. H. L. Cumpston, Thomas Mitchell - Surveyor General and Explorer, London, 1954.

10. Mitchell, Report on Roads, p. 30; Simpson to Mitchell, 5 June 1830 and 9 May 1832, Surveyors to Surveyor General, AONSW; Karskens, 'The Grandest Improvement', pp. 111-12.

11. Karskens, 'The Grandest Improvement', Section III/9; M.C. I. Levy, Wallametta : A History of Ryde and its District 1792-1945, Ryde, 1947, p107; Mitchell, Report on Roads, pp.29-30; Mitchell, 'Report on the Road Northward from Sydney'; Road Gang Reports.

12. Re convicts' skills, see Karskens, 'Defiance, Deference and Diligence'; see Karskens, 'The Grandest Improvement', Section III/8,10; Mitchell to Murray, 7 February 1831, in Historical Record of Australia [hereafter HRA], vol. 16, p. 188 correspondence between L. V. Dulhunty and P. Ogilvie and Thomas Mitchell, 1834-1836, Surveyors to Surveyor General, AONSW.

13. Ibid.; and Ogilvie to Mitchell, 9 May 1836, Surveyors to Surveyor General, AONSW.

14. This section is a summary of the more detailed research and analysis of road building technology in Karskens, 'The Grandest Improvement', Section IV. See also Karskens, 'The Construction of the Great North Road NSW 1826-1836', in Transactions of the Institutions of Engineers - Multidisciplinary, volume G.E. 9, no. 2, October 1985, 102-111.

15. See Thomas Telford, Life of Thomas Telford, Engineer Written by Himself, London, 1838; John Loudon Macadam, Remarks on the Present System of Road Making, London, 1824; and A Practical Essay on the Scientific Repair and Preservation of Public Roads, London, 1819; R. L. Edgeworth, An Essay on the Construction of Roads and Carriages, London 1817; Henry Law and D. K. Clarke, The Construction of Roads and Streets, London, 1881; Darling to Bathurst, 15 March 1827, HRA, vol. 12 p541; Darling to Murray, 24 September 1830, HRA, vol. 15 p739; Mitchell to Macleay, 8 February 1831, CSIL, AONSW.

16. Wilford to Macleay, 4 August 1827, CSIL, AONSW; Road Gang Reports.

17. Simpson to Mitchell, March 1830, 'Report of the Assistant Surveyor...for March 1830', in Road Gang Reports, AONSW.

18. Telford, Life of Thomas Telford, p. 526 and loc. cit.

19. Macadam, Remarks on the Present System of Road Making, loc. cit.

20. Lockyer to Macleay, 25 June 1828, 'Code of regulations for the Guidance and Conduct of the Roads Department', CSIL, AONSW.

21. For discussion see Robert Dixon, The Course of Empire : Neo-Classical Culture in New South Wales 1788-1860, Melbourne, 1986.

22. Ibid.; Karskens, '"As Good as Any in England" : The background to the construction of the Great North Road NSW', in JRAHS, vol. 68, part 3, 1982, 192-204; see also Brian Fletcher, Ralph Darling : A Governor Maligned, Melbourne, 1984.

23. Cumpston, Thomas Mitchell; Fletcher, ibid., pp171ff.

24. See District Constables Notebooks, 1822/23, entries for Gloucester Street, Sydney, Colonial Secretary Special Bundles, AONSW; and Malcolm Sainty and Keith Johnson (eds), Census of New South Wales November 1828, Sydney, 1985.

25. For discussion see Karskens, 'Defiance, Deference and Diligence'; compare with John Hirst, Convict Society and its Enemies, Sydney 1983.

26. Keith Clouten, Reid's Mistake - The Story of Lake Macquarie from its Discovery to 1890, Lake Macquarie, 1967, pp37-50; James Jervis, 'The Great North Road - Supplement', in JRAHS, vol. 20, 1934, 335-6; Finch to Oxley, 3 February 1826 Surveyors to Surveyor General, AONSW; E. Hickey (ed.), Wollombi Valley, Description and History, Wollombi, 1980, p. 27; Lesley and Allan Wickham, Interview, in Bill Bottomley, By Force of Maul and Wedge, p. 84.

27. See Karskens, 'The Grandest Improvement', Section III/5; and 'Defiance, Deference and Diligence'; Lorraine Banks and Jocelyn Around and About Wisemans Ferry, Berowra Heights, NSW, Deerubbin Press, 1996, pp. 7-8; Ian Jack, 'Wisemans Ferry at the Crossroads', in Powell, Jocelyn P. (ed.), Cross Currents : Historical Studies of the Hawkesbury, pp.77-84; Dharug and Lower Hawkesbury Historical Society, The Ferry, the Branch, the Creek, Wisemans Ferry, 1987, pp. 21-3; P. W. Gledhill, 'Wisemans Ferry', in JRAHS, vol. 27, 1941, 134-36; Charles Swancott, Wisemans Ferry, Central Coast Printery, 1965.

28. Karskens, 'The Grandest Improvement', Section III/11; Australian Almanack Dictionary, 1835; Thomas Mitchell, Three Expeditions into the Interior of Australia, London, 1839, pp. 8-9; J. H. M. Abbott, The Newcastle Packets and the Hunter Valley, 1943.

29. H.A.M. Morgan, 'The Bulga or Coal River [Road] - Australia's first north road, its history and pioneers', in JRAHS, vol. 44, Part 4, 1958, 185-221.

30. Upton, 'Establishment of Direct Road Communication', pp.162-3; Hughes to Macleay, 22 May 1828, CSIL, AONSW; H. E. C. Robinson Ltd., NSW Motorists' Road Guide, Sydney 1927, p. 86; Hugh Hamilton Newell, 'Road Engineering and its Development in Australia 1788-1938', in Journal of the Institution of Engineers, vol. 10, nos. 2 and 3, 1938, p.51; Marjorie Hutton Neve, The Forgotten Valley : History of the Macdonald Valley and St Albans NSW, Sydney, 1987, p 22.

31. Upton, ibid., p. 163; Robinson Ltd., NSW Motorists' Road Guide; Lesley and Allan Wickham, Interview, in Bottomley, By Force of Maul and Wedge; Frank Walker, 'Old Peat's Ferry Road', in JRAHS, vol. 11, 1925, 207-14; H. Selkirk, 'Old Peat's Ferry Road, in JRAHS, vol.11, 1925, 215-23; J. A. Ferguson, 'George Peat and his Ferry', in JRAHS, vol.11,1925, 223ff:

32. Ken Marheine, Interview in Bottomley, By Force of Maul and Wedge, pp. 69-70.

33. Interviews with Tony Horwood, Lorraine Banks, Carl Hoipo and Paul Budde, in Bottomley, By Force of Maul and Wedge. See also Robyn Aitken, (ed.), Conservation Plan for the Old Great North Road, (draft), report prepared for the National Parks and Wildlife Service, 1993; and National Parks and Wildlife Service, 'Dharug National Park : Draft Plan of Management', Gosford, 1996.

34. Mitchell, Report on Roads, p. 106.

3 PHYSICAL EVIDENCE

3.1 Description of Road Sections

This part of the report provides a brief summary of the nature and physical character of the various Sections of the Great North Road, which are also described on the Section sheets included in the Inventory component of the Stage 1 Conservation Plan (part 2 of the plan).

The physical evidence which comprises the road-line includes the line of the road, its formation and pavements, side cuttings and component structures such as retaining walls, culverts and bridges, as well as adjoining landscape corridors, environment (natural and built) and setting.

Since this study is an overall Conservation Management Plan for the entire length of the Great North Road, it is not concerned with the fine details of every individual structure but rather with the establishment of overall guidelines, development of policies and consideration of opportunities for the future management of the Road. The Inventory has been prepared in a way which easily allows the addition of more items and information in the future at such time as they come to light, or when the Plan is updated. Additional items may be uncovered through more intensive research and field investigations.

The whole of the Road was divided into separate Sections. The reason for this is that the existing line or corridor of the Great North Road, being such a lengthy heritage item, changes its nature and character very sharply in different areas. These **Sections** have been further subdivided into **Precincts** and then down to the level of individual **Items** as a way of organising and describing the character of the whole Road. The result of this is that the (main) Great North Road has been divided into eight primary Sections. They are:

- Section 1.0.0 Baulkham Hills to Wiseman's Ferry
- Section 2.0.0 Branch of the Great North Road between Abbotsford and Dural (the "New Line")
- Section 3.0.0 Wisemans Ferry to Mount Manning Junction
- Section 4.0.0 Mount Manning Junction to Wollombi
- Section 5.0.0 Wollombi to Maitland
- Section 6.0.0 Wollombi to Broke
- Section 7.0.0 Broke to Patrick's Plains
- Section 8.0.0 Broke to Warkworth (Jerry's Plains)

These major Sections then sub-divide into 39 further Precincts, each of which may include additional and/or separate inventory items. There are 13 Inventory Items. Sections and Precincts are described on a separate basic inventory format, which provides quick and accessible information about the Road.

Several important individual items have been added into the formalised road information as a result of the completion of fieldwork and consultations with individuals familiar with the Road and its environs. They include two wells (Maroota and Wisemans Ferry), the site of the powder magazine near Finch's Line, (Wisemans Ferry) and additional quarry sites located in Section 3 of the Road (Hungry Flat and Circuit Flat).

This descriptive process has recorded the extremely diverse character of the presently surviving Great North Road. While nearly *all* Sections have been found to include some isolated and important surviving traces of the earlier Road (whether Precincts or Items) some parts which remain in use as major transport arteries today display very little in the way of an historic or archaeological character. This is the case for the first 40 km of the "Old Northern Road" from Baulkham Hills, and also for much of the Abbotsford to Dural, "New Line" branch - with some notable exceptions - for example the Bedlam Point road precinct at the rear of the former Gladesville Hospital. This incredibly suburban-looking branch is remarkable for one other attribute, however, which is that it still retains its historic name as "The Great North Road".

Section 3, the Old Great North Road within Dharug and Yengo National Parks, has been probably the most long recognised surviving "historic" part of the road. The work undertaken initially by dedicated amateurs; individuals of the NPWS staff; then elaborated by Grace Karskens for her MA Thesis and by subsequent individual studies and consultant reports, recorded the physical character of this "abandoned" 40 kilometre section of Road between Wisemans Ferry and Mt Manning, and led to its description as an "outdoor museum". The road here retains an "original" wilderness setting which is extremely evocative. A 7 km length of this Section, including the original 1828 Ascent north from Wisemans Ferry (Finchs Line) and the replacement 1831 Devines Hill Ascent (Mitchells Line) is also the part which has been focussed on for potential World Heritage Listing as a component of a possible Convict Sites group nomination to Unesco.

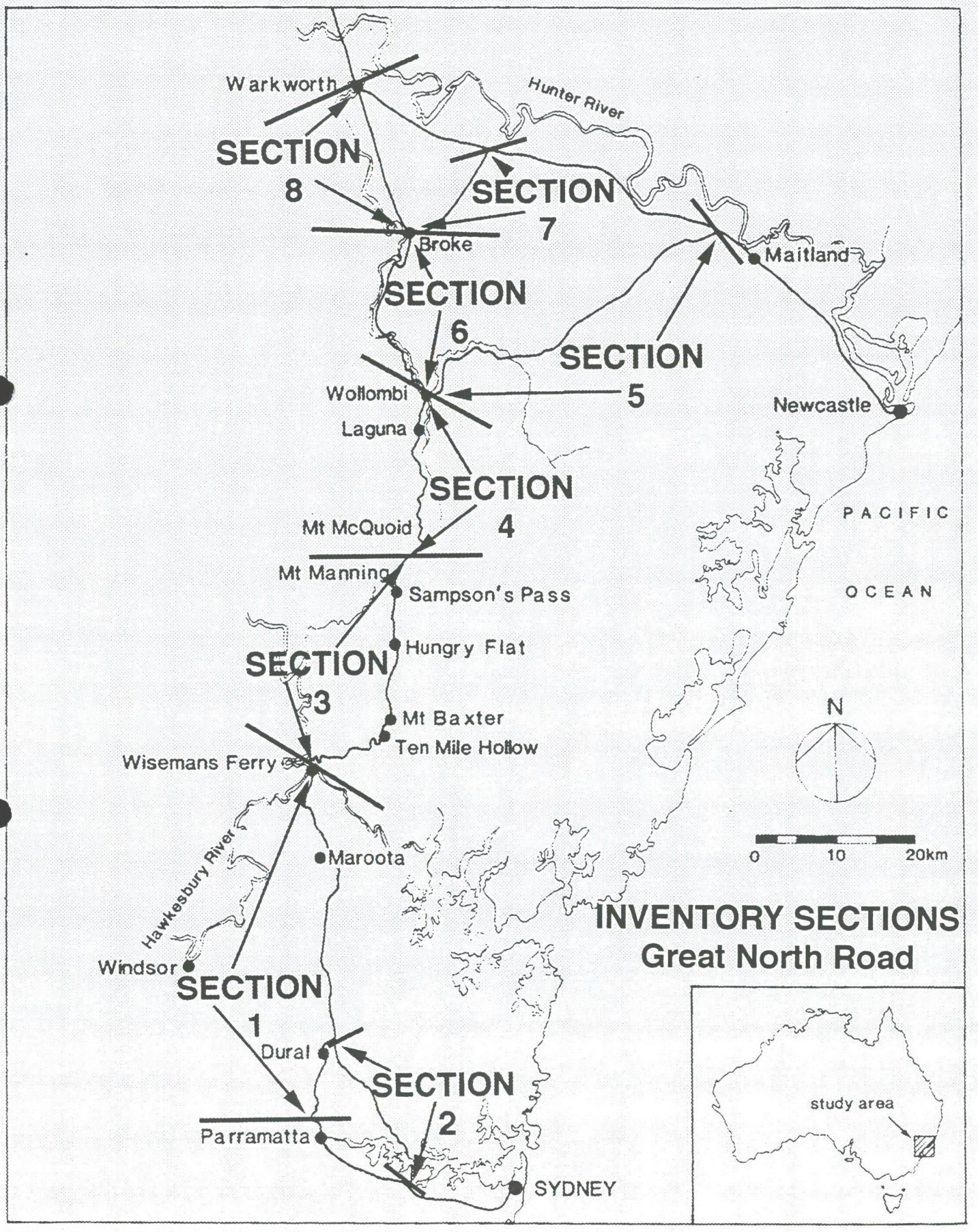
Sections 4 to 8 tend to present the Road in a modern context, as an in use main road, but as the road passes through relatively undeveloped rural areas it may be found in an overall setting approximating that envisaged at the time of its construction.

Section 4, from Mt Manning (Bucketty) to Wollombi is also an extremely important part of the road In this 30 km Section the Road retains several individually valuable and unique structures (considered further below) and it passes and links surviving historic and archaeological sites and other landscape elements including early depôts, rural homesteads and land grants, and the historic village of Wollombi itself.

Section 5, from Wollombi to Maitland (via Cessnock), also presents an in-use main road with a predominantly rural character. A 2km section of the "Old Maitland Road" at Sawyers Gully was recently found to contain significant early structures including sandstone box culverts and a small single-span masonry and timber bridge (inventoried as the Sawyers Gully Precinct, 5.1.0).

Section 6, from Wollombi to Broke, includes the sites of several former crossings of the Wollombi Brook (Precinct 6.1.0), which were reduced by a realignment of the Road in 1860 (Plan R113.1603) Parts of this section were also remarked and slightly realigned again in 1902 (Plan R7641. 1603). Some older structures survive in this section, including culverts, which have been marked onto the relevant base maps of Section 6.

The map overleaf, shows the division of the Great North Road into the Sections used in the Part 2 Inventory.


Warkworth
Hunter River
SECTION 8
SECTION 7
Broke
Maitland
SECTION 6
SECTION 5
Wollombi
Newcastle
Laguna
SECTION 4
PACIFIC
Mt McQuoid
Mt Manning
Sampson's Pass
OCEAN
Hungry Flat
SECTION 3
Mt Baxter
Ten Mile Hollow
Wisemans Ferry
N
Maroota
0 10 20km
Hawkesbury River
INVENTORY SECTIONS
Great North Road
Windsor
SECTION 1
Dural
SECTION 2
study area
Parramatta
SYDNEY

The Full List of Sections, Precincts and Items included in the Inventory is:

Section 1.0.0 Baulkham Hills to Wiseman's Ferry

Precinct 1.1.0 Abandoned Loop, Maroota, 40.4 km north of Baulkham Hills
Item 1.1.1 Rock-cut Well

Precinct 1.2.0 Early Zig-zag Descent to Mr Sharps' on the Hawkesbury

Precinct 1.3.0 Retaining Wall and Small Bridge, 51 km north of Baulkham Hills

Precinct 1.4.0 Descent to Wisemans Ferry (Retaining walls, Bridge, Quarries)

Precinct 1.5.0 Convict Road Station/Stockade Site 1
Item 1.5.1 'Wiseman's/Warner's Well'

Precinct 1.6.0 Wisemans Ferry Hotel and grounds ("Cobham Hall")

Precinct 1.7.0 Wisemans Ferry Crossing

Section 2.0.0 Branch of the Great North Road between Abbotsford and Dural

Precinct 2.1.0 Great North Road, Abbotsford

Precinct 2.2.0 Bedlam Point - Wharf, cutting and quarries
Item 2.2.1 Rockend Cottage

Precinct 2.3.0 Remains of Early Bridge and Approach over Terry's Creek, Albuerra Road, Eastwood

Precinct 2.4.0 Stone Causeway, Devlins Creek, Epping

Precinct 2.5.0 Road Section in Blackwood Reserve, Pennant Hills

Precinct 2.6.0 Pye's Creek - Bridge, Road and Quarry Site

Precinct 2.7.0 Cherrybrook (Elouera) - Early pavement and drains

Section 3.0.0 Wisemans Ferry to Mount Manning Junction

Precinct 3.1.0 Original 1828 Ascent from the Hawkesbury River (Finchs Line)
Item 3.1.1 25 Road Party Inscription
Item 3.1.2 Powder Magazine

Precinct 3.2.0 Devine's Hill Ascent
Item 3.2.1 Stone Bridge (Settlers Road)
Item 3.2.2 Cave, Devine's Hill
Item 3.2.3 Carving of a man with a hat and pipe

Precinct 3.3.0 Devine's Hill Convict Stockade Site 2
Item 3.3.1 Stone Water Trough

Precinct 3.4.0 Shepherds Gully Road

Precinct 3.5.0 Mitchell's Loop

Precinct 3.6.0 Ten Mile Hollow (Stone Wall Foundations)

Precinct 3.7.0 Clares Bridge

Item 3.7.1 XII Mile Marker
Item 3.7.2 Drinking Trough

Precinct 3.8.0 Frog Hollow (Stone Hut Foundations)

Precinct 3.9.0 Ascent of Mt Baxter

Item 3.9.1 Carving of a man with a hat and pipe
Item 3.9.2 Quarry Site near Hungry Flat

Precinct 3.10.0 Sampson's Pass (including Stone Bridge)

Precinct 3.11.0 Circuit Flat Bridge and Quarry, Little Mogo Creek

Section 4.0.0 Mount Manning Junction to Wollombi

Precinct 4.1.0 Stone Ramp (+ Quarry)

Precinct 4.2.0 Abandoned Loop, Mt McQuoid, Bucketty (Bridge & Culverts)

Precinct 4.3.0 Ramsay's Leap, Mt Simpson

Precinct 4.4.0 Stone Causeway

Precinct 4.5.0 Stone Arched Culvert, Fernances Crossing

Precinct 4.6.0 Stone Arched Culvert and retaining wall, Murray's Run

Precinct 4.7.0 Thompson's Bridge

Precinct 4.8.0 Finch's Depôt / Laguna House

Precinct 4.9.0 Abandoned Formation at Laguna Shop

Precinct 4.10.0 Abandoned Loop(s) at Milsons Arm Road

Section 5.0.0 Wollombi to Maitland

Precinct 5.1.0 Sawyer's Gully, Old Maitland Road
(2 km Road Section with culverts, bridge & side cutting)

Section 6.0.0 Wollombi to Broke

Precinct 6.1.0 Former Crossings of the Wollombi Brook
(Including Timber Bridge)

Precinct 6.2.0 Bridge with Masonry Abutments, 21.5 km north of Wollombi

Section 7.0.0 Broke to Patrick's Plains (Whittingham)

Section 8.0.0 Broke to Warkworth

Precinct 8.1.0 Monkey Place Creek - Abandoned Road Formation

Associated Roads and Tracks

Simpson's Track

4 SIGNIFICANCE

4.1 Concept of Significance

In NSW the process of finding out whether an item is important or not is called **assessing significance**. The *Heritage Assessments* document in the *NSW Heritage Manual* suggests that in assessing heritage significance two types of criteria may be applied, those which deal with the **nature** of significance (a range of values) and those which deal with the **degree** of significance (comparative values).

The **Nature** of significance criteria are:

Criterion 1 - ***historical*** significance (evolution and association).
An item having this value is significant because of the importance of its association with, or position in the evolving pattern of the cultural history of NSW.

Criterion 2 - ***aesthetic*** significance (scenic/architectural qualities, creative accomplishment).
An item having this value is significant because it demonstrates positive visual or sensory appeal, landmark qualities and/or creative or technical excellence.

Criterion 3 - ***technical/research*** significance (archaeological, industrial, educational, research potential and scientific significance values).
Items having this value are significant because of their contribution, or potential contribution to an understanding of our cultural history or environment.
This criterion includes archaeological, research potential, and scientific significance.

Criterion 4 - ***social*** significance (contemporary community esteem).
Items having this value are significant through their social, spiritual or cultural association with a recognisable community.

The **Degree** of significance criteria are:

Criterion A - ***representativeness***.
Items having this value are significant because they represent an important class of significant items or environments.

Criterion B - ***rarity***.
An item meeting this value is significant because it reflects a rare, endangered, or unusual aspect of our history or cultural environment.

Cultural significance is thus an expression of the cultural value afforded a place or item. Apart from the NSW State guidelines outlined above, the nationally recognised Australia ICOMOS Charter for the Conservation of Places of Significance (*The Burra Charter*) also defines cultural significance as meaning *aesthetic, historic, scientific and social value for past, present and future generations.*

An important component of a conservation plan is the statement of policy where guidelines for the future care of a place are given in order to ensure that the assessed value of the place is maintained. A fundamental basis of the statement of policy therefore is the determination of the significance of the place.

4.2 Previous Assessments of the Significance of the Great North Road

A consideration of the information provided in **Sections 2** and **3** can help determine the nature and degree of significance pertaining to the Great North Road. Information in these parts of the report has reviewed the Road in terms of its historical, and physical context.

The significance of the Road in terms of a number of heritage values has also been considered in a report undertaken by Grace Karskens for the National Parks and Wildlife Service in 1991 (refer to Bibliography). This report specifically considered the 40 kilometre section of Road between Wisemans Ferry and Mt Manning, however, many of the statements expressed in that report clearly apply to the Road line in its wider context as well. The major statements of the 1991 Karskens report are re-expressed below against the current State heritage criteria. The 1991 Karskens report also includes detailed statements of significance for component Road elements such as formations, pavements, cuttings, quarries, retaining walls, drains, culverts, and bridges. These statements and assessments are not reiterated here, but have been considered in preparing the Inventory sheets for road sections and precincts which form part 2 of this Conservation Plan.

Several formal Heritage Listings and identifications also provide assessments of the significance of particular Great North Road Sections, and/or items and precincts. Part of the Road is included in the Register of the National Estate and a part of it is also one of the component items being considered for World Heritage Nomination as part of an Australian Convict Sites group.
The issues associated with Heritage listings are examined further in later parts of this report. (Section **5**).

4.3 Consideration of Significance

4.3.1 Discussion of Approach

Before the significance of the Great North Road is stated concisely in **Section 4.5**, the various aspects of cultural significance previously discussed, and additional values as also assessed by the present study, are brought together below.

The structure used to set out this summary of significance is simple. The State Heritage Criteria are used, but are also cross-referenced to the terms of the Burra Charter definitions of cultural significance - historic, aesthetic, scientific and social. The same type of structure is later used in the Policy section of this report. **Section 4.3.4** also briefly summarises the Australian Heritage commission criteria which are relevant to the Great North Road.
Additional and specific statements are also provided on the information sheets in the Inventory component of this plan.

4.3.2 Significance Assessment using the State Heritage Criteria

Criterion 1 - *historical* significance (Burra Charter = Historic)

The Great North Road has **historic significance** as a signifier of the outlooks of early colonial society. Its magnificent structures were powerful, tangible symbols of the colony's perceived place and role in the course of empire, unmistakable evidence that the civilised state was being attained, and a triumph over the rugged and inhospitable landscape separating the centre of Sydney from the 'garden of the colony', the Hunter Valley.

The Great North Road is **associated** with several notable figures in colonial administration, surveying and engineering. It represents the more ordered and administratively responsible style of government imposed by Governor Ralph Darling; its location, tracing, and indirectly, its structures, record Surveyor-General Thomas Mitchell's obsession with rectilinearity in road building, and his attempt to use such major public works as a means of self- aggrandisement; the road's most ambitious structures are the materialisation of the skills and vision, as well as the hopes of remuneration, of one of Australia's earliest scientific road engineers, Percy Simpson.

Prior to its selection and survey by Europeans, much of the route which later became the Great North Road, was in use as an **Aboriginal route** linking the tribal groups of the Hunter Region to the Hawkesbury. Much of the Road line passes through Darkinjung Country and prior to its acquisition by Europeans, the route functioned both as a "highway", allowing contact and trading between different Aboriginal groups, and also as a "songline" linking important ceremonial sites and dreaming places which occurred throughout the landscape and enabling the interpretation and understanding of those places to be passed on from generation to generation.
(For discussion of this aspect refer to transcribed interviews with Lesley and Alan Wickham, and Coral Edwards, in Bill Bottomley, By Force of Maul and Wedge : Talking About the Great North Road, Kulnura, NSW, 1996).

In several areas the Great North Road, although lacking in any obvious historic character, remains in use as an essential transport link and itself has immense **symbolic** significance as the latest successor to the historically important earlier road formations which have carried European traffic since the 1820s and 1830s. This is particularly the case for the entirely modern section through Five Dock and Abbotsford, which still retains its original name. In this respect the surviving alignment of the Road itself is associated with the earliest movement of European settlers from the Cumberland Plain into the hinterland of the colony and even when renamed (as is the case with "Old Northern Road" from Baulkham Hills to Wisemans Ferry for example) parts of the original road remain as one of the most historic road-lines still in use in New South Wales. The improvements such as widening, reconstruction and deviation which are evident on those sections remaining in use for modern traffic also reflect a long and constant process of road redevelopment and improvement in response to constantly increasing traffic and modern road engineering requirements.

Criterion 2 - *aesthetic* significance (Burra Charter = Aesthetic)

The Great North Road has **aesthetic** value both historically and at present.

This is particularly the case for the comparatively unaltered section preserved between Wisemans Ferry and Mount Manning. In this section, the conjunction of spectacular views and rugged topography with the great curve of stone walls and handsome bridges inspired several nineteenth century artists (most notably Conrad Martens) who considered such engineering feats as the Devine's Hill Ascent both sublime in the romantic sense and a subject for reflection upon the relationship of 'man' and nature.

Individual structures found along the Great North Road **are aesthetically attractive.** Structures such as the Devines Hill buttressed retaining wall and items such as Clare's Bridge and Circuit Flat Bridge have **aesthetic value in** their **design, execution and siting**.

A number of individual road precincts and structures remain preserved as isolated remnants close by otherwise modern road-lines. Several of these provide focal features of considerable interest within the landscape. Examples include the stone culverts near Fernances Crossing and Murray's Run, which sit adjacent to more recent road-line deviation works; and the Ramsay's Leap wall and flume, and the extensive walling on the Descent to Wiseman's Ferry, both of which support sections of the road which are still in use. Surviving road-side details such as these structures give **character and interest** to the modern road-line and provide important reminders of the early ancestry and historic importance of the Great North Road.

An additional component of the aesthetic value of the Great North Road is the surviving physical relationship between many of the now abandoned road precincts and their **setting**. The adjacent landscape is often of considerable importance in providing the present setting and curtilage for the built heritage components. In some cases, particularly for the section of the Road preserved within Dharug and Yengo National Parks between Wiseman's Ferry and Mt Manning, the **curtilage and associated 'visual catchment'** of the surviving precincts provides a largely intact natural landscape setting which is evocative of the isolation and remoteness of the road during its initial construction period. In other cases, for example in the area from Laguna to Wollombi, adjacent land often has significant historical links with the history of the Great North Road, and a significant **physical relationship** to the present road-line, in providing **evidence of successive phases** of historic occupation and development following the initial arrival of European colonists, given that the road-line here shaped the pattern of subsequent development and subdivision. The Great North Road remains an important landmark and reference point within many of its surrounding local areas, and is often also a particularly prominent **visual landmark**.

Criterion 3 - *technical / research* significance (Burra Charter = Scientific)

The Great North Road has **historical archaeological** significance in that it physically demonstrates the work patterns, skills and organisation of the convict road gangs, particularly through the distribution and configuration of the stone retaining walls, drainage structures and bridges. This evidence is unavailable in documentary sources and has been essential in changing our historical views on convicts in road gangs. The Road may be considered **a museum of convict work**, graphic in its **demonstration** of the difficulty, laboriousness and isolation of 1830s road building.

The Great North Road has **historic / scientific** value in its **demonstration** of the standards and practice of road engineering in the colony during the "Great Roads" period of the late 1820s and 1830s, and records the importation and adaptation of the (then) recent road-building revolution in England. This essential information is unavailable in documentary sources, and as such it has changed our understanding of Australia's road engineering history.

Many precincts of the Road still **demonstrate** the nature of nineteenth century travel, through their early style geometry and layout, including sight-lines and tight curves, and with structures passing through the original landscape and vegetation.

Specific associated sites and items along the Great North Road are significant for their **archaeological research potential**. This includes for example, the various convict road station (stockade) sites such as those at Wisemans Ferry and on Devines Hill, the hut sites at Frog Hollow and along the 1828 Finch's Line (the 'powder magazine'), and the former property of Heneage Finch at Laguna. Such historical archaeological sites are important in possessing structures, and associated archaeological deposits and artefacts which provide independent and primary physical evidence of past human conditions and activities. The sites may contribute to the answering of **present** research questions in Australian history questions relating to the convict experience and the early colonial period, and to more global research questions about the history and role of convict transportation in British colonisation, etc. Such sites and deposits also have the potential to answer **future** research questions in Australian history. Potential here means that new techniques or analysis developed in the future may allow new information to be obtained from stored archaeological material and collections. New research questions may also be developed which can be applied to this material or to as yet uninvestigated archaeological sites.

Criterion 4 - *social* significance (Burra Charter = Social)

A number of Great North Road precincts appear to be associated with **particular 'communities of interest'** for whom individual sites and items may have particular meaning. One such example is the "Bucketty Convict Wall" which forms an important focal point and public space for its local community. (Precinct 4.2.0 Abandoned Loop, Mt McQuoid, Bucketty).

The Convict Trail Project is itself a community based initiative, initially developed as a response by local people to counter perceived threats to the road. The project thus indicates the care and concern of local people at a 'grass roots' level and the wider local interest in history, heritage and conservation. The Project aims 'to protect, restore, maintain and promote' the Road, by uniting local people, historical societies, local councils in whose areas the road falls, and government bodies with an interest and responsibility in the conservation of the road.

Thus contemporary social significance may relate both to those with close connections physically or historically, and to a broader community which although more distant, nevertheless claims some 'ownership' of the Road and interest in the conservation of its heritage value. Thus the Road may have special meanings, for both locals and other people.

The broader community interest in the Great North Road and the perceived heritage value of the major built structures and other items is also indicated by their listings at both the local Council level and with other government and non-government organisations. For example, the NSW National Trust listed its first section of the Road (the section between Wiseman's Ferry and Mt Manning) in 1975, to be followed by National Trust listings of further sections in 1978 and 1980. (Heritage listings are considered further in later parts of this report, Section **5.2.2**).

Complete understanding of this aspect of heritage significance requires additional research not possible under this Stage 1 plan. Such research would need to further clarify and establish contemporary social significance. Subject to individual site circumstances, interest groups may include local residents, local and family historians or direct descendants of individuals associated with the Road. The potential research interest of road precincts and specific sites may also have particular value to professional practitioners such as historians, archaeologists, and to members of other professions such as engineers, surveyors, etc, who are interested in the history of such disciplines in the early colonial period.

The Mexican Committee of ICOMOS prepared a statement known as the Declaration of Oaxaca which is a declaration on "Cultural heritage in daily life and its conservation through community support". Some of the tenets of the Declaration include:-
Seeking to build a community's role in creating, maintaining and giving life and meaning to places of heritage significance.
Seeking to build a role for such communities in conserving the place - both its meanings and its fabric.
Arguing that those who create our heritage, and for whom it is part of their daily lives, offer the best means for its conservation through the continuity of traditional practices.
Expressing concern about limiting the identification of heritage significance to entities such as standing structures. Social values are also important.
Seeking a continuity of use for a place as the best way of retaining its heritage value.
Acting to continue and reinforce the connection between local people and a place.
Arguing that a process of community participation in all aspects of decision making in the conservation of heritage places is essential if contemporary communities are to commit the same energy and conviction to safeguarding the cultural heritage as did their antecedents in forming it.

Criterion A - *representativeness*

In its demonstration of the standards and practice of road engineering in the colony during the "Great Roads" period of the late 1820s and 1830s, and of the adaptation of English road-building practice, the Great North Road is a **representative** example of the state of road-building of the time and the methods being used in the colony on the other major road lines including the other Great roads (West and South).

Thus **as a whole** the surviving structures such as bridges, walls, culverts, and other construction features are individually and collectively excellent examples of the range and types of structures used to build new roads in the colonial period. In their range and distribution, combined with historical evidence, the structures also allow interpretation of the work patterns, skills and organisation of convict road gangs and their supervisors in the colonial period.

Criterion B - *rarity*

Whilst the entire length of the surviving Great North Road has the representative value just noted, individual Sections and precincts of the Road also possess **rare** and **unique features**.

The section of the Road between Devines Hill and Mt Manning is particularly significant for its **rarity** and **integrity**. While there are comparable sites of the same period elsewhere, there are no sections of comparable "Great Roads" so extensive or as well preserved.

Several of the individual structures surviving on the Great North Road appear to be unique as no identical examples have so far been located elsewhere. Examples include the diverse range of stone bridges which survive on the Road, which feature individual and specific design and detailing, and the arched culvert at Murray's Run.

4.3.3 Group Value (additional, non SHI criterion)

The assessment of the Great North Road under the two immediately preceding criteria (representativeness and rarity) indicates the immense value of the whole road in providing a notable and progressive series of surviving sections, precincts, items and other physical evidence of colonial road-building. The significance of each individual precinct or "set" of structures is enhanced by the existence of the others, especially for comparative and interpretative purposes.

4.3.4 Significance Assessment against the AHC Criteria

The following references in brackets relate to the Australian Heritage Commission's criteria for consideration for listing on the Register of the National Estate. Some important sections of the Road are already listed on the Register, so reference to the AHC criteria have been included here in a brief summary form as it is considered that this might be of use to the Commission for the purpose of upgrading the existing quality of its listing information for the Great North Road.

- ***Roads /site as part of a larger group*** **[AHC E.1]**
  Collective group with a strong historical, physical, landscape presence.

- ***Of value as part of a broader social and cultural context*** **[AHC A.4]**

- ***It has the capacity to demonstrate*** **[AHC A.4]**

  Engineering
  History
  Archaeology

- ***Strong associations with various people, and events*** **[AHC H.1]**

  Early important figures (Governor Ralph Darling, Surveyor-General Thomas Mitchell)
  Other key figures (Finch, Warner, Simpson)
  Convict artisans

- ***Social value attached to the Road by the community*** **[AHC G.1]**

- ***Symbolic and representative value*** **[AHC G.1]**

- ***Curtilage*** **[AHC G.1]**

  as landmark/reference point
  Immediate visual setting

4.5 Summary Statement of Heritage Significance

The Great North Road is an item of **National** heritage significance. It has values under **all** relevant heritage assessment criteria, including historic, aesthetic, scientific and social significance as expressed by the ICOMOS Burra Charter, and under the SHI criteria. The Road also fulfils numerous assessment criteria as expressed by the Australian Heritage Commission. Whilst many heritage items will fulfil more than one value, the immense significance of the Great North Road is reflected in its possession of these multiple values at a number of levels.

Historically the Great North Road was the first made road north of the Hawkesbury, constructed by convict gangs between 1826 and 1836. The road has historic associations with several notable colonial figures including Governor Darling and Surveyor-General Sir Thomas Mitchell. The Road is also tangible evidence of the development of the colony at Sydney, and of policies which saw convict gangs used to construct major public works during this period.

The Great North Road also provides a direct material record of convict labour. Many surviving structures and precincts indicate the quality of work achieved by convict artisans. Many precincts of the road also remain in relatively unspoilt settings which are evocative of the environment on the 'frontier' of the 1830s.

Other parts of the historic Great North Road (even if re-named) remain in use as an essential transport corridor and have thus carried European traffic continuously since the 1830s.

4.6 Prioritising Significance

4.6.1 Discussion

While the whole of the Great North Road is of extremely high cultural significance there are within it many individual items that have varying levels of significance. To assist in the process of making good decisions about the conservation management of specific items the following priorities/rankings have been attempted.

Level A refers to items of very high significance and for these the implication is that their retention and appropriate conservation is essential. A very limited level of intervention may be acceptable, however there would need to be very compelling justification for this, and even then the intervention would need to be strictly controlled and any displaced fabric meaningfully reemployed on site. For Level A items retention/conservation is the principal emphasis, the very limited level of intervention referred to above would represent the rare exception.

Level B is for items of high significance and retention/conservation is a requirement although some level of intervention or adaptation **may** be acceptable depending on the circumstances and manner of intervention.

Level C indicates that retention/ conservation of the item is preferred with the same proviso as the previous level.

4.6.2 Schedule of Precincts / Items with Significance Rankings

Section Precinct/Item	Name/Identification	Significance
Section 1.0.0	**Baulkham Hills to Wiseman's Ferry**	
Precinct 1.1.0	Abandoned Loop, Maroota 40.4 km nth of Baulkham Hills	B
Item1.1.1	*Rock-cut Well*	B
Precinct 1.2.0	Early Zig-zag Descent to Mr Sharps' on the Hawkesbury	B
Precinct 1.3.0	Small Bridge, 51 km north of Baulkham Hills	A
Precinct 1.4.0	Descent to Wisemans Ferry	A
Precinct 1.5.0	Convict Road Station/Stockade Site 1	A
Item 1.5.1	*'Wiseman's/Warner's Well'*	A
Precinct 1.6.0	Wisemans Ferry Hotel and grounds	B
Precinct 1.7.0	Wisemans Ferry Crossing	C
Section 2.0.0	**Great North Road between Abbotsford and Dural**	
Precinct 2.1.0	Great North Road, Abbotsford	C
Precinct 2.2.0	Wharf, cutting and quarries, Bedlam Point	A
Item 2.2.1	*Rockend Cottage*	B
Precinct 2.3.0	Remains of Early Bridge and Approach over Terry's Creek, Albuerra Road, Eastwood	B
Precinct 2.4.0	Stone Causeway, Devlins Creek, Epping	A
Precinct 2.5.0	Road Section in Blackwood Reserve, Pennant Hills	B
Precinct 2.6.0	Pye's Creek Bridge, and Quarry	A
Precinct 2.7.0	Early pavement and drains, Cherrybrook	B
Section 3.0.0	**Wisemans Ferry to Mount Manning Junction**	
Precinct 3.1.0	Original 1828 Ascent from the Hawkesbury River	A
Item 3.1.1	*25 Road Party Inscription*	A
Item 3.1.2	*Powder Magazine*	A
Precinct 3.2.0	Devine's Hill Ascent	A
Item 3.2.1	*Stone Bridge*	A
Item 3.2.2	*Cave, Devine's Hill*	A
Item 3.2.3	*Carving of a man with a hat and pipe*	A
Precinct 3.3.0	Devine's Hill Convict Stockade Site 2	A
Item 3.3.1	*Stone Water Trough*	A
Precinct 3.4.0	Shepherds Gully Road	B
Precinct 3.5.0	Mitchell's Loop	A
Precinct 3.6.0	Ten Mile Hollow (Stone Walls)	A
Precinct 3.7.0	Clares Bridge	A
Item 3.7.1	*XII Mile Marker*	A
Item 3.7.2	*Drinking Trough*	A
Precinct 3.8.0	Frog Hollow (Stone Hut Foundations)	A
Precinct 3.9.0	Ascent of Mt Baxter	A
Item 3.9.1	*Carving of a Man with a hat and pipe*	A
Item 3.9.2	*Quarry Site near Hungry Flat*	A
Precinct 3.10.0	Sampson's Pass (including Bridge)	A
Precinct 3.11.0	Circuit Flat Bridge and Quarry, Little Mogo Creek	A

Schedule of Precincts / Items with Significance Rankings (Cont'd)

Section Precinct/Item	Name/Identification	Significance
Section 4.0.0	**Mount Manning Junction to Wollombi**	
Precinct 4.1.0	Stone Ramp (+ Quarry), Mt Manning	**A**
Precinct 4.2.0	Abandoned Loop, Mt McQuoid, Bucketty	**A**
Precinct 4.3.0	Ramsay's Leap, Mt Simpson	**A**
Precinct 4.4.0	Stone Causeway	**B**
Precinct 4.5.0	Stone Culvert	**A**
Precinct 4.6.0	Stone Arched Culvert and retaining wall, Murray's Run	**A**
Precinct 4.7.0	Thompson's Bridge	**A**
Precinct 4.8.0	Finch's Depôt / Laguna House	**A**
Precinct 4.9.0	Abandoned Loop, Laguna Shop	**B**
Precinct 4.10.0	Abandoned Loops, Milsons Arm Road	**B**
Section 5.0.0	**Wollombi to Maitland**	
Precinct 5.1.0	Sawyers Gully	**A**
Section 6.0.0	**Wollombi to Broke**	
Precinct 6.1.0	Prior crossings of the Wollombi Brook	**C**
Precinct 6.2.0	Stone Bridge, 21.5 km north of Wollombi	**B**
Section 7.0.0	**Broke to Patrick's Plains**	
Section 8.0.0	**Broke to Warkworth**	
Precinct 8.1.0	Abandoned Formation, Monkey Place Creek	**C**

5 IDENTIFICATION OF ISSUES and OBLIGATIONS INCLUDING LEGISLATIVE CONSTRAINTS

5.1 Diverse Ownerships and Stakeholders, Roles and Perceptions

The Great North Road is currently in the control, management or ownership of an extremely diverse range of management authorities. These multiple ownerships then impose their own differing objectives and requirements and encompass diverse responsibilities and resource levels. The Road also crosses numerous physical and administrative boundaries, which are apparent in viewing the map series (and see following).

In the case of the Sections of the Road still in use these include the Roads and Traffic Authority, and Local Government Authorities which are responsible for maintenance of the road as an actively used transport corridor. This imposes particular requirements and potential threats, which are considered further shortly. The longest abandoned or out of use section of the Great North Road is the 40 km now included within Dharug and Yengo National Parks. The National Parks and Wildlife Service has its own land management responsibilities and has set these out in a range of documents, many of which specifically address the Great North Road (refer to report Bibliography).

In an administrative sense, the Great North Road sits on the boundaries of numerous administrative regions (Sydney and Hunter Regions), sub-regions, and agencies. These include its definition as a Local Government Area boundary, and also as a boundary for other regions, including for example, Tourism Commission and Department of Urban Affairs and Planning regions. The main Great North Road passes through the Local Government Areas of Drummoyne, Ryde, Hornsby, Baulkham Hills, Hawkesbury, Gosford, Cessnock, Singleton, Maitland. In joining to Mitchell's Hunter Valley Road (now the New England Highway) the road then enters the City of Newcastle. The associated Simpson Track (which diverges from Ten Mile Hollow) crosses into additional LGAs, including Wyong.

Other agencies which may have a less direct involvement in management or operational issues, especially in a day to day sense, may nevertheless have a considerable interest in the overall outcome. These types of agencies include the various statutory authorities responsible for heritage. These agencies also have the potential to become involved in a more direct way in the future conservation and management of the Great North Road, in particular through the provision of direct or indirect funding or other assistance. For example, the current Stage 1 Conservation Plan (this document) has been undertaken using funding provided by the NSW Heritage Office.

The biggest issue for the entire Great North Road is the lack of an overall, or holistic management structure which can assess and view proposals for the road (whether positive or negative) from the perspective of its entire context. The overall history of management of the Great North Road shows short periods of active government involvement for short term projects, whether past upgrading and maintenance or more recent conservation and interpretation projects. These are generally followed by long periods of neglect. The diversity of agencies and roles briefly noted above, has not been conducive to truly effective management.

The Convict Trail Project originated precisely because of the perception by local communities at a "grass roots" level that meaningful co-ordination or co-operation between diverse management agencies was not occurring in a way that translated to effective conservation of the Great North Road. Fieldwork undertaken for this project tends to confirm and support this perception. The absence of a single co-ordinating body has allowed much of the management of the Great North Road to fall into a policy and/or legislative vacuum.

Adjoining Landowners are also an issue for the Great North Road. Due to the length of the Road (some 240km) and the changing tenure of the surrounding land, a major issue evident from this study is that of curtilage, especially for those Precincts which are still in use. Consideration of this issue was beyond the scope of this Stage 1 Plan, but some comments are made on this issue in Section **6.4.** The landscape through which the Great North Road passes is of both Natural and European Heritage Significance (the Wollombi Valley for example is a National Trust Classified Landscape and was also identified in the Cessnock Heritage Study). It is therefore desirable that agencies with responsibility for devising planning controls for the management of significant places take a more pro-active role in ensuring the future conservation of these aspects of significance. These agencies include Local Councils and the Department of Urban Affairs and Planning.
Possible options to address some of these issues by either the creation of a new management structure (formal or informal) or some other mechanism are discussed in Section **7** of this report.

5.2 Statutory Obligations and Constraints

5.2.1 Planning Legislation

In NSW, land use planning is controlled by the *Environmental Planning & Assessment Act, 1979.* (EPA Act). The planning system established by the EPA Act includes regional environmental plans (REPs), local environmental plans (LEPs) and provisions relating to development control. When items are listed in the heritage schedule to a Local Environmental Plan (L.E.P.) or a Regional Environmental Plan (R.E.P.), usually following identification in an Heritage Study, they are offered protection by the heritage provisions contained within the plan which will require Council's consent for certain actions or activities, and/or referral of some proposals to the NSW Heritage Council. All of the LEPs include similar provisions.

5.2.1a Local Government Heritage Listings and/or LEPs

The Inventory Sheets in Part 2 have noted the existing Local Government listings. These are either in Heritage Studies, or in heritage studies and inclusion in the Schedule of Heritage Items in an appropriate LEP. Not all Heritage Studies have progressed to formal LEP stage as yet, however it may be inferred that identified items should be ideally be managed accordingly.

Parts of the Great North Road are listed with the following Local Government Authorities:

- Baulkham Hills
- Hornsby
- Gosford
- Hawkesbury
- Cessnock

5.2.1b Hunter Regional Environmental Plan 1989 (Heritage)

The aims of the HREP 1989 are set out in Section 2 of the document. They are:

2 Aims, objectives etc

The general aims and objectives of this plan are:

(a) to conserve the environmental heritage (including the historic, scientific, cultural, social, archaeological, architectural, natural and aesthetic heritage) of the Hunter Region,

(b) to promote the appreciation and understanding of the Hunter Region's distinctive variety of cultural heritage items and areas including significant buildings, structures, works, relics, towns, precincts and landscapes, and

(c) to encourage the conservation of the Region's historic townscapes which contain one or more buildings or places of heritage significance or which have a character and appearance that is desirable to conserve.

Items of State Significance are set out in Schedule 1 of the Plan and those of Regional Significance in Schedule 2. Provisions relevant to the Development of Heritage Items are set out in Clauses 7 to 9. These are as follows:

7 Development of heritage items

(1) A person shall not, in respect of a building, work, relic, tree or place that is a heritage item:

(a) demolish or alter the building or work,

(b) damage or move the relic, including excavation for the purpose of exposing the relic,

(c) damage or despoil land on which the building, work or relic is situated or land which comprises the place,

(d) erect a building on or subdivide land on which the building, work or relic is situated or on the land which comprises the place, or

(e) damage any tree on land on which the building, work or relic is situated or on the land which comprises the place,

except with consent of the Council.

(2) The Council shall not grant consent to a development application made under subclause (1) unless it has made an assessment of:

(a) the significance of the item as a heritage item,

(b) the extent to which the carrying out of the development in accordance with the consent would affect the heritage significance of the item and its site,

(c) whether the setting of the item, and in particular, whether any stylistic, horticultural or archaeological features of the setting should be retained,

(d) whether the item constitutes a danger to the users or occupiers of that item or to the public, and

(e) measures to be taken to conserve heritage items including any conservation plan prepared by the applicant.

8 Heritage items of State significance

(1) The Council shall not grant consent to a development application made under clause 7 for items specified or described in Schedule 1 unless the concurrence of the Director of Planning is obtained.

(2) In deciding whether to grant concurrence under subclause (1) the Director shall take into consideration:

(a) the views of the Heritage Council,

(b) the heritage significance of the item to the State,

(c) the extent to which the carrying out of the development would affect the heritage significance of the item and its site,

(d) whether the setting of the item, and in particular, whether any stylistic, horticultural or archaeological features of the setting should be retained,

(e) measures to be taken to conserve and preserve heritage items including, where appropriate, any conservation plan, and

(f) whether the item constitutes a danger to the users or occupiers of that item or to the public.

9 Heritage items of regional significance

(1) The Council shall not grant consent to an application made under clause 7 to demolish or alter an item specified or described in Schedule 2, unless it has referred the application to the Director of Planning.

(2) Subclause (1) does not apply to the partial demolition of a building or work which, in the opinion of the Council, is of a minor nature and does not adversely affect the heritage significance of the building or work.

(3) Where a copy of an application has been forwarded to the Director of Planning pursuant to subclause (1), the council shall not determine the application until:

(a) it has received and considered any advice with respect to the application from the Director,

(b) the council has been notified that the Director does not wish to submit any advice with respect to the application, or

(c) 28 working days have elapsed after the date on which the application was referred to the Director,

whichever occurs first.

The Old North Road from Mount Manning to Paynes Crossing is listed in Schedule 1. (Section 4). Laguna House is listed in Schedule 2. (Precinct 4.8.0)

5.2.2 Heritage Legislation

5.2.2a The New South Wales Heritage Act, 1977

The Heritage Act, 1977, was enacted to ensure that the environmental heritage of New South Wales would be adequately identified and conserved. The Act established the Heritage Council of New South Wales, which makes recommendations to the Minister for Local Government and Minister for Planning on the implementation of the Heritage Act.

The provisions of the Heritage Act with particular reference to the management and conservation of archaeological sites in New South Wales are those which relate to "relics" and the provisions for the making of conservation instruments or orders. No orders affect the Road.

The "Relics" Provisions

The term "relic" is defined in the Heritage Act, 1977 (as amended 1987). Part 1, Section 4, defines a relic as:

" any deposit, object or material evidence -
(a) which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement; and
(b) which is 50 or more years old. "

The Heritage Act provides automatic statutory protection for relics in Sections 139 - 145 which prevent the excavation or disturbance of land for the purpose of discovering, exposing or moving a relic except in accordance with an excavation permit. Section 139 of the Heritage Act, states that:

" A person shall not disturb or excavate any land for the purpose of discovering, exposing, or moving a relic, not being a relic subject to a conservation instrument, except in accordance with an excavation permit."

Thus, the disturbance or excavation of land containing, or likely to contain, relics may only take place after an excavation permit has been granted by the Heritage Council.

Section 146 of the Act also requires that if a relic is discovered (or located) the Heritage Council must be notified of its existence as soon as possible.

The Road Precincts noted in the Inventory and isolated road structures, archaeological sites and relics would fall within these provisions.

Parts of the Great North Road (Devines Hill to Mt Manning -Section 3; and Mt Manning to Paynes Crossing - Sections 4/5) are included in the State Heritage Inventory.

Section 170 of the Heritage Act also requires that government instrumentalities establish and maintain a "Heritage and Conservation Register" of all items in their ownership which are of heritage significance. A copy of the Register must be lodged with the Heritage Council of NSW. This affects government departments such as the Roads and Traffic Authority, which maintains a heritage site register.

The additional implication of this section of the Heritage Act (although not specified) is that these identified items will then be managed in a way commensurate with their significance.

5.2.2.b Australian Heritage Commission (Commonwealth)

This is a federal statutory body established under the *Australian Heritage Commission Act, 1975* (Commonwealth).The Commission is responsible for the identification and maintenance of the Register of the National Estate.

The Act prevents any Commonwealth Department or instrumentality, or any organisation using Commonwealth funds from taking any action which might adversely affect a site on the Register except where there is no "feasible or prudent" alternative. (Section 20 pts (1) and (2)). It should be noted that the interpretation of "feasible or prudent" is for the proponent to determine, not the AHC.

Sections 3, 4 and 5 (part) of the Great North Road are included in the Register of the National Estate. This is from north of the Hawkesbury River near Wisemans Ferry, to Mount Manning via Ten Mile Hollow. Thence from Mount Manning north to Paynes Crossing. It is entered under the title "Old North Road".

5.3 The World Heritage Nomination (Convict Sites Group)

This nomination was prepared through the World Heritage Unit of the AHC/ Environment Australia (Federal Government). Some Sections of the Great North Road were included within the Convict Sites Group nomination. These sites/items were the Wisemans Ferry Stockade Site; the Devines Hill Ascent, and the 1828 Ascent (Finch's Line).

Nominations are submitted in June and are sent to the World Heritage Bureau of UNESCO, where they are assessed by independent international organisations. Recommendations are considered by the World Heritage Committee. Consideration of applications for World Heritage Listing usually takes at least 18 months.

The nomination was not submitted in June 1998. It is still being developed with a view to possible submission by June 1999. The current management of National Parks is not directly affected by World Heritage Listing. Land tenure is also not affected.

5.4 The National Trust of Australia (NSW) - Non Statutory Heritage Listing

The National Trust is a non-government organisation which compiles its own Register of heritage items. Listing in the Trust register has no legal force but is widely regarded as an authoritative statement of the heritage significance of a place or item.

The National Trust listed its first section of the Road (the section between Wiseman's Ferry and Mt Manning = Section 3) in 1975, to be followed by National Trust listings of further sections in 1978 and 1980. These additional Listings are for the sections of the Road from Glenorie to Wisemans Ferry (= part of Section 1) and for the Road between Mt Manning and Paynes Crossing (= Section 4 and part of Section 5). The Wisemans Ferry Stockade (Precinct 1.5.0) and Wiseman's Inn (Precinct 1.6.0); The Gladesville Wharf (Bedlam Point, Precinct 2.2.0) and the Pyes Creek Bridge (Precinct 2.7.0) are also classified by the National Trust.

5.5 The National Parks and Wildlife Act, 1974 (as amended)

This Act is relevant to those parts of the Great North Road which are on Service Estate and within the ownership and management of the NSW National Parks and Wildlife Service. These are the Bedlam Point Precinct, the Wisemans Ferry Convict Stockade Precinct and Section 3 of the Great North Road which is the 40 km section within Dharug and Yengo National Parks.

The Act sets out the objectives, roles and functions of the NPWS. Part 5 of the Act sets out the requirement for the preparation of Plans of Management for National Parks and Historic Sites. A draft Plan of Management has been prepared for Dharug National Park and a separate draft Conservation Plan exists for the Old Great North Road.

The NPWS is a corporate member of Australia ICOMOS and ascribes to the Burra Charter. The NPWS also has responsibilities to ensure the conservation of historic places, landscapes, works and relics within Service Estate. With this in mind the NPWS has funded a series of studies and reports which have recorded and assessed those parts of the Great North Road in NPWS lands. The NPWS has also completed conservation and interpretation works on some parts of the Road.

5.6 Roads and Traffic Authority Legislation

The Roads and Traffic Authority is established under the Transport Administration Act, 1988. The Authority has those functions conferred upon it, by that Act and also by the Roads Act, 1993; the Traffic Act 1909, the Motor Vehicles Taxation Act 1988, and the Road Transport Act, 1995.

These Acts are principally concerned with the operational requirements of the road transport system. Most of these are described in Section 2F of the Traffic Act, 1909. This states:

2F Functions of the Authority relating to traffic arrangements etc

(1) The functions of the Authority include the following:

(a) reviewing the traffic arrangements in the State, including arrangements in connection with the movement, regulation and control of traffic and the parking of vehicles,

(b) formulating or adopting plans and proposals for the improvement of those arrangements,

(c) establishing general standards and general principles in connection with:

(i) the design, construction, erection, affixing, marking, maintenance, repair, alteration, operation or removal of traffic control facilities, and

(ii) the design of intersections and the approaches to them or the approaches to railway level crossings,

for purposes connected with traffic safety and the movement, regulation and control of traffic,

(d) promoting traffic safety,

(e) co-ordinating the activities of public authorities so far as those activities relate to:

(i) the carrying out of plans and proposals formulated or adopted by the Authority for the improvement of traffic arrangements, or

(ii) the design, construction, erection, affixing, marking, maintenance, repair, alteration, operation or removal of traffic control facilities, or

(iii) traffic safety, or

(iv) any other matter connected with the Authority's functions under this Part.

(2) The Authority may:

(a) promote traffic safety measures or activities, including measures or activities for:

(i) the safety and protection of the public, including pedestrians, on roads or road related areas, and

(ii) the prevention of accidents on roads or road related areas, and

(iii) the minimising of the effect of accidents on roads or road related areas, and

(iv) the protection of property from damage from accidents on roads or road related areas, and

(b) promote or engage in the dissemination and publication by suitable media of advice and information resulting from research or otherwise for the education and guidance of, and observance by, drivers of or persons travelling in vehicles, or persons on roads or road related areas, or manufacturers of, repairers of, or dealers in, vehicles or vehicle parts, and

(c) make reports or recommendations to the Minister, or any other person or body, in relation to the following:

(i) traffic arrangements, and the movement, regulation and control of traffic, on roads or road related areas,

(ii) traffic planning,

(iii) traffic safety,

(iv) the parking of vehicles,

(v) the operation, maintenance or alteration of traffic control facilities,

(vi) any other matter connected with the Authority's functions under this Part, and

(d) carry out or promote research or investigations into matters connected with any of the Authority's functions under this Part including research or investigations into:

(i) traffic control facilities, and (ii) the cause of accidents, their incidence and the ways and means that may be adopted for their prevention or for controlling or mitigating their effects.

It should be noted that the primary operational focus of this legislation is on issues of "safety" and "improvement". The potential affects of these requirements are considered in Section **5.8** below.

5.7 Issues and Objectives/Obligations arising from Significance

- **Obligations to retain Significance**

Physical Evidence and Structures

- The entire length of the Great North Road should be conserved in accordance with established conservation principles such as those outlined in the ICOMOS Burra Charter.
- All surviving historic elements (including formations, structures and other historic items) should be retained and conserved.
- Where the presence of a natural or historic setting is an aspect of the Road's present significance this should also be retained and conserved.

Conservation Philosophy

The ongoing use of any historic site, place or item (in this case both the overall road-line and its abandoned sections and isolated precincts) will usually inevitably involve some disturbance and/or adaptation. The appropriate extent of that disturbance or adaptation must derive from the **Conservation Policy** for the item arising from the Statement of Significance. The degree of acceptable impact or modification may vary from place to place, or in the case of the Great North Road, from Precinct to Precinct.

- **Obligations arising from the Burra Charter**

(NB references in parentheses relate to the relevant articles explaining Definitions, Principles, Processes and Practice of the Burra Charter .)

- The cultural significance of the entire surviving length of the Great North Road should be retained and provisions made for its protection, appropriate maintenance and future preservation. **(Article 1.5, Article 2)**

- All conservation work should be based on a respect for the existing fabric and should involve minimum intervention. **(Article 3, Article 12)**

- An appropriate visual setting for the Road should be maintained wherever possible. New works or development affecting the road-line itself or adjacent significant lands, which would adversely affect the Road's present setting should not be allowed. Environmental intrusions adversely affecting an appreciation or enjoyment of the place should be excluded. **(Article 8)**

- All significant fabric should remain in its historical location. The relocation of all or part of any significant fabric is unacceptable unless it is the sole means of ensuring its survival. **(Article 1.3, Article 9)**

- The removal of significant fabric is unacceptable unless it is the sole means of ensuring its security and preservation. Such fabric must be returned to its location should changed circumstances make this feasible. **(Article 10)**

- For future restoration work at individual precincts and structures, the contributions of all periods to the place must be respected and should be assessed. **(Article 1.7, Article 16)**

- Where appropriate, reconstruction should be limited to the reproduction of fabric, the form of which is known from physical and/or documentary evidence. **(Article 1.8, Article 19)**

- Significant fabric previously or subsequently removed from the Road should be kept safely, ready for future reinstatement. **(Article 22)**

- The existing fabric should be recorded before any work or exploratory intervention on the Road. **(Article 23)**

- The process of decision making and individuals responsible should be identified. **(Article 26)**

- Appropriate professional direction and supervision should be maintained at all stages of the work. **(Article 27)**

- Records should be kept of new evidence and subsequent decisions. **(Articles 25, 27)**

- Copies of all reports and records should be placed in a permanent archive and made publicly available. **(Article 28)**

- Significant fabric kept in storage should be professionally catalogued and protected. **(Article 29)**

5.8 Issues arising from Physical Condition

• Generally

Some precincts of the Great North Road have been subject to vandalism (including theft of stone blocks), inadvertent damage, and other unsympathetic works which have compromised the significance of the precincts and structures by reducing their intactness and aesthetic qualities, and by obscuring their ability to demonstrate.

It may be expected that appropriate works including the repair of the damaged monuments/structures, will recover some of the significant aspects which have been reduced or lost as a result of vandalism, neglect, and unsympathetic works.

An overall impression of the condition of the Great North Road has been gained through the completion of the Inventory fieldwork, and comments are included within the Inventory about the condition of precincts and items.

• Disused Road Sections

These are principally Section 3 , the 40 km 'abandoned' stretch of the Road, but are also various small loops and isolated structures which have been cut off from the still in-use road by subsequent road deviations. Most of these have been inventoried as individual Precincts.

Several previous studies and reports have described and commented upon the condition of the Road within the Dharug and Yengo National parks. Most of these reports were completed at least 8 years ago (reports are listed on Section and Precinct Sheets and in the Bibliography). As a result, for the purposes of this overview Stage 1 Conservation Plan field inspection was undertaken to verify the condition of major road structures and precincts.

Extensive parts of Section 3 of the Great North Road are in very poor condition. Significant structures such as retaining walls, culverts, and bridges are damaged, missing or collapsed. Pavements are deteriorated and in some cases the road has eroded to levels well below the original sub-base. Examples of eroded sections and damaged structures are shown in the photographs on the next pages.

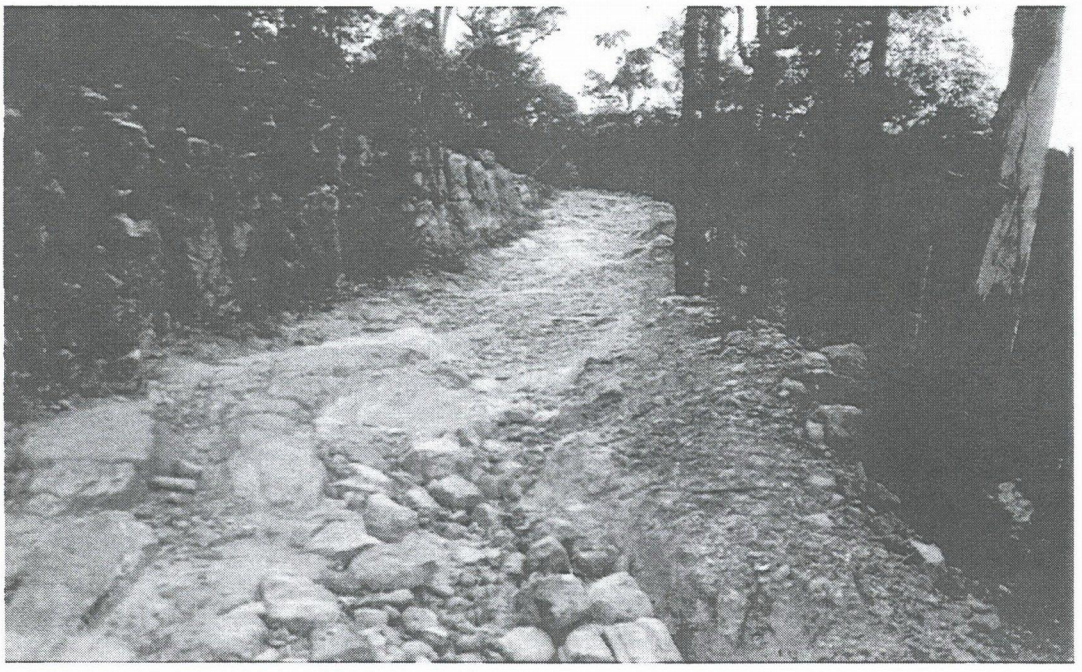
The causes of the damage to Section 3 of the Road include damage through an intensive period of over-use by modern 4wd vehicles, through lack of maintenance (over a period of some 160+ years) and through uncontrolled runoff of stormwater.

The present road is primarily in use as a walking track. Despite notions that the road might be subject to occasional use by authorised vehicles for emergency situations such as search and rescue, fire, or for periodic inspections, in effect the present condition of the road renders it impassable to vehicular traffic.

The deep rutting and erosion of the road has exacerbated the water run-off problems as water ponds and is not able to be thrown off the road. This deflation of the surface and the creation of convex road profiles is somewhat ironic given the emphasis in nineteenth century road engineering in designing, constructing and maintaining roads to avoid exactly this occurrence. The loss of covering fill also means that original structures such as timber culverts have collapsed. The timber culverts have also proved very vulnerable to bushfire, especially due to the presence of overgrown vegetation close to and on road structures and formations. Vegetation should be cleared where it is threatening structures in accordance with the principles given in Section 8.

DETERIORATION OF THE OLD ROAD SURFACE
Due to over-use by 4wd vehicles, inadequate drainage control & poor maintenance

Eroded road section. All original pavement lost, road levels eroded by 0.5 to 1 metre.
Photograph taken 6 km north of Wisemans Ferry in Dharug NP (Section 3).



Eroded road section. Original pavement level on right. Foreground eroded by 1 metre.
Photograph taken near Sampsons Pass in Yengo NP (Section 3).

DETERIORATION OF THE ROAD

Timber Culvert, near Mitchell's Loop, Dharug NP (Section 3).
Collapsed, rotted, burnt and silted up, causing structural failure.

Timber Culvert, near Mitchell's Loop, Dharug NP (Section 3).
Erosion of road overburden has exposed top slabs and beams, causing collapse.

DETERIORATION OF THE ROAD

The largely unused road section in Dharug and Yengo NPs is effectively impassable to vehicles not only due to deterioration and erosion of the road surface but also due to obstacles such as boulders and fallen trees. 7 trees were removed to drive 40km.

If the road is to remain trafficable at all then parts require new road-base or surfacing material to fill the hollows and gullies. Such material should be free-draining and appropriately compacted and profiled. Overall, this type of remedial work would not substantially affect the archaeological integrity of the road as on these severely degraded sections original surfaces exist rarely if at all.

Three significant Bridge structures survive within Section 3. Clares Bridge near Ten Mile Hollow has been subject to specific engineering reports, and work is understood to be intended shortly. Some restoration has been completed of the Circuit Flat Bridge. Sampsons Pass Bridge should be the next major structure assessed. Excavation of fill material between the abutments may be required in order that this structure can be assessed.

Blocked side drains and silted up culverts are also contributing to the degraded condition of the road. For abandoned road precincts outside the National Parks works have been completed under the auspices of the Convict Trail Project to manually clear these structures. Work has generally been completed to a high standard and the condition of these precincts has improved.

Apart from the deterioration of the actual road surface, lack of routine maintenance even for basic track clearing means that the road is also impassable to vehicles due to obstacles such as boulders and fallen trees. These are shown in the photographs on the following pages.

- **Road Sections still in use**

These road sections still in use generally remain in a good condition. Most sections of in-use road are sealed, and it is unclear whether older pavements survive below the modern wearing surfaces. Some significant precincts remain unsealed however, including the road from Mt Manning to Bucketty, (Precinct 4.1.0) part of the Old Maitland Road at Saywers Gully (Precinct 5.1.0) and also an unsealed section near the commencement of Section 6 (Wollombi to Broke).

The threat to these sections is inappropriate and unsympathetic modern maintenance. An example of the damage caused by ill-informed use of grading equipment is shown in the following photographs over page.

The cumulative threat of inappropriate works and maintenance is the potential loss of significant site and precinct features to a point where the overall integrity of the Great North Road is diminished. Central to the achievement of better maintenance is recognition of the following:

- a change in thinking, whereby Project Managers, Engineers, Contractors and Works staff are made aware of the significant attributes of historic road precincts;
- a recognition that appropriate professional assessment and advice may be needed for works which effect the Road (whether intended as 'conservation' or not)

An additional threat to these sections is the context of operational issues relating to road safety, upgrading, widening or any other relevant aspect of the normal use and maintenance of the in-use Road. Road improvements to Old Northern Road at Maroota have altered the character of this Section. Piecemeal widening of the Road corridor, with its obvious consequential impacts on individual items, is undesirable in heritage terms. The general location of much of the present Road alignment and its surviving Colonial-era structures relate to, and demonstrate, the early ancestry and historic importance of the road. In any event, proposals which impact on these older Precincts require full and appropriate Heritage Impact Assessment.

Where upgrading might be required a better option for the longer term future of the Road would be the selection of a separate replacement carriageway if and when the road is to be upgraded in the future (rather than the widening on either or both sides of the present road formation). In other cases, where there is no peak traffic requirement, if necessary the Road should be restricted to light traffic only in order to preserve its existing historic character.

DAMAGE TO ROAD CUTTINGS CAUSED BY MODERN ROAD MAINTENANCE

Long section of damaged side cutting, south side of road.

Pick-marks above grader blade damage which has removed the face of the cutting.

Photos on the St Albans Road (part of Section 4), between Mt Manning and Bucketty
This damage occurred in November, 1997.

6 CONSERVATION POLICY

6.1 General Principles

An important document for the conservation of Places of Cultural Significance is the Australia ICOMOS *Burra Charter* . This is the basic document used by heritage and conservation professionals in varying disciplines. Now the accepted standard for conservation work in Australia, it is a short, practical and flexible general guide offering developers, lay people, heritage professionals and authorities assistance in managing the conservation of important heritage assets while recognising the need for continuing use and development of some sites or items. It is therefore most appropriate for use in relation to the Great North Road.

The Burra Charter states that :
"the aim of conservation is to retain or recover the cultural significance of a place and must include provision for its security, its maintenance and its future".

The conservation principles, processes and practice indicated in the Burra Charter of the Australia ICOMOS form the basis of the following statements of conservation policy in Section 6.

The statement of cultural significance **(Section 4)** indicates that the entire Great North Road is of considerable value for past, present and future generations. It should therefore be conserved so that its significance is retained.

It is essential that conservation be understood and practised in relation to the Great North Road on the basis of a respect for **all** of the existing significant fabric, formations, structures, and setting. This means that all future actions should involve the **least** possible physical intervention.

The processes commonly used to implement conservation include preservation, restoration, reconstruction and adaptation. These processes are defined below.

Any major work on individual structures or precincts should be preceded by appropriate documentation and **recording**. This should include photographs, plans and descriptions incorporating analysis using appropriate professional input as required. An item specific conservation policy and appropriate work schedule or specification should be developed on the basis of an understanding of the item's significance and its physical condition. The Inventory Sheets (part 2 of this Stage 1 Conservation Plan) provide basic information for this purpose.

In the case of the Great North Road, essential conservation should include:

- **structural analysis /assessment where necessary**
(which may lead to stabilisation or other works)
- the McBean & Crisp reports completed in the 1980s have dealt with some individual structures;
- the report by Bill Jordan & Associates, 1997, updates information relevant to Devines Hill and Clares Bridge;

- **preservation**

- **restoration**

When conservation works are undertaken on a place or item of cultural significance, they should endeavour to **retain all** of the **identified significant attributes** of the place, and to enhance or recover those attributes which have been obscured or lost.

6.2 Terms

Throughout this Policy various terms have been used with particular meanings and these are defined below. The definitions come from the Burra Charter.

Important definitions from the Burra Charter (Article 1), include the following:

• CULTURAL SIGNIFICANCE, means aesthetic, historic, scientific or social value for past, present or future generations.

• PLACE means site, area, building or other work ...together with associated contents and surroundings.

• FABRIC means all the physical material of the place.

• CONSERVATION, means all the processes of looking after a place so as to retain cultural significance.

• MAINTENANCE means the continuous protective care of the fabric, contents and setting of a place, and is to be distinguished from repair. Repair involves *restoration* or *reconstruction* and should be treated accordingly.

• PRESERVATION, means maintaining the fabric of a place in its existing state and retarding deterioration.

• RESTORATION means returning the EXISTING fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

• RECONSTRUCTION means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric.

6.3 Fabric and Setting

Wherever possible, original fabric should be retained, preserved and maintained.

Wherever possible, displaced original fabric should be restored.

Replacement fabric should be of the same design, form, and finish as existing fabric.

New work should be of a form, scale and finish which respects existing elements, but should be discernible on close inspection as new work (and see Section 6.4, below).

6.3.1 Structures

The progressive repair of damaged structures should be undertaken as resources become available. Detailed work schedules should be prepared for individual structures and works. The ranked list in Section 4 of this report should be used as a basis for prioritising works.

6.3.2 Landscape /Setting

The significant attributes of the landscape and setting of the Great North Road should be conserved wherever possible. Settings should not be modified by the addition of new features which dominate or detract from the character of the road.

6.3.3 Vegetation

Where vegetation is a significant attribute of a road Precinct, this should be conserved. Examples are the numerous "bush" settings of several road precincts which evoke the nature of the pioneer period. Whilst vegetation affecting structures should be periodically removed, these precincts should not be over-maintained.

6.4 Curtilage

The question of curtilage is beyond the scope of the current Stage 1 Plan. The Great North Road is an extremely lengthy and complex item. With a length of 240 km, full consideration of the adjoining corridor on each side would have tripled the study area to more than 750 km in size. Where possible in the inventory process and significance assessment, the context of the Road's historic, physical and cultural landscape has, however, been considered.

In general terms, however, the curtilage of the Road should be assumed to be an area of approximately 1 to 1.5 km on either side of the Road. This area generally encompasses the immediate visual catchment of the Road, although not all significant vistas will fall within such an arbitrary boundary.

Development on adjacent sites, especially the commercial, or semi-commercial development of adjoining freehold land, has the potential to severely alter parts of the significant setting(s) of the Road, and should be assessed accordingly. (also refer to discussions in Section 7).

6.5 Appropriate Uses

Where the Great North Road continues in use as a transport corridor this may be seen as a continuation of its traditional role. It is necessary to ensure however that continued use does not result in the loss of significant attributes of the Road.

The issue of appropriate uses has been specifically addressed in the management documents for the National Park Sections, and these should be referred to directly.

6.6 New Works

New works **must be compatible** with the character and style of the earlier fabric and with its surrounding context. If possible, new works should also be designed to be reversible in the future (eg if the missing fabric is later found or recovered and can therefore be reinstated).

In some cases, structures may have become deformed from their original configuration. Care must be exercised as the correction of such defects or damage can reduce the authenticity of the surviving structure. Although unsound fabric might need replacement, applying 'minimum intervention', the emphasis should generally be on stabilisation, in preference to dismantling and repair or reconstruction. Supplementation of fabric (eg propping) may also be sufficient. Repairs must not be in stronger materials than the original fabric or differential stress (cracking, etc) will result.

6.6.1 Introduced Material

Any introduced materials should be documented (by means of photographs, reports, etc) and should be clearly identifiable as new.

6.7 Interpretation

The increased awareness and recognition of the importance of the road is strongly supported, but needs to be co-ordinated with other developments including overall interpretative strategies, walking tracks, maps/pamphlets etc. The NPWS has fairly successfully addressed the interpretation of some of the road precincts and features within Dharug National Park.

An interpretive program should be devised and implemented recognising available archival and site evidence. It should also recognise lost fabric and layout (eg for damaged structures such as the Circuit Flat Bridge, where an opportunity exists to tell multiple stories about the structure).

Interpretive material should take into account the issues identified in the statements of cultural significance as well as the need to support specific conservation works programs arising from recommendations in this Stage 1 Conservation Plan report .

Care should be exercised to avoid over-interference (eg visually intrusive markers). Plaques or other markers **must not** be fixed to the structures they interpret, as this causes permanent change to the historic fabric, and in effect defaces the item. Interpretation should not detract from, or distract attention from, the item it addresses.

The material should also exploit the opportunity to link the history of individual precincts and items with that of other early sites and items in adjacent places or areas (when relevant) as well as links with particular people and their connections beyond the local area.

Comments about the presence or absence of interpretation at specific Precincts have been made on the Inventory Sheets in part 2 of the Conservation Plan. These also note where additional interpretation might be desirable.

6.8 Signage

Signs used on Great North Road precincts should be designed as a system; conform to a high standard of professional design; be of good quality materials; be durable and vandal resistant; and respect the significance of the place by enhancing it rather than obscuring or detracting from it. Signage may encompass different purposes, including information signs, user education (interpretive signs), destination or next stop (route marker) signs.

Where used, interpretive signs should be part of the same system design and otherwise conform to the same requirements as described above.

Signage designs and logos have been recently revised by the Convict Trail Project. A separate Signage Plan has also been developed.

6.9 Control of Physical Intervention in the Fabric

In carrying out physical work on the damaged structures within precincts of the Great North Road, the following principles must be applied:

- All conservation work (including maintenance) carried out on significant monuments should be according to the **advice** and direction of recognised heritage **conservation specialists**.

- work on significant structures should be carried out using **appropriate professional skills** (including qualified trade skills) with adequate direction and **supervision** maintained at all stages of the work. This means for example, that professional stonemasons or stone conservators **must** be used for works on masonry structures.

- existing fabric should be **recorded** prior to disturbance by new works;

- wherever possible original fabric should be **retained and preserved,** thereby maintaining the **integrity** / authenticity of the original structure;

- wherever possible displaced fabric should be reinstated to its original location, where this is known, thereby restoring both original fabric and form;

- careful regard should be paid to the landscape and setting of individual structures and to the **historic, physical and visual relationships** of individual structures within surviving road precincts;

- **reconstruction,** using new fabric, should be limited to works which are essential, in order to allow preservation and restoration of existing fabric.

Wherever practicable, existing fabric should be retained and incorporated in repair work. Original fabric should not be replaced with 'new' fabric as it is inevitable and appropriate that an historic structure shows some evidence of its age in the form of 'wear and tear'. This may include an existing patina of age and the results of weathering, wear, and natural decay. Even if it is damaged, the original fabric also has greater integrity and authenticity than any replacement fabric, and may always be replaced if it becomes necessary at a later date.

It is also important to adopt a policy of **'minimum intervention'**. In simple terms this equates with doing as much as necessary but as little as possible. It means that all future actions should involve the least possible physical intervention.

6.9.1 Archaeology

Where physical intervention may reveal or disturb 'relics' within the meaning of the NSW Heritage Act, appropriate Permits must be obtained and professional archaeological supervision will be required.

6.9.2 Artefacts

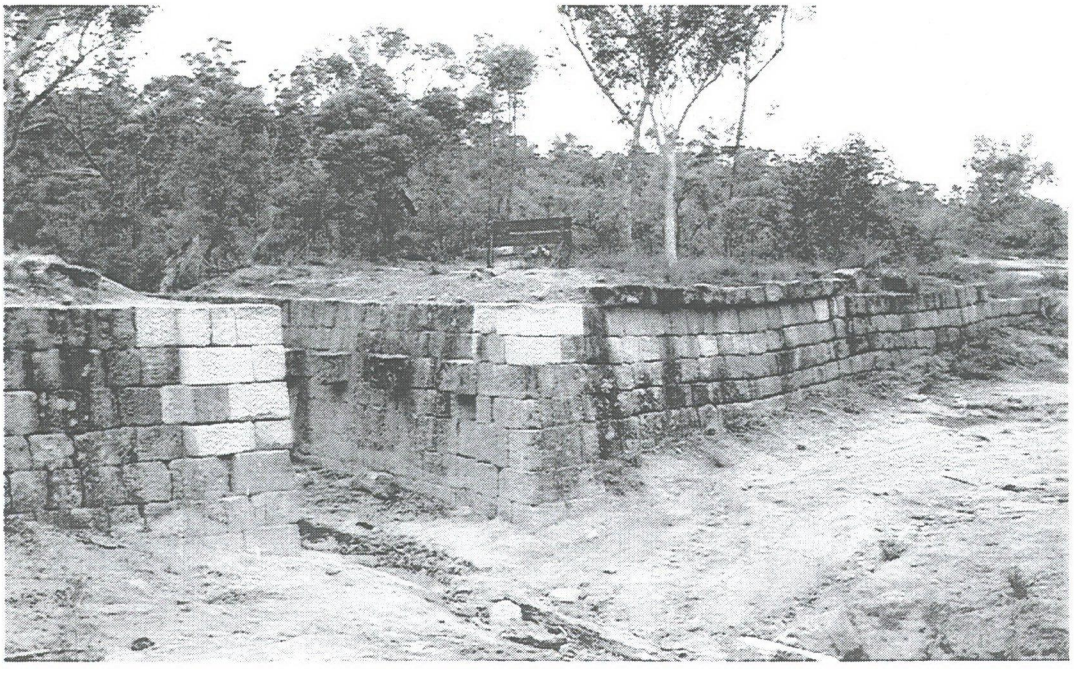
Numerous isolated artefacts and portable relics are known to have been collected from road Precincts and sites in past years. Any relics removed, should be professionally catalogued and protected. Appropriate storage arrangements are also required.

PHYSICAL INTERVENTION

Devines Hill, near Wisemans Ferry, Dharug National Park. Before and after completion of recent remedial works, including removal of invasive vegetation, clearing of drains, and addition of new fill/wearing surface for road.

PHYSICAL INTERVENTION

Circuit Flat Bridge (Section 3).
Before and after completion of recent restoration of missing masonry in the abutments. Work completed by the Convict Trail Project, using prisoners from the #98 Road party and a professional stonemason. NPWS provided a $2000 grant to assist the work.



6.10 Archival Material

Essential Archival material relating to the Road should be collected, preserved and stored in a central repository.

At the present time material is held by different agencies in scattered locations. During the attempt to collate existing material for this Plan previous and current documents could not be located or obtained.

6.11 Research / Publication

There is no end to the potential information which may be gathered about the Road. Further research and investigation may always yield new information about the Road. Further research and dissemination of information should be encouraged.

The Convict Trail project has already commenced a publications series (the Monographs series) in order to make the results of research about the road more widely available. A video, associated book and brochures have also been produced.

6.12 Monitoring

Active conservation and monitoring of works and success will be required if the heritage values identified for the Great North Road are to be safeguarded. This should be instituted by management agencies and requires a regular cycle of inspection, maintenance and conservation.

6.13 Management Co-ordination and Responsibility

Responsibility for the management coordination of works affecting significant precincts of the Great North Road should ideally be co-ordinated through a central agency, whether an individual or a group. If possible the co-ordinator should have widely endorsed and well respected credentials in areas such as heritage conservation and management planning.

Management responsibilities would include:-

- Implementing the Conservation Plan
- Periodic review of the Conservation Plan
- Coordinating professional repairs, maintenance, and new works
- Organising funding through appropriate revenue, grants, sponsorship and donations.
- Encouraging and coordinating community involvement
- Encouraging continuing research
- Organising and running training seminars for workers and volunteers carrying out necessary unskilled work on the sites/precincts.
- Liaising with the various Owners, Stakeholders and other responsible management agencies

It is also desirable to ensure that the present impetus and success of the Convict Trail Project can be continued. It is considered particularly important to try and build a structure which continues the 'grass roots' involvement characteristic of the present CTP, and also strengthens the links between the wide range of organisations which have responsibility or an interest in the management of the Great North Road.

6.14 Increased Statutory Recognition and Enforcement

A more holistic planning and management approach is required, an should be facilitated through discussions with all relevant management agencies. Although the significance of the Great North Road, and some sections in particular, has been long recognised through heritage listings at all possible levels, this document is the first to consider the overall context for managing the entire length of the Road.

Comprehensive heritage listing for the entire Great North Road does not exist and should be actively pursued by preparation of new nominations based on the material presented in the components of this Stage 1 Plan.

A single statutory planning instrument, which focuses on the critical issues and values of the Great North Road is highly desirable. All identified significant Road Sections, Precincts and Items also need to be included within appropriate local planning instruments (see Section 7, below).

6.15 Adoption and Review

This Conservation Policy will be considered by the Heritage Group of the Convict Trail Project.

It should be adopted by all of the agencies which comprise the Convict Trail Project.

The Policy should be reviewed if any major departures from it are proposed.

The Policy should be reviewed at such time as there is any major change in circumstances.

7 IMPLEMENTATION

7.1 Management Models

Prior sections of this document have noted the absence of an overall co-ordinating management structure as a threat to the long term conservation of the entire Great North Road (Section **5.1**). It has also been noted that its is desirable that any future management structure continues the 'grass roots' involvement characteristic of the present Convict Trail Project.

There are also significant community expectations, particularly as a result of the Convict Trail Project, that that the heritage value of the Great North Road will be properly managed. The National Trust of Australia (NSW), as a community-based organisation, and other heritage listings, and the assessment of significance in Section 4 of this Plan, implicitly recognise broader community interest in, and concern for, the Great North Road and its significant items. These are therefore representative of a broader community concern - supported further by the Australian Heritage Commission listing on the Register of the National Estate. Many would find it inexplicable and likely experience a profound sense of loss if this item continues to be degraded, damaged or otherwise threatened without very compelling and widely appreciated reasons.

With this in mind models were investigated for the management of other similar items. Such items are lengthy, linear, and pass through a range of ownerships. Models which were looked at were:

- Catchment Management Trust
- Crown Lands Reserve Trust (Specific Purpose)
- Advisory Committee
- Regional Environmental Plan (REP)

• Catchment Management Trust

Discussions were held with Malcolm Hughes, Program Leader, Catchment Planning, Hawkesbury Nepean Catchment Management Trust.

The Catchment Management Trust is set up under the Catchment Management Act, 1989. This specifies the functions of the Trust and its Trustees. Additional functions are specified in the Hawkesbury Nepean Management Regulation, 1993.

The composition of the Trust is 51% Landholder or Landuser representatives , the rest are from Local Government and State agencies. The representatives are called for by public nominations and are assessed by a formal process. Beneath the Trust are a series of smaller Catchment Management Committees.

The Hawkesbury Nepean Catchment Management Trust is funded by a specific Treasury Grant, this is because the Hawkesbury Nepean River is seen as an item of concern to a very wide community, encompassing the entire Sydney Metropolitan Region. Because of this perceived wide benefit, the Trust is given a broad funding base from the NSW Government. Two other catchment management trusts, those for the Upper Parramatta River and the Hunter Valley are funded by levies on the ratepayers of the particular area. These Trusts carry out physical works such as flood mitigation, which specifically benefit those regions.

The Hawkesbury Nepean Catchment Management Trust co-ordinates on management issues which affect the catchment, but does not directly engage in any physical works. Co-ordination by the HNCMT is achieved by maintaining a watching brief on planning activities in the Catchment in

particular by responding to DAs, REPs, LEPs and DCPs. The HNCMT is also represented on other planning committees. Clauses within Sydney Regional Environmental Plan No.20 Hawkesbury- Nepean River, also require some agencies to consult with the HNCMT in relation to some specific matters or types of development (Clauses 9 and 11). Additional matters may be referred to the Trust for comment at the discretion of the particular consent authority.

- **Crown Lands Reserve Trust (Specific Purpose)**

Discussions were held with Don Manson, Administrator Central Tablelands Heritage Lands Trust, Department of Land and Water Conservation, Orange.

The Crown Lands Reserve Trust system is established under the Crown Lands Act, 1989 (Division 4, Section 92). Reserve Trusts are charged with the care, control and management of any reserve (or any part of a reserve) of which it is appointed trustee. Controls on permissible activities within Reserves are established by the Crown Lands Act (General Reserves By-Law, 1995). Following completion of a Conservation and Management Plan a specific purpose Reserve Trust is to be established for the Six Foot Track, which runs between Katoomba and Jenolan Caves. This linear item, which has a total length of 42 km, passes through 3 Local Government Areas and diverse land ownerships. Parts of the track are in use as public roads.

At the present time management of the Track is still being co-ordinated through the Orange Lands Office with a steering committee although a formal Trust is likely to be appointed shortly. A major issue for the track has been establishing, surveying, acquiring and gazetting of the land on which it is situated. Some 70% of the land is either Crown Road, public road or firetrail, and it was necessary to consolidate the land in order that the Trust had a specific legal entity to manage. A further issue for the Six Foot Track is its absence of an adequate funding base, especially to maintain its own infrastructure or complete capital works. The track is unlikely to be able to be self supporting and for this reason it may well continue to be managed with support from the Department of Land and Water Conservation.

- **Advisory Committee**

Numerous examples of advisory committees with both formal status and less formal status exist in a range of management situations. An example is the National Parks and Wildlife Advisory Council and District Committees which are established under Part 3 Division 1 of the National Parks and Wildlife Act, 1974.

- **Regional Environmental Plan**

The absence of integrated planning for the Great North Road is a major factor in the failure to effectively co-ordinate its long term conservation as a total entity. Preparation of a Regional Environmental Plan specifically for the Great North Road could serve to give a consistent planning framework across several Local Government Areas. This type of REP would also focus on the Road as the centrepiece, removing the current administrative and perception problem of the Road as being always on the margins of other areas, regions and planning instruments.

There are numerous examples of REPs not only for linear items (such as Sydney REP No 20 for the Hawkesbury - Nepean River) but also specifically to conserve heritage values. The Hunter Valley REP was discussed in Section 5.2.1b of this report.

If an REP were to be made for the Great North Road, it could also potentially refer to an appropriate management committee, co-ordinator, or indeed a Trust if such were to be established. Any of these could fulfil the functions of the central management agency noted in Section 6.12 of the Conservation Policy. This agency would not necessarily remove control from those authorities

who have ownership and management responsibility for the Road, but could potentially give the present CTP a more formal status and an ongoing role.

An REP for the Great North Road could include provisions relating to both Development under Part 4 and an Activity under Part 5 of the Environmental Planning and Assessment Act, 1979. It could also include provisions whereby the consent authority for proposed developments/activities must take into account documents such as this Stage 1 Conservation Plan, or comments from an appointed management committee, trust, etc.

Other heritage specific REPs also provide a range of provisions aimed at the conservation of significant attributes. One such example is the Sydney Regional Environmental Plan No 13 - Mulgoa Valley. The specific aims and objectives of the Plan are:

Aims, objectives etc.

3. (1) *The general aim of this plan is to ensure that the development of the Mulgoa Valley is guided to maximise the benefits and conservation of its resources in its metropolitan context, especially its rural landscape and heritage resources.*

(2) *The specific aims of this plan are:*

(a) to identify those buildings, works, relics and places of historic, architectural, cultural, scientific, archaeological, aesthetic and natural significance which comprise the environmental heritage of the Mulgoa Valley;

(b) to ensure conservation of items of environmental heritage;

(c) to ensure protection of natural ecological elements within the valley, especially areas of ecological significance;

(d) to identify and protect the Mulgoa Nature Reserve to be established by the National Parks and Wildlife Service;

(e) to conserve the rural landscape of the valley;

(f) to protect the setting of the Mulgoa village within the rural landscape;

(g) to allow orderly and economic development which is compatible with the rural and natural landscape and heritage of the valley;

(h) to protect and utilise the tourism and recreation potential of the valley where it is consistent with the conservation of its rural and natural landscape, heritage and agricultural qualities;

(i) to protect the agricultural capability of prime agricultural land; and

(j) to enable rural residential development where it is consistent with the conservation of the rural and natural landscape, heritage and agricultural qualities.

The development consent criteria within this Plan include the following:

Development consent required for items of environmental heritage

9. (1) *Subject to clause 11, a person shall not, in respect of a building, work, relic or place that is part of an item of environmental heritage:*

(a) demolish, renovate or extend a building or work;

(b) damage or despoil a relic or place or any part thereof;

(c) excavate any land for the purpose of exposing or removing the relic;

(d) erect a building on the land on which the building, work or relic is situated or the land which comprises the place; or

(e) subdivide the land on which the building, work or relic is situated or the land which comprises the place,

except with the consent of the consent authority.

(2) *In deciding whether to grant consent for the purposes of subclause (1), the consent authority shall consider:*

(a) the significance of the item to the environmental heritage of the Sydney Region;

(b) the impact of the proposed development on the historic, scientific, cultural, social, archaeological, architectural, natural of aesthetic significance of the item of environmental heritage;

(c) in the case of an application to erect or alter a building, its compatibility with either buildings on the site of the item of environmental heritage in terms of roof form, style, size, proportion and position of opening for doors and windows and the colour, texture, style, size and finish of the materials;

(d) the retention of stylistic, horticultural, vegetation, landscape or archaeological features of the setting; and

(e) any elements of danger to the users or occupiers of the item of environmental heritage or to the public.

Demolition applications

10. (1) *Except as provided by subclause (2), in respect of an application to demolish a building or work that is an item of environmental heritage:*

(a) the provisions of sections 84, 85, 86, 87 (1) and 90 of the Act shall apply in the same way as those provisions apply to and in respect of designated development; and

(b) the consent authority shall not grant consent to the application until 28 days after the consent authority has notified the Secretary of the Heritage Council of New South Wales of its intention to do so.

(2) *Subclause (1) does not apply to the partial demolition of a building or work if, in the opinion of the consent authority, the proposed work is of a minor nature and will not adversely affect the significance of the building or work as part of the environmental heritage of the Sydney Region.*

Development consent criteria

12. *The consent authority shall not grant consent to an application to carry out development for any purpose:*

(a) if any proposed building will be located on ridgetops or if it will intrude into the skyline when viewed from road or other public places;

(b) unless it is satisfied that the proposed development will not adversely affect the historic, scientific, cultural, social, archaeological, architectural, natural or aesthetic significance of any item of environmental heritage in the valley;

(c) if services, in particular arrangements regarding the provision of water and disposal of effluent satisfactory to the requirements of the Water Board, are not adequate or will not be provided in a reasonable time;

(d) unless it is satisfied that the proposed form and sitting of buildings, colours, landscaping, and building materials are appropriate for the rural character of the valley and are consistent with the Design and Management Guidelines or their intent;

(e) if any proposed development will detract from the vistas of an item of environmental heritage as documented in the Design and Management Guidelines;

(f) unless it is satisfied that the development will not be exposed to unacceptable risk from bushfires;

(g) if extensive areas of vegetation will be cleared;

(h) unless it is satisfied that the agricultural viability of holdings and potential of the land will not be adversely affected;

(i) unless it is satisfied that Aboriginal and European archaeological material on the land will not be adversely affected;

(j) unless it is satisfied that the view from Mulgoa Road will not be adversely affected;

(k) unless it is satisfied that the rural setting of Mulgoa village will not be adversely affected;

(l) unless it is satisfied that development and its access will not be exposed to unacceptable risk from flooding;

(m) unless it is satisfied that the development will not adversely affect the hydrology of Mulgoa Creek; and

(n) unless it has considered any Development Control Code prepared pursuant to clause 17.

Subsequent Clauses in the REP control matters such as subdivision.

It should be noted that clauses such as 12 (a) and (j) above specify the consideration of the **view from the Road,** which is relevant to the issues associated with the curtilage of the Great North Road as discussed briefly in Section 6.12 of this Stage 1 - Plan.

On the basis of the models assessed it is considered that preparation of an REP for the Great North Road is recommended as the most viable option to pursue in the immediate future.

7.2 Other Opportunities

The Convict Trail Project has prepared a series of documents which should be considered as complimentary or companion documents to this Conservation Plan. They include a Business Plan and a Tourism Plan which set specific targets and objectives for the Project.

These documents have also assessed opportunities for increased education, promotion and marketing of the project. Accordingly these matters are not further considered here.

7.3 Funding Opportunities

A number of possible avenues exists for funding the various repair, maintenance and capital works which may be necessary to conserve the Road and its significant precincts. In recent years the Convict Trail Project has received significant support through the NSW Heritage Office for the funding of a part-time Executive Director, and for the completion of this Stage 1 Conservation Plan. A number of other grant applications have also been prepared, including for Federal Tourism Funding and more recently for the Federal Cultural and Heritage Projects Program, however these applications have been unsuccessful.

The form of the funding assistance varies according to the source and the particular emphasis in policy of the assisting body. Selection eligibility criteria will often be attached to ensure the grant or other form of assistance satisfies particular policies or objectives. The following list of potential funding sources which might be further investigated is not exhaustive.

7.3.1 Sponsorship

Sponsorship is the provision of financial support, services, or goods by a person or firm usually for an anticipated benefit such as advertising of the firm's product, naming rights, etc. By its very nature, the Great North Road will not be an appropriate item for many types of sponsorship. Nevertheless a sponsorship policy might be developed which would set out expectations and benefits.

7.3.2 Grants and Loans Programs

As noted in Section 7.2 the Convict Trail Project has already completed a number of grant applications with varying degrees of success. The Project should continue to apply for all relevant programs. With the completion of the Stage 1 Plan and the adoption of its conservation policy, financial assistance should now be sought for the completion of physical conservation works, involving appropriate specialists as necessary.

7.3.3 National Trust Conservation Appeal

Because much of the Great North Road is classified, it would be possible to apply to the National trust to establish a Conservation Appeal to assist with the restoration of specific items or precincts. Under this scheme, donations made to the Appeal are tax deductible. The National Trust also imposes management fees on Restoration Appeals.

7.3.4 Section 94 Contributions (EPA Act)

The Convict Trail Project presently receives annual grants from a number of the member Local Councils.

The Great North Road and its heritage Precincts are a significant open space resource. It would therefore be possible for Local Councils to consider the application of open space contributions levied under Section 94 to be put towards capital works on Precincts. At the present time Section 94 contributions can only be levied within single LGAs, however, this is understood to be presently under review. Cross boundary Section 94 allocations could potentially benefit Road Precincts.

7.4 Other Works Assistance

Additional support has been available to the CTP through donation of services (eg by the University of Newcastle). Other works assistance which has been or might be pursued includes:

- *Training Schemes* run periodically offer employment and training assistance for local people who have been unemployed. While they can be a useful way of providing labour and materials for designated capital works and even some basic work associated with repairs and maintenance, unless there is full-time supervision from recognised heritage advisers with experience in organising such groups, the whole experience is potentially counterproductive. Valuable heritage fabric has been known to be lost through well meaning but unprofessionally supervised training schemes of this kind.

- *Community Participation* is also a useful and important source of labour for maintenance and other selected works on individual Road precincts, however, the same proviso applies as discussed above.

- *Weekend Detention/Community Services Scheme* projects are similarly a useful source of labour however it is again imperative that proper, full-time instruction and supervision is guaranteed. The Convict Trail Project utilises the resources of a mobile prison crew from the St Helliers Correctional Centre. This is an important and valuable labour resource which has contributed to the successful conservation of a number of precincts. The use of this resource should be strongly supported.

At the present time it appears that prisoners cannot be used within the National Parks. This policy should be clarified and negotiated with senior NPWS management levels.

- *The Army* may be an appropriate additional agency to try and involve in the Convict Trail Project. Fieldwork completed on Section 8 of the Great North Road, between Broke and Patricks Plains (Whittingham) indicated that if early settlers tracks or roads survive they appear to be within Commowealth Department of Defence landholdings. It is also ironic that one of the prior causes of damage to Section 3 of the Road appears to have been its past use by the Army for training exercises. If involved this may also provide a useful source of labour (given that the army has access to specialists such as surveyors and engineers) however it is again imperative that proper, full-time instruction and supervision is guaranteed.

7.5 Summary of Recommended Key Actions

TASK: Adopt the Stage 1 Conservation Plan and in particular the Conservation Policy

ACTION: Plan to be circulated and reviewed by CTP Heritage Group members.

TASK: Investigate the feasibility of obtaining a single Statutory Planning Instrument (an REP) applying specifically to the Great North Road.

ACTION: CTP Executive Group to pursue with the Department of Urban Affairs and Planning

TASK: Ensure Local Government Planning Instruments (LEPs) include provisions applying as appropriate specifically to the Great North Road and its contextual environment.

ACTION: Local Government Representatives on the CTP to pursue

TASK: Obtain consistent heritage listing(s) for the entire length of the Great North Road.

ACTION: CTP Heritage Group to pursue

8 SPECIFIC ADDITIONAL GUIDELINES FOR MAINTENANCE AND REPAIR

As already noted in **Section 6.1**, **structural analysis** assessing the condition and stability of individual structures may be required. This should generally be completed by a structural engineer or architect with experience in conservation mattersSubject to any necessary structural assessment, in applying the general conservation principles to specific works, the future conservation of the Great North Road might include:

- **removal of disruptive vegetation affecting masonry structures and causing distortion.**

This includes trees growing out of walls. In such cases, trees should be cut off and the stumps should be poisoned. Trees may need to be removed in separate sections, one at a time. Stumps and roots should generally be left in-situ, as their removal may further damage and dislodge masonry. Very small stumps might be able to be carefully 'drilled out'. Dislodged stones should be realigned.

Other vegetation, either within road formations or growing close to the base of walls, may also be removed. This will both reveal the form and features of the road and will prevent further damage. Trees beside, but not on, the road should generally be left in order to retain the historic and environmental setting, although fallen timber and dead or dying trees which might fall and damage structures should be removed.

Extreme caution must be exercised in this type of activity, especially in the use of equipment such as chainsaws or power-line trimmers close to old structures, which may cause inadvertent damage. Manual clearing is generally preferable.

- **removal of overlying or obscuring material.**

This would include for example, the careful hand-clearing of structures such as drains or culverts which have become filled with silt or other debris. In some cases it may be necessary to involve an historical archaeologist to supervise these operations. (These types of excavations have frequently revealed convict-era artefacts, especially tools).

This would also include removal of overburden such as more modern pavements or fill spread from the road shoulder which is overlying older structures and formations.

- **restoration and stabilisation of structures.**

In the case of a retaining wall for example, new stone blocks may be used to reinstate missing sections, but must be of similar material, style, finish and dimensions to the original blocks. Compatibility also includes colour, texture and surface finish. Blocks should **not** display a modern sawn or machine finished face, but should be finished to match the style of the older masonry. Where walls and other structures such as culverts have been constructed using dry-laid masonry blocks or slabs, **mortar should not be used in repair work,** although blocks may be rebedded using filling sand.

In the case of individual blocks, any stone repairs should be very minor. Where sections of individual stone blocks have been broken away but will not collect water or cause further decay, they should simply be left. Where structures have been modified in the past by the addition of more fabric or alterations these should also generally be left alone.

If it is necessary to remove any fabric, it must be catalogued and appropriately stored in order to permit its reinstatement at a future date.

- **Institution of a regular maintenance program**

It has been noted earlier in this document that blocked side drains and silted up culverts are contributing to the degraded condition of some road sections and precincts. Past practice has seen long periods of neglect of 'abandoned' sections followed by sporadic works to complete remedial or structural works. For some abandoned road precincts outside the National Parks works have recently been completed under the auspices of the Convict Trail Project to manually clear these structures.

Regular maintenance to remove invasive vegetation or to clear and keep the drains and culverts open and working, is a vital step in the effective long term conservation of the Road. Maintenance (meaning **continuous care**) must be scheduled and undertaken on a regular basis by management authorities. It must be formally scheduled into works programs.

Inappropriate Actions

In Burra Charter terms ***preservation***, ***restoration,*** and in some cases, ***reconstruction*** of the fabric is appropriate for structures within surviving precincts of the Great North Road.

The following activities therefore should **not** occur:

- ***hypothetical reconstruction of missing elements***
- ***further movement or relocation of any original elements of the fabric of structures (other than return to its original location if this is known)***
- ***discarding of original fabric***

Other "don'ts" in restoration work on structures are as follows:

- no electric or pneumatic equipment or tools should be used in the vicinity of the old structures (eg to shape or bed new blocks) as these may destabilise the fabric.

- as discussed above, cement or cement mortar should not be used.

- waterproofing agents or surface coatings should not be used on old masonry.

- The cleaning of structures or stone blocks should not be considered a particular priority, but may be required in some cases to facilitate the repair work. Cleaning should not attempt to restore the stonework to 'new' condition, and should seek only to remove surface soiling and agents of deterioration. Cleaning should generally be done with water and a bristle brush only. No pressure spray methods or chemical agents should be used.

- future (regular) maintenance, especially the control of tree/scrub growth, will prevent the recurrence of several of the problems currently evident on several Great North Road Precincts.

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Ken Marheine, collection of primary research with index, Convict Trail, contact Lorraine Banks, Executive Director, 249 Settlers Road Lower Macdonald NSW 2775

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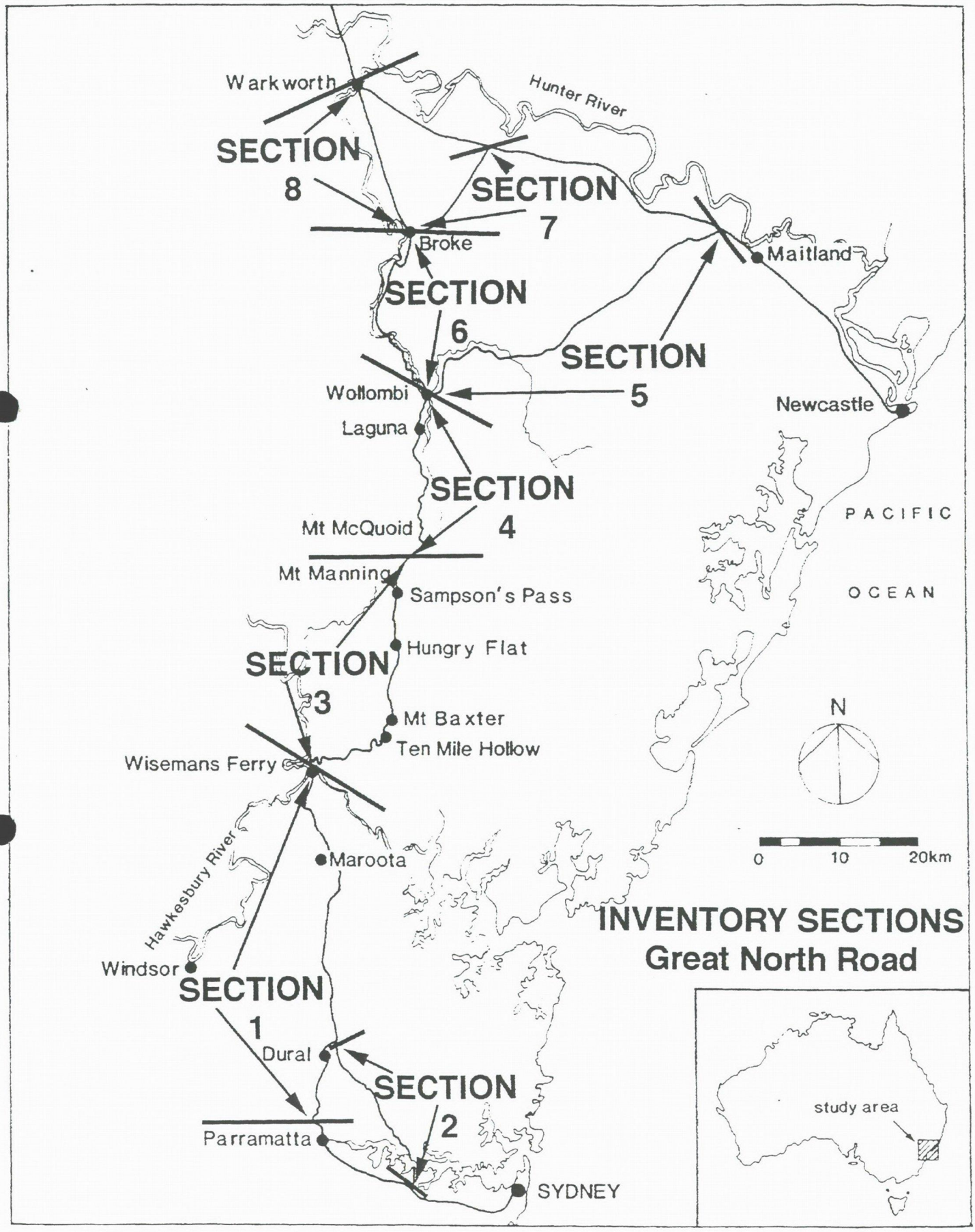

Warkworth
Hunter River
SECTION 8
SECTION 7
Broke
Maitland
SECTION 6
SECTION 5
Wollombi
Newcastle
Laguna
SECTION 4
Mt McQuoid
Mt Manning
Sampson's Pass
PACIFIC
OCEAN
Hungry Flat
SECTION 3
Mt Baxter
Ten Mile Hollow
Wisemans Ferry
N
Hawkesbury River
Maroota
0 10 20km
INVENTORY SECTIONS
Great North Road
Windsor
SECTION 1
Dural
SECTION 2
study area
Parramatta
SYDNEY

SECTION DESCRIPTION SHEET

SECTION NO. 1

Locality from Baulkham Hills

Locality to Wisemans Ferry

Current Road Name Old Northern Road

Local Government Areas	Owner (s)	Management Agency	Existing Heritage Listings
Baulkham Hills	RTA	RTA	refer to individual precinct/item
Hornsby	NPWS	NPWS (Stockade Site)	**Historic Themes**
			Convict
			Transport

Statement of Significance

Most of Section 1 of the Road remains in use as a modern transport link, although now re-named the Old Northern Road. A series of highly significant individual precincts and items survive on this section particularly in the vicinity of Wisemans Ferry (from 51 km to 54 km north of Baulkham Hills). The material remains are a diverse set, including structures, quarries, stockade sites and water supply features which illustrate matters such as the nature of colonial road engineering and the working and living conditions of the convict road gangs.

Historical Notes

The Great North Road, linking Sydney with the Hunter Valley, was constructed between 1826 and 1836. A line of road to the Hunter Valley was planned in the 1820s after the closure of Newcastle as a convict settlement. The Hunter Valley was particularly promising for agriculture, due to its alluvial soils and the possibility of sea and river transport. Various early routes north were investigated, before Heneage Finch surveyed the original line of the Road which after leaving Parramatta proceeded from Castle Hill via Dural to Wisemans Ferry. Construction of the Great North Road began with a force of 62 men at Castle Hill in 1826. The Road was cleared and delineated as far as Maroota by 1827. Extensive works were required for the construction of the descent to the Hawkesbury River at Wisemans Ferry, where a large convict labour force was stationed from 1827 - 1832. In the19th century the Road from Baulkham Hills was not much used, travellers preferring the route via the Windsor Road, thence McGraths Hill, Pitt Town and Cattai. This changed during the 20th century, and much of the Old Northern Road was upgraded and some parts realigned during the 1940s. This is still continuing today.

Description

Section 1 of the Great North Road commences at the Pyes Corner junction of the Windsor Road, Seven Hills Road and the Old Northern Road, at Baulkham Hills. It is generally a two- lane, sealed major suburban road, proceeding north for 11 km to the intersection with the New Line Road just south of Dural. Few road relics survive in this initial section, although an abandoned section was assessed and excavated in 1994 (see below). From Dural the road has a more rural setting, with less intensive development. No major road precincts exist for the first 40 km of the Old Northern Road from Baulkham Hills, and much of the surviving character and physical evidence is of twentieth century origin, for example the larger roadside cuttings and roadside breast walls. There are a number of by-passed loops evident, some of which remain in use as local access tracks (more comprehensive survey and research of these is desirable). Reputed "Convict Graves" recently identifed at Forest Glen. Recent widening and upgrading near Maroota has further diminished the historic integrity of parts of the older road-line.

Precincts	Precinct No.	Major Items
Maroota	1.1.0	Abandoned Loop, 40.4 km north of Baulkham Hills (& Item 1.1.1 Well)
Mr Sharps Road	1.2.0	Early Zig-Zag Descent to the Hawkesbury
Bridge	1.3.0	Bridge and Retaining Wall , 51 km north of Baulkham Hills
Descent to Wisemans	1.4.0	Retaining Walls, Bridge, Cuttings, Quarries
Convict Stockade Site (1)	1.5.0	Hut Foundations (& Item 1.5.1 - Wisemans/Warners Well)
Wisemans Ferry Hotel	1.6.0	"Cobham Hall"
Wisemans Ferry Crossing	1.7.0	Ferry Crossing Sites

Threats Where still in use, the main road line has been continuously upgraded, and it is still subject to road reconstruction works, such as widening, etc. Such works need comprehensive assessment.

Recommended Action for Conservation/Management

Much of this section remains in use as a trafficable main road. Localised upgrading, reconstruction and realignment may pose a threat to some of the older structures still in use. Project Engineers, etc, need to be fully briefed concerning the significance of the road. Assessment of Heritage impacts required for all works which may affect the Road. Further research.

References

Karskens, 1985, MA Thesis (including Appendix 1 - Archaeological Reports)
Lavelle, 1994, 'Archaeological Investigations of the Old Northern Road Castle Hill'

PRECINCT DESCRIPTION SHEET

NAME Abandoned Loop, Maroota | **PRECINCT NO.** 1.1.0

Location Maroota, 40.4 km north of Baulkham Hills
AMG Co Ord 56 **E** 314900 **N** 129400
Topo Map 9131-3-S Gunderman

Section No. 1
Section Baulkham Hills to Wisemans Ferry

Item Type (SHI) Built **Sub Type** Road **Current Use** Abandoned Road

Owner (s) **LGA** Baulkham Hills **Existing Heritage Listings** Baulkham Hills

HISTORICAL NOTES

Construction Date 1827 **Level of Documentation** Fair

Construction of the Great North Road commenced at Castle Hill in 1826. In 1827 Lt Jonathon Warner was appointed Assistant Surveyor for the North Road. Works in the Maroota area were completed by the No.8 Iron gang which was stationed 20 miles south of Wisemans, and working northwards. Warner's supervision of roadworks was marked by an emphasis on speed and economy, and the structures completed tended to be small scale and primitive, and are dominated by Karskens' masonry types 1a, 1b and 2a (the 3 crudest types of road stonework). Much of the original road line between Castle Hill and Maroota was abandoned for much of the nineteenth century, coming back into use in the 1940s. The road section beyond Maroota was redefined in 1888; diverted and widened in 1929. From 1943 to 1948 more extensive works were also completed. These were followed by more realignment and widening in the 1960s. This abandoned section was in use as part of the former telegraph line which followed the line of the Great North Road. The abandoned road line here features at least two old formations, one looping around the the base of the hill and one higher up. The current modern road line is on top of the ridge.

PRECINT DESCRIPTION

Associated Items 1.1.1 - Well

The characteristics and features of this precinct were first documented by Karskens in 1985. The abandoned loop has been subject to several later follow up surveys, although some confusion is evident in the completed reports about the survival of features noted in the earlier work (refer to the listed reports). The precinct was inspected by Lavelle in 1997.
The loop leaves the Old Northern Road at a point approximately 2.5 km south of the intersection of the Old Northern Road and the Wisemans Ferry Road (from Pitt-Town). This section skirts around the base of the ridge west of the modern road and continues north for about 0.6 km before rejoining the current Old Northern Road. The old section features sections of Karskens' type 2a stone walling, a small and primitive culvert, and other elements such as pavements, drill marks, etc .
A longer loop road proceeds due west and then turns to curve to the northeast. Above this is a shorter loop, which appears to be a fairly early deviation. Surveys and reports in 1994, suggest that the culvert described by Karskens has been destroyed, however, it was observed and photographed by Lavelle in 1997. The earlier road lines here have been disturbed in recent years by the upgrading of several other access tracks for services including a telecom line and powerlines.

STATEMENT OF SIGNIFICANCE

Although partially disturbed and damaged by recent works this precinct remains significant for its evidence of a comprehensive range of road features dating from the very first phase of the construction of the Great North Road.

Level of Significance
High

Nature of Significance
Archaeological
Associative
Historic
Interpretative

Condition and Integrity
Earlier road line and features have been disturbed by later works, particularly those associated with the installation of the new Telecom Line in 1994.

Threats
Continued inappropriate upgrading/reuse by other authorities for the installation of their infrastructure.

Interpretation Absent

Comments Interpretation is desirable.

Recommended Action for Conservation/Management

Authorities installing infrastructure and works Project Managers, Contractors etc need to be alerted to the significance of abandoned road precincts such as this one. Works must be assessed in terms of their heritage impacts prior to construction.

References

Karskens, MA 1985 p 81 ff; Appendix 1 - Archaeological Reports, Section 1a; Figure 90.
Casey and Lowe, Historical Archaeological Survey & Assessment Old Northern Road Maroota, for Telecom, 1994
Lavelle, Old Northern Road Maroota- Inspection & Advice on Works, for the Roads & Traffic Authority, 1997

ITEM DESCRIPTION SHEET

NAME Rock-cut Well , Maroota	**ITEM NO.** 1.1.1
Location Old Northern Road, west side, nth of Portion 100, Maroota **AMG** 56 **E** 314900 **N** 1293350	**Precinct No.** **Section No.** 1

Item Type BUILT **Sub Type** Well **Current Use** Abandoned

Owner (s) Private **LGA** Baulkham Hills **Existing Heritage Listings** Baulkham Hills

HISTORICAL NOTES

Construction Date c1827 ? **Level of Documentation** Poor

The Great North Road was cleared and delineated as far as Maroota by 1827.

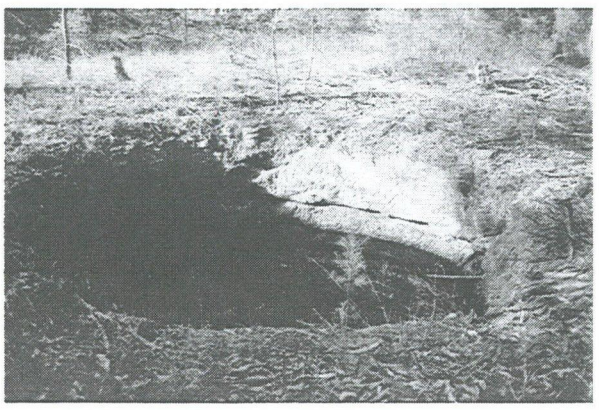
ITEM DESCRIPTION

The well at Maroota is approximately 3-4 metres in diameter, and about 2.75 metres deep. It is unlined, and is essentially a circular excavation through topsoil and the underlying bedrock. It is hand cut, and the extensive labour which would have been required to cut this structure suggests a a convict origin, and that it may indeed relate to the original construction of the Great North Road. A well here would have not only provided for the construction gangs but also for travellers and stock using the road in the 1820s/30s.
A c1920s house site is situated 40m west of the well, so it is possible that the well might relate to that occupation. It seems more likely however, that the existing well may have influenced the siting of the later house.

STATEMENT OF SIGNIFICANCE

The well is a rare form of purpose-built water supply structure, which probably relates to the initial phase of construction of the Great North Road. If it does relate to the Road then the well structure demonstrates the importance of securing an adequate water supply to serve the road gangs in this remote location. If it relates to the 1920s occupation it is still an unusual and rare feature, especially given the intense labour involved.

Photograph



Condition and Integrity	Threats
Intact. Good condition.	

Recommended Action for Conservation/Management

Retain undisturbed.

References

PRECINCT DESCRIPTION SHEET

NAME Mr Sharp's Track

PRECINCT NO. 1.2.0

Location From Tobruk Stn on the Old Northern Rd to Walkers Beach

AMG Co Ord 56 **E** 311300 **N** 6399750

Topo Map 9031 - II - S Lower Portland

Section No. 1

Section Baulkham Hills to Wisemans Ferry

Item Type (SHI) Built **Sub Type** Road **Current Use** Bush track

Owner (s) Tobruk Station
Crown Land

LGA Baulkham Hills

Existing Heritage Listings none

HISTORICAL NOTES **Construction Date** pre1831 **Level of Documentation** more research desirable

An early road line identified as "path to Mr Sharp's", is shown on the 1831 Map by H F White (AO 5073) which documents the lines of road leading from Maroota to Wisemans Ferry. 'Path' doesn't suggest the amount of construction further down, though; possibly it looked like a path at the top. The Road Gang reports indicate a considerable period of time spent in the Little Maroota Forest - an area where not much construction was necessary on the main line of the Great North Road. This minor road may be linked to Mr Sharp, the catechist who lived at the Hawkesbury River near Wisemans Ferry during the 1830s. Alternatively, it may relate to a projected settlement for veteran soldiers from the Napoleonic Wars, intended to be established at Maroota, but which never eventuated. Simpson seems to used his own discretion in sending gangs where *he* thought they should go, (for example, work on 'Simpson's Line' towards his own property) and he enraged Major Lockyer on one occasion by taking it upon himself to realign three miles of road just north of Little Maroota Forest. So perhaps this section of road is another example of the isolated Assistant Surveyors applying the labour in the gangs as they saw fit.

PRECINT DESCRIPTION **Associated Items**

The track commences from a paddock at Tobruk Station as a typical looking unsealed bush trail. After 1 km the road starts to descend, passing through a cutting between large boulders, some of which feature evidence of quarrying. A large ramp structure, with type 2a walling using large squared stones, extends for about 300 metres carrying the road downhill. The ramp structure is built into the natural rocky contours. The visible pavement shows the use of larger cobbles at the base, grading to smaller pebbles and fine gravel. From about 2 km the road begins its last major descent towards the River. A series of tight hairpin turns are supported by coursed walls of type 2a masonry. There is some definite coursing, but no drainage structures (eg culverts) are evident.
The evidence of the extant road suggests that it is convict built. The style of work is very much like the 1828 ascent (especially the style and layout of the zig-zag) and other not-too-sophisticated work.
It definitely is not an earlier alternate GNR descent to the river, although Finch's original survey did go down in the vicinity. From 1827 Warner was definitely reporting on the GNR descent where it is now.

STATEMENT OF SIGNIFICANCE

A surviving and largely unmodified Colonial era road. The extant formation displays techniques and features characteristic of 1820s road construction.
Such survivals are rare, especially within the Sydney region.

Level of Significance
High

Nature of Significance
Archaeological
Historic
Associative

Condition and Integrity
Substantially intact.
Some overgrowth and obstruction by fallen trees.

Threats
Unsympathetic upgrading for potential 'tourist' uses.

Interpretation Absent

Comments Interpretation desirable, especially given the tourist uses of the present Tobruk Station property.

Recommended Action for Conservation/Management

Keep road-line clear of excessive overgrowth and fallen trees. Monitor condition and remove vegetation which may damage old masonry or other structures/features. Avoid overuse and over development as a "tourist" trail.

References
Sylvia Shaffarczyk "Mr Sharpe's Road: Archaeological Report', 1998

PRECINCT DESCRIPTION SHEET

NAME Retaining Wall and Small Bridge (51 km) | **PRECINCT NO.** 1.3.0

Location Old Northern Road, 51 km north of Baulkham Hills

AMG Co Ord 56 **E** 312500 **N** 6302500

Topo Map 9031 - II - S Lower Portland

Section No. 1

Section Baulkham Hills to Wisemans Ferry

Item Type (SHI) Built **Sub Type** Road - bridge **Current Use** In use Road / Abandoned

Owner (s) RTA **LGA** Baulkham Hills, Hornsby **Existing Heritage Listings** National Trust, Baulkham Hills, Hornsby

HISTORICAL NOTES

Construction Date 1828-29 **Level of Documentation** Good

The retaining wall supporting the west side of the road was constructed under Percy Simpson's supervision in 1828-1829. It was completed by the No. 9 Iron Gang.
Simpson referred to the completion of a bridge by the No. 4 Iron Gang in January 1830, which is probably this small bridge structure.

PRECINT DESCRIPTION

Associated Items

The retaining wall supporting the west side of the road is 200 m long and one course wide at the top with a battered (sloped) face up to 6 courses (2.75 m) high. Masonry is type 3a, with close jointing and regular coursing. A stone box culvert is present at the base of the wall. This is not functioning, and the inlet on the east side of the road has been either covered or destroyed. The wall has been damaged by the insertion of a concrete pipe near the northern end. Immediately north of the wall, the present surfaced road diverges slightly from the line of the older formation. This realignment has bypassed a small stone bridge, 42 m north of the retaining wall. The stone bridge (Bridge 1) is situated in a 43 m section of abandoned formation just east of the present road. It is a small and simple structure with two parallel stone walls, spanned by 5 (originally 6) cross beams / log stringers. Span is 1.5 m.
The walls are of type 3a masonry and are up to 1.9 metres high. There are 7 courses in the southern wall and 8 courses in the northern wall. The bridge is approximately 7 m wide, although the east end has been damaged.

STATEMENT OF SIGNIFICANCE

The surviving bridges of the Great North Road (8 major surviving bridge structures from an original total of some 22 bridges) are the oldest known stone bridges on the Australian mainland. They form a group extremely significant for its demonstration of the development from simple stone conduit structures (such as this example) to the highly sophisticated forms and designs used on the Great North Road north of the Hawkesbury River (Clares Bridge, Sampsons Pass, Circuit Flat).

Level of Significance
High

Nature of Significance
Archaeological
Historic
Associative/Interpretative
Rare

Condition and Integrity

Substantially intact, some previous damage probably caused by unsympathetic road upgrading works.

Threats

Theft of displaced / unsecured elements.
Future upgrading works in the immediate vicinity have potential to impact upon these structures.

Interpretation Absent.

Comments Interpretation is desirable. Could be situated at the nearby Hawkins Lookout.

Recommended Action for Conservation/Management

As the nearby road remains in use, Project Engineers, work crews, contractors, etc need to be fully briefed concerning the significance of these road "relics". Assessment of Heritage Impact required for all works adjacent to these structures.

References Karskens, MA 1985; Appendix 1 - Archaeological Reports, Sections 1b & 1c; Figures 91 & 126a.
National Trust Classification Report "The Old North Road" Card 1 , 1980.
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Descent to Wisemans Ferry

PRECINCT NO. 1.4.0

Location Old Northern Road, commencing 1 km sth of Wisemans

AMG Co Ord 56 **E** 312500 **N** 6303500

Topo Map 9031 - II - S Lower Portland

Section No. 1

Section Baulkham Hills to Wisemans Ferry

Item Type (SHI) Built **Sub Type** Road - Structures, Cuttings **Current Use** In use Road

Owner (s) RTA **LGA** Baulkham Hills, Hornsby

Existing Heritage Listings National Trust, Baulkham Hills, Hornsby, REP No.20 (Hawkes Riv)

HISTORICAL NOTES **Construction Date** 1827 - 32 **Level of Documentation** Good

The descent from the main ridge line down to the Hawkesbury River was a significant obstacle for the road builders. Initial work was supervised by Lt Jonathon Warner in 1827-1828.
Work was completed under the supervision of Lt Percy Simpson between 1828 and 1832.
Most of the later work was done by the No.4 Iron Gang who were stationed on the hill above the road.
The steep grades here necessitated a considerable amount of cutting, blasting, quarrying and filling, supported by retaining walls. The Descent to Wisemans had the longest construction period of any section on the entire road.
A surviving stone bridge was also probably built by the No.4 Iron Gang in about September 1830.
"Courthouse Cave" a rock-shelter modified with hand-cut steps and other features is situated close to the descent. The cave has several romantic (but probably unfounded) myths about its possible uses and convict associations.

PRECINT DESCRIPTION **Associated Items**

Features of the Descent to Wisemans Ferry include coursed masonry retaining walls, of types 2b, 3a and 3b, and an elaborate drainage system, with side drains hand-cut into the bedrock and some 14 culverts (some have been modified/replaced with concrete pipes). There are also several examples of convict-era benched quarries and side cuttings with pick and jumper- bar marks, and wedge pits. Some larger quarries (up to 5.5 m high) are more recent.

A stone conduit bridge (Bridge 2) is situated within the present road formation as an integral part of the retaining wall supporting the road formation. In design Bridge 2 is a more elaborate/sophisticated version of Bridge 1. The two flanking walls for the channel have projecting tapered buttresses at the outlet. Stonework on the inside of the bridge, type 3a, is set in courses which are of uneven height. The walls are 2.25 m in height with a central span of 2.5 m and width of the abutments 11.75 m.

STATEMENT OF SIGNIFICANCE

The Descent to Wiseman's Ferry retains a large number of historic features and structures which demonstrate the nature and scale of Colonial-era road building.
The diverse quality of the structures such as the walls directly reflects the contrasting approches of the two construction supervisors, Warner and Simpson.
The surviving bridges of the Great North Road are the oldest known stone bridges on the Australian mainland. They form a significant group .

Level of Significance

High

Nature of Significance

Archaeological
Historic
Associative
Interpretative

Condition and Integrity

Descent is still substantially intact. Some prior modification and damage due to various past unsympathetic road upgrading / widening works.

Threats

Future upgrading works in the immediate vicinity have potential to impact upon the historic structures and ancillary features.

Interpretation Largely Absent

Comments More Interpretation is desirable. Via brochure, or placed at Wisemans Ferry village or Stockade.

Recommended Action for Conservation/Management

As the nearby road remains in use, Project Engineers, work crews, contractors, etc need to be fully briefed concerning the significance of this road alignment & "relics". Assessment of Heritage Impact required for all works affecting this road section.

References

Karskens, MA 1985; also Appendix 1 - Sections 1d & 1e; Figures 16, 82; Plates 16,18, 21 & 25.
National Trust Classification Report "The Old North Road" Card 1 , 1980.
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Convict Road Station / Stockade Site (1)

PRECINCT NO. 1.5.0

Location Old Northern Road, on ridge top 1 km sth of Wisemans

AMG Co Ord 56 **E** 312400 **N** 6303700

Topo Map 9031 - II - S Lower Portland

Section No. 1

Section Baulkham Hills to Wisemans Ferry

Item Type (SHI) Built **Sub Type** Stockade **Current Use** Historic Site

Owner (s) NPWS **LGA** Baulkham Hills **Existing Heritage Listings** National Trust Baulkham Hills REP No.20 (Hawkes Riv)

HISTORICAL NOTES

Construction Date 1827 - 32 **Level of Documentation** Good

Convict road gangs arrived at Wisemans Ferry in March1827 and the stockade was probably established then. The stockade site is the remnants of a complex of buildings which sheltered the gangs from 1827 until 1832. The site, high on the ridge above Wisemans, was conveniently situated for the extensive works necessary in creating the Great North Road descent to the Hawkesbury River, yet was conveniently away from the properties of the few settlers in the area and also unobstrusive, being invisible to the travellers on the road below.
The Descent to Wisemans was not fully complete until 1832 and in July that year the gangs were removed and the roadside station was dismantled. The reuseable timber parts were sold to local settlers.
Karskens has suggested that the two groups of structures present at this site may reflect two different phases in the operation of the stockade , that may relate to changes in official policies and instructions from 1827 to 1832.

PRECINT DESCRIPTION

Associated Items 1.5.1 - Warners Well

The Wisemans Ferry Stockade site comprises a series of rough stone structures and associated building sites/ building platforms for now vanished timber huts. The rubble stone ruins (remains of firepalces / chimneys) are situated in two main clusters or groups. Group 1 comprises 13 items of cut and uncut stone. Group 2, some 200 metres further north, comprises 6 items some with stone set in crude earth mortar. The stockade site also has one additional isolated structure (Item 14), some rock-cut steps or footholds, examples of wedge pits and a rough access road with some walling.
The Group 1 structures suggest a loose arrangement of buildings, probably slab, around a central structure which was possibly a storage room or hut. It has been proposed that this less formal layout may relate to the early period of stockade use (c1827-1830) prior to the development of more organised layouts and detailed instructions.
The Group 2 structures appear much more regular in layout, and are more definitely finished. It has been proposed that this may be a second, later encampment, organised by Simpson in response to Governor Darling's 1830 instructions detailing the desired organisation and layouts of roadside stockades.

STATEMENT OF SIGNIFICANCE

The Wisemans Ferry Stockade Site has important historical associations with the 1820s-30s road building phase. Stockade sites are significant for their archaeological potential. The archaeological evidence likely to be contained within convict stockade sites has important scientific and research value. Specific convict stockade sites have been little studied to date and none have been subject to fully comprehensive archaeological investigation or competent excavation. The types of questions which might be investigated by adquate programs include for example, the lifestyle, living conditions and material culture of road-gang convicts.

Level of Significance
High

Nature of Significance
Archaeological
Historic
Associative
Interpretative

Condition and Integrity
Stockade site is essentially intact. Some prior disturbance from archaeological "fossicking", with artefacts removed (c1979).

Threats
No immediate threats, although site largely in good condition because it is relatively unknown and not subject to high levels of visitation or visitor impact.

Interpretation Present

Comments Positioning of signage does not assist interpretation of the physical remains. Signage is ageing.

Recommended Action for Conservation/Management

NPWS is understood to intend completing a Conservation Plan and/or Plan of Management for this site. Archaeological resources of the site have never been adequately investigated and should be conserved in-situ - left intact and undisturbed for the future.

References

Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 1f; Figures 16, 17
Karskens, 1984 ASHA Journal,"The Convict Road Station Site at Wiseman's Ferry"
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

ITEM DESCRIPTION SHEET

NAME Wisemans / Warners Well	**ITEM NO.** 1.5.1
Location South of Singleton Road, 2 km from Wisemans Ferry, Lot 20 DP 856306 **AMG** 56 **E** 312800 **N** 6302900	**Precinct No.** 1.5.0 **Section No.** 1

Item Type Built **Sub Type** Well **Current Use** Open Space - Historic

Owner (s) Leased to DLHHS **LGA** Hornsby **Existing Heritage Listings** Hornsby AHC - Nominated

HISTORICAL NOTES

Construction Date c1827 **Level of Documentation** Good

The well is located on Portion 70, granted to Solomon Wiseman in 1830, but probably occupied by him from c1817. In 1828, Assistant Surveyor, Lieutenant Jonathon Warner, who was stationed at Lower Portland Head wrote to the Colonial Secretary. His letter makes direct reference to the existence of a fresh water supply, in use for the convict road gangs. It is likely that he was referring to this structure.

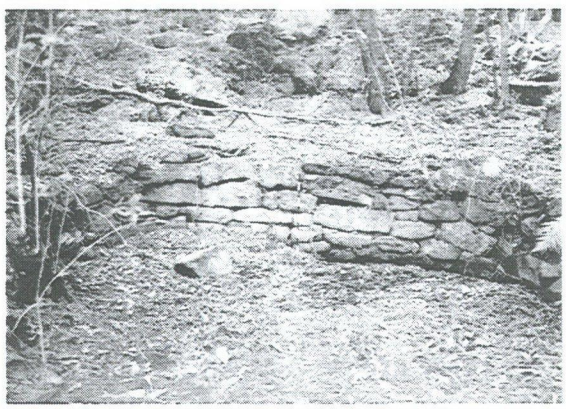
ITEM DESCRIPTION

The structure is both a soak and a "well". Essentially it is an excavation designed to trap water from surrounding material. Dimensions are 4.4 x 4.3 metres (north-south and east-west). It is sub-circular in shape.The south,west and north sides of the structure are lined with low masonry walling. This walling is constructed of roughly squared but otherwise unworked sandstone blocks. 4 to 6 'courses' are evident with a mixture of random and stack bonding and a maximum height of 1.2 m. The form and style of the masonry work used in the "well" structure is very similar to the type of construction used for the late 1820s roadworks, especially some of the (relatively) less sophisticated work which may be found for example on the 1828 ascent surviving on the north side of the Hawkesbury River. It is Type 2a masonry. Stone rubble and earth embankments extend on the north and south sides of the structure. A nearby boulder has a picked face and two deep wedge pits.

STATEMENT OF SIGNIFICANCE

The well appears to be associated with the historically significant Great North Road which was originally established on a line close to this location in the 1820s. ilt was probably constructed under the supervision of Lt Jonathon Warner.
It s a largely intact example of an early nineteenth century structure. The well demonstrates construction techniques typical of the convict workmanship of the 1820s but applied in this instance for a particular and specific purpose, namely water supply. The well structure also demonstrates the importance of securing an adequate water supply to serve the road gangs in this remote location.

Photograph



Condition and Integrity
Essentially intact and in good condition.

Threats

Recommended Action for Conservation/Management

Continued management by the DLHHS. Consider low-key interpretation. Nominate for formal heritage listings. Mow access track through adjoining paddock. Retain largely as is. Do not disturb or excavate this structure. Refer to report for full comments.

References S Lavelle and Dr G Karskens, 'Historical Archaeological Assessment & Management Recommendations, Wisemans or Warners Well' report for the Dharug & Lower Hawkesbury Historical Society, April 1998.

PRECINCT DESCRIPTION SHEET

NAME Wisemans Ferry Hotel & Grounds (Cobham Hall) | **PRECINCT NO.** 1.6.0

Location Old Northern Road, Wisemans Ferry

AMG Co Ord 56 **E** 312500 **N** 6304000

Topo Map 9031 - II - S Lower Portland

Section No. 1

Section Baulkham Hills to Wisemans Ferry

Item Type (SHI) Built **Sub Type** Residence **Current Use** Hotel

Owner (s) Private **LGA** Hornsby **Existing Heritage Listings** National Trust
Hornsby
REP No.20 (Hawkes Riv)

HISTORICAL NOTES

Construction Date c1826 **Level of Documentation** Good

Present day Wisemans Ferry is named after Solomon Wiseman, a prominent early settler and colourful historic figure, who arrived in NSW as a convict in 1806. Wiseman was present in the area now known as Wisemans Ferry from 1817. In 1825, Finch selected the line for the Great North Road through part of his property. This included a river crossing 1.5 - 2 km down river from Lower Portland Head. Wiseman subsequently acquired both the initial ferry licence and lucrative contracts to supply the convict road gangs with rations. He became an extremely wealthy man, constructing a new mansion for himself, "Cobham Hall", in 1826. This building also operated as "The Branch" Inn. Early views show a Georgian style building, with a hipped roof and verandah, flanking wings and numerous outbuildings (added in 1829). The 1828 Census notes Wiseman and his family as residing at Lower Portland Head with 6 assigned servants, 6 horses & 80 cattle. Wiseman and his Inn were described in numerous contemporary travellers' accounts of their journeys to the Hunter Valley. Wiseman's dominant role in the area was reflected in the change of its name to Wisemans Ferry. Solomon Wiseman died at Wisemans Ferry in 1838.

PRECINT DESCRIPTION

Associated Items

The present Wisemans Ferry Hotel retains a substantial amount of the earlier 1820s "Cobham Hall" building, especially given its age and continuous use as an hotel. The early Georgian structure still forms the core of the extant hotel building, with upper windows, steps, door and fanlight still present. The verandah on the northern elevation has been substantially altered with a new roof pitch and decorative late Victorian era iron lacework. The two storey wing beside the road was probably added late last century (possibly replacing an older structure). The pillars and the iron gates may be remnants of the older enclosing fence (since realigned on a new, contracted boundary).
The early outbuildings do not survive, nor does much of the extensive garden areas shown in some of the earlier views. Archaeological evidence of these features may be present.

STATEMENT OF SIGNIFICANCE

The present Wisemans Ferry Hotel is amongst the oldest surviving buildings in the Hawkesbury Region and historically, has close links with the construction of the Great North Road. The building has specific and direct associations with Solomon Wiseman, a prominent early settler and colourful historic figure, who gave his name to the locality.
The present day hotel still retains some measure of the quiet and isolated character of its original setting.

Level of Significance
High

Nature of Significance
Historic
Associative/Interpretative
Aesthetic
Archaeological

Condition and Integrity
Original building still recognisable despite continous use and modification/extension.

Threats
None evident.
Building is in use and maintained.

Interpretation Inadequate.

Comments Desirable that any interpretation links more closely to the Great North Road.

Recommended Action for Conservation/Management

Existing Heritage Listings should ensure adequate consideration of any proposals in terms of heritage issues.
Archaeological resources of the property has never been investigated and should be conserved.

References
Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 1g; Figure 42; Plates 16, 19 & 21.
Karskens, 1986 ASHA Journal

PRECINCT DESCRIPTION SHEET

NAME Wisemans Ferry Crossing

PRECINCT NO. 1.7.0

Location Old Northern Road, Wisemans Ferry

AMG Co Ord 56 **E** 312850 **N** 6304700

Topo Map 9031 - II - S Lower Portland

Section No. 1

Section Baulkham Hills to Wisemans Ferry

Item Type (SHI) Built **Sub Type** Ferry Crossing **Current Use** Vehicle Ferry

Owner (s) RTA - ferry is operated by Hawkesbury

LGA Hawkesbury, Hornsby, Gosford

Existing Heritage Listings National Trust, REP No.20 (Hawkes Riv), THESE ARE FOR THE CABLE FERRY ITSELF

HISTORICAL NOTES **Construction Date** 1829 - 32 **Level of Documentation** Good

The initial line for the Great North Road at Wisemans Ferry was selected by Heneage Finch in 1825. This included a river crossing 1.5 - 2 km down river from Lower Portland Head, which linked to the first ascent (Finchs Line) on the northern side of the Hawkesbury River near "Rose's Run". The first licence to operate a ferry or punt there was granted to Solomon Wiseman in 1827, with government property to be conveyed for free.

The second crossing place on the Hawkesbury River related to the selection of the shorter and more direct ascent to the north via Devines Hill, which was commenced from 1829. Stone wharves were constructed on either side of the River by the No.25 Road Party, which also completed Bridge 3.

The stone wharf on the northern side was constructed between January 1829 and September 1830. A wharf on the south side was constructed bewteen January 1831 and July 1832.

PRECINT DESCRIPTION **Associated Items**

The 1827 first ferry crossing place is situated about 2 km downstream of the present vehicular ferry crossing. Remains of some construction have been reported as being visible at low tide, however, the crossing place is not easily accessible except by boat, and it was therefore not inspected as part of the fieldwork for this project.

The second crossing place on the Hawkesbury River (including stone wharves) was completed by 1832.

The modern day vehicular ferry crossing, which provides for two cable ferries, includes infrastructure such as concrete and steel ferry landing ramps, and this has largely destroyed remnants of any older crossing features.

No evidence of the older stone wharf appears to survive on the southern side of the present ferry crossing.

On the northern side of the River some remant stonework survives close to both of the modeern concrete landings. This includes some broken stone fill, and vestiges of walls of type 2b masonry.

STATEMENT OF SIGNIFICANCE

The present Wisemans Ferry crossing is the oldest ferry crossing place still in use in the State. It has close links with the construction of the Great North Road.

The present day setting and the slow nature of the travel across the River, evokes some sense of the mode of travelling in earlier periods.

Level of Significance

High

Nature of Significance

Historic
Associative/Interpretative
Aesthetic
Archaeological

Condition and Integrity

Not intact. Largely destroyed.

Threats

Total loss/removal of last vestiges of the older crossing.

Interpretation None

Comments Interpretation desirable and should link to the Great North Road.

Recommended Action for Conservation/Management

Existing Heritage Listings should ensure adequate consideration of any proposals in terms of heritage issues. Any upgrading of the present crossing would require further research and assessment. 1827 crossing site needs further survey/identification.

References

Karskens, MA 1985; Appendices - Figure 116; also Plates 100 & 101.
L Banks, pers. comm.

SECTION DESCRIPTION SHEET

SECTION NO. 2

Locality from Abbotsford (Five Dock)

Locality to Dural

Current Road Name Great North Road; Punt Road (Bedlam Point)
Victoria Road; Blaxland Road
North Street; Corunna Road; Essex Street
Beecroft Road; New Line Road

Local Government Areas	Owner (s)	Management Agency	Existing Heritage Listings
Five Dock	RTA	RTA	refer to individual precinct/item
Ryde	Hornsby	NPWS (Parramatta River)	**Historic Themes**
Hornsby			Convict
			Transport

Statement of Significance

Parts of Section 2 of the Road, although often lacking any obvious historic character, remain in use as an essential transport link now incorporated into the Sydney suburban street network. The commencement section from Five Dock to Abbotsford has immense symbolic significance as the latest successor to the historically important earlier road formations which have carried European traffic since the 1820s and 1830s. The first precinct of the road at Abbotsford is the only surviving road Section to still retain its original name of the "Great North Road".

Historical Notes

This section of the Great North Road was the "New Line" Road planned and marked out by Surveyor-General T L Mitchell in 1828. Mitchell considered that when the angle of the road formed by travellers having to go to Parramatta before proceeding north was cut off, that the North Road would be "a very perfect one". (Mitchell, Report on Roads, 1856).
After the line was selected (alternatives were shown by Mitchell on his map "Sketch of the Parramatta River showing proposed Situations for a Punt near Kissing Point" 1828) some construction was undertaken, although on a far more modest scale than that of the main Great North Road. The New Line Road was constructed in 1829-1831, two gangs are reported as being stationed on the new road to Dural in 1830, including No 34 Road Party and a Bridge Party.

Description

Section 2 of the Great North Road commences at the junction of the Great North Road with the Parramatta Road at Five Dock. It is a multi-lane major road, then from the intersection with Lyons Road becomes a suburban street leading down to the Abbotsford Wharf. On the north side of the Parramatta River a Precinct survives at Bedlam Point, and Punt Road.
The old road-line is then incorporated into part of Victoria Road. (Victoria Road was completed in 1884, with the Iron Cove and Gladesville Bridges providing a new route to the northern suburbs). The earlier line proceeded past St Anne's Church, but this was later superseded by the shorter Blaxland Road. The line survives as North Road, Corunna Road and Essex Street, minor suburban roads. The line is then interrupted by the northern suburban railway line. The road line is then part of Beecroft Road until the intersection with Pennant Hills Road. The link from here to New Line Rd is not evident. Present day New Line Road leaves Castle Hill Road from the right (east) , continuing north to join the original Great North Road at Dural (now renamed the Old Northern Road).

Precincts	Precinct No.	Major Items
Abbotsford (Five Dock)	2.1.0	Great North Road
Bedlam Point	2.2.0	Wharf, Cuttings, and Quarry
Terrys Creek crossing	4.3.0	Bridge/Causeway and approaches
Devlins Creek crossing	2.4.0	Stone Causeway
Blackwood Reserve	2.5.0	Abandoned Formation
Pyes Creek	2.6.0	Stone Bridge, Road and Quarry Site
Cherrybrook (Elouera)	2.7.0	Road Pavement and Drains

Threats Where still in use, the main road line has been continuously upgraded, and only random isolated structures may survive, which should be assessed if they come to light during road reconstruction works, re-survey, etc.

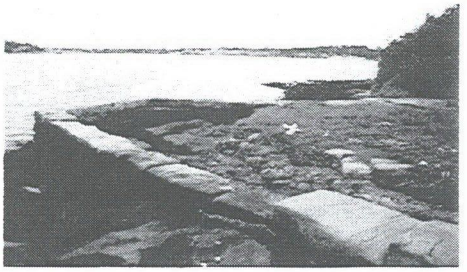
Recommended Action for Conservation/Management

Most of this section remains in use as trafficable main suburban roads.
Surviving Precincts/ structures have only been preserved where they have been superceded and/or isolated by subsequent road diversions. Additional interpretation is desirable to communicate the importance of this road Section and its Precincts.

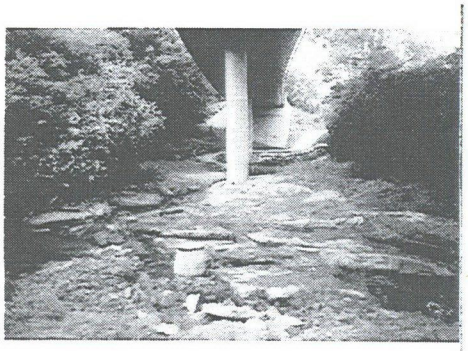
References Karskens, 1985, MA Thesis (including Appendix 1 - Archaeological Reports)

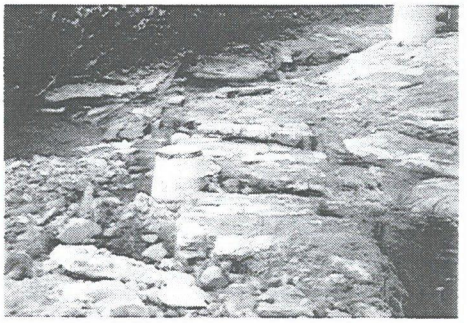
SECTION 2

ABBOTSFORD

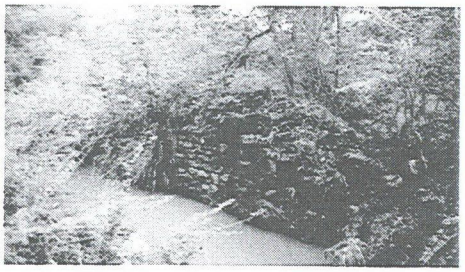


BEDLAM PT

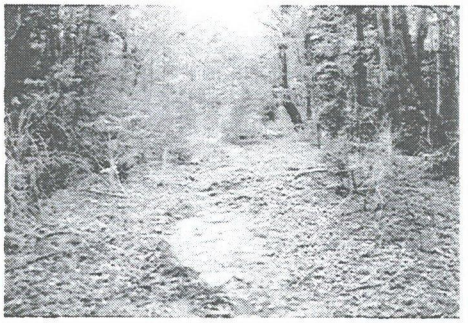




DEVLINS CK



PYES CK



ELOUERA

PRECINCT DESCRIPTION SHEET

NAME Great North Road , Abbotsford

PRECINCT NO. 2.1.0

Location Five Dock to Abbotsford

AMG Co Ord 56 E N

Topo Map 9130 - 3 - N Parramatta River

Section No. 2

Section Abbotsford to Dural

Item Type (SHI) Built **Sub Type** Road **Current Use** In use Road

Owner (s) RTA **LGA** Five Dock **Existing Heritage Listings**

HISTORICAL NOTES **Construction Date** 1829 **Level of Documentation** Good

This section of the Great North Road was the "New Line" Road planned and marked out by Surveyor-General T L Mitchell in 1828. The overriding consideration was the creation of a "more perfect" line and the saving in distance. After the line was selected some construction was undertaken, although on a far more modest scale than that of the main Great North Road. The New Line Road was constructed in 1829-1831.

PRECINT DESCRIPTION **Associated Items**

This Precinct commences at the junction of the Great North Road with the Parramatta Road at Five Dock. It is a multi-lane major road, then from the intersection with Lyons Road becomes a suburban street leading down to the Abbotsford Wharf. The extant Abbotsford Wharf appears to be a modern rebuild, not an early structure. This 2.5 km Precinct remains in use as an essential transport link now incorporated into the Sydney suburban street network. It is generally characterised by 1920s to 1950s surburban development and lacks any obvious historic character.

STATEMENT OF SIGNIFICANCE

This first precinct of the road at Abbotsford is the only surviving road Section to still retain its original name of the "Great North Road". Despite its deceptively modern appearance, which obscures the historic importance of this section of the Great North Road, this initial precinct has tremendous symbolic significance. It is the latest successor to the historically important earlier road formations which have carried European traffic since the 1820s and 1830s.

Level of Significance

High

Nature of Significance

Historic
Associative

Condition and Integrity

No historic character.

Threats

Interpretation Absent

Comments Interpretation is desirable.

Recommended Action for Conservation/Management

References Karskens, 1985, MA Thesis, esp p 158; Appendix 1 - Archaeological Report, Section 2a.

PRECINCT DESCRIPTION SHEET

NAME Bedlam Point Precinct

PRECINCT NO. 2.2.0

Location Punt Road, Gladesville

AMG Co Ord 56 **E** 326700 **N** 6260700

Topo Map 9130 - 3 - N Parramatta River

Section No. 2

Section Abbotsford to Dural

Item Type (SHI) Built **Sub Type** Road **Current Use** In use Road

Owner (s) NPWS **LGA** Ryde **Existing Heritage Listings** National Trust

HISTORICAL NOTES **Construction Date** 1834 **Level of Documentation** Good

This section of the Great North Road was the "New Line" Road planned and marked out by Surveyor-General T L Mitchell in 1828. The overriding consideration was the creation of a "more perfect" line and the saving in distance. Mitchell instructed Finch to inspect this area for a new line of road in 1828. The selection of the best crossing place and the establishment of the punt was an extensive process. The wharf on Bedlam Point was eventually built in 1834 and the punt service commenced.

It was superseded in the 1880s with the construction of Victoria Road and the new Iron Cove and Gladesville Bridges. The wharves (Bedlam Point and Abbotsford) continued in use by Parramatta River traffic after this date.

PRECINT DESCRIPTION **Associated Items**

The Bedlam Point wharf faces south and is constructed on a natural rock shelf. The structure has splayed sides, constructed of large, rectangular stone blocks. The work is random bonded, with no stacking or snecking and is between one and four courses high. Worked masonry blocks are scattered about on the nearby rock platforms which probably derive from the wharf structure. The fill within the landing comprised packed large base stones, decreasing to gravel on the surface.

The road from the wharf runs west, then curves northwards to climb the hill. At the base the road formation is heavily overgrown. There is a large rock-cutting on the east side, up to 7 m in height, with jumper marks and initals carved into it, although these are barely evident due to thick growth of scrub and lantana.

The width of the road formation is approximately 7 to 8 metres. Near the summit of the hill is a series of well-preserved wedge pits in rock on the west side of the road.

STATEMENT OF SIGNIFICANCE

This is the only precinct of the Great North Road to retain substantially intact evidence of the design, construction and layout of a major river crossing. The precinct encapsulates several features of early colonial road construction, including good examples of pavement, cuttings and wedge-pits.

Level of Significance

High

Nature of Significance

Archaeological
Historic
Associative
Interpretative

Condition and Integrity

Essentially intact, but parts heavily overgrown.

Threats

Interpretation Some present, but inadequate.

Comments Better Interpretation is desirable, which should link to the rest of the Great North Road.

Recommended Action for Conservation/Management

Invasive vegetation should be removed, as this obscures significant early features and hinders the interpretation of this as an early road precinct.

References Karskens, 1985, MA Thesis; Appendix 1 - Archaeological Report, Section 2b.

ITEM DESCRIPTION SHEET

NAME Rockend Cottage | **ITEM NO.** 2.2.1

Location Punt Road, Gladesville | **Precinct No.** 2.2.0

AMG E N | **Section No.** 2

Item Type Built **Sub Type** Accomodation / Residence **Current Use** Restaurant

Owner (s) Ryde **LGA** Ryde **Existing Heritage Listings**

HISTORICAL NOTES

Construction Date c1830 ? **Level of Documentation** more research desirable

In 1830 Thomas Mitchell proposed that an accomodation house be built by the governernment at Bedlam Point for four travellers. Plans were drawn up and the 1831 "Returns of the Colony" recorded that a stone ferry house had been built there. This may have been the ferryman's house although that was described as a small 2-roomed rough cast and loam building.

ITEM DESCRIPTION

"Rockend" is a substantial stone cottage with 5 bays and two projecting wings at the rear. There is a verandah across the front elevation which also has two doors and three windows. The roof has been re-shingled, and the two chimneys have been reconstructed.
Features such as the size, location, two front doors and the 1830s style joinery suggest that this building may be the 1830s accomodation house built to serve the Great North Road.

Further research (including physical analysis) may clarify the origins and attribution of this building.

STATEMENT OF SIGNIFICANCE

Possibly the surviving accomodation house built to serve travellers on the Great North Road during the 1830s.

"Rockend" has been conserved /restored by Ryde Municipal Council which considers its primary significance to be that A B (Banjo) Patterson lived there with his grandmother during the 1880s.

Photograph

Condition and Integrity
House has been restored.

Threats

Recommended Action for Conservation/Management

References G Karskens, 1985, "The Grandest Improvement in the Colony" - An Historical and Archaeological Study of the Great North Road, NSW, 1825-1836, MA Thesis, University of Sydney. Appendix 1 - Section2c.

PRECINCT DESCRIPTION SHEET

NAME Terry's Creek Crossing

PRECINCT NO. 2.3.0

Location Albuerra Road Eastwood in Vimiera Park

AMG Co Ord 56 **E** 322900 **N** 6260300

Topo Map 9130 - 3 - N Parramatta River

Section No. 2

Section Abbotsford to Dural

Item Type (SHI) Built **Sub Type** Road **Current Use** Open Space / Park

Owner (s) Hornsby **LGA** Hornsby **Existing Heritage Listings**

HISTORICAL NOTES **Construction Date** **Level of Documentation** Poor - research needed

This section of the Great North Road was part of the "New Line" Road planned and marked out by Surveyor-General T L Mitchell in 1828. Most of the work was undertaken in 1829-1831.
In this area the original line of the Road followed North Road, thence Corunna Road (after the intersection with Balaclava Road, Eastwood). The line then veered slightly west to cross Terrys Creek, then follows Vimiera Road and Essex Street towards Beecroft Road.
19th century road engineering practice recommended that lateral streams be crossed by ford combined with weirs of timber cribbing, and that where required retaining walls supporting the river's edge could be made of stone. It appears that at smaller creeks this practice was adopted and that many of the crossings were probably bridged with simple log and slab bridges, or fords.

PRECINT DESCRIPTION **Associated Items**

This precinct was re-inspected in 1998 after reports that heavy rains had exposed new evidence of early road construction. Remains comprise round logs in the bed of the creek laid perpendicular to cross the creek. These are surrounded by various entrapped debris, including brick pieces, concrete and stone rubble. Some of this fabric is clearly of modern origin.

An inspection of this precinct in July 1997 noted the presence of some larger diameter logs in the southern bank of the creek about 20 metres north (downstream) of the small diameter logs more recently exposed.

The physical evidence here is not particularly well preserved, or conclusive.

STATEMENT OF SIGNIFICANCE

Despite the large number of crossings which were required on the Great North Road, very few places retaining physical evidence have been located.
The precise attribution and dating of the evidence here is unclear.
Demonstrates more modest scale road construction practices.

Level of Significance
Medium

Nature of Significance
Historic
Associative

Condition and Integrity
Not intact, poor condition.

Threats

Interpretation Absent

Comments

Recommended Action for Conservation/Management
More research and investigation desirable, which was beyond scope of current project.

References

PRECINCT DESCRIPTION SHEET

NAME Devlins Creek Stone Causeway

PRECINCT NO. 2.4.0

Location Beecroft Road, Epping, east side near M2 Bus Flyover Ramp

AMG Co Ord 56 **E** 322300 **N** 6262300

Topo Map 9130 - 3 - N Parramatta River

Section No. 2

Section Abbotsford to Dural

Item Type (SHI) Built **Sub Type** Road **Current Use** Roadside Reserve

Owner (s) Hornsby RTA **LGA** Hornsby **Existing Heritage Listings**

HISTORICAL NOTES **Construction Date** **Level of Documentation** Poor - research needed

This section of the Great North Road was part of the "New Line" Road planned and marked out by Surveyor-General T L Mitchell in 1828. Most of the work to build the road was completed by 1831.
In this area the original line of the Road via Essex Street to Oxford and Chester Streets, Epping was then interrupted by the Northern Districts Railway. The line (now modern Beecroft or Old Beecroft Road) then crossed Devlins Creek. Close by was the 1830s "government sawing establishment".
The extant causeway probably dates from late 1828 and was constructed by men of Road Gang no.23, overseer Lewis Morgan, who cut stone from a quarry in the hillside to the north.
The causeway went out of use after 1883 when the railway ocnstruction buried the Sydney side of the road under the fill for the embankment of the railway line.

PRECINT DESCRIPTION **Associated Items**

The stone causeway across Devlins Creek crosses it on a northwesterly alignment. Two parallel lines 1 ft wide (30cm) and up to 90 feet long (30m) were cut into the bedrock of the creek. Stone blocks were placed into these trenches to form the sides of the causeway. These blocks had rounded tops, probably to assist the flow of water, yet were substantial enough to withstand the pressure of peak flow in the creek. The area between the parallel trenches was 11 feet wide, and this was filled with a mixture of clay and sandstone rubble packed and tamped to form a solid base. Above this were set squared paving stones laid in parallel roads at right angles to the edging stones.
Subsequent disturbance of the original structure is evident, including re-arrangement of some blocks and the cutting of two service trenches through the older structure. The causeway is now also surrounded by pylons for new infrastructure associated with the M2 Motorway.

STATEMENT OF SIGNIFICANCE

Although it is no longer in pristine or intact condition, this stone causeway is a rare survival within the Sydney metropolitan area The causeway is one of only a handful of remnants of the new north road line identified within the metropolitan area which still displays some fabric, dimensions, style and scale indicative of its original appearance and construction. The precinct/setting of the causeway is notable for its layering of different transport alignments and construction technologies, especially the dramatic elevated M2 flyover, but also the nearby railway (1880s) and the Beecroft road alignment with its 1950s road bridge.

Level of Significance

High

Nature of Significance

Historic
Associative / Interpretative
Archaeological
Rarity

Condition and Integrity

Not intact. Damaged and Disturbed by subsequent works in particular placement of a water/sewer line.

Threats

Interpretation Absent

Comments Interpretation Desirable. Install signage explaining nature of this Precinct (refer to Lavelle, 1997).

Recommended Action for Conservation/Management

Comments made in Lavelle, 1997. These included placement of signage, improvement of existing access, and some remedial works to prevent scouring out of the older pavement/ formation of the causeway itself.

References

R Hawkins "Some Convict Road Sites in Hornsby Shire" , typescript, October 1997 (for CTP History Group Tour)
S Lavelle " Stone Causeway, Devlins Creek, Epping" typescript comments for the CTP project, November, 1997.
Godden Mackay P/L, Archaeological Research Design, and subsequent Excavation Report, 1996.

PRECINCT DESCRIPTION SHEET

NAME Road Section in Blackwood Reserve

PRECINCT NO. 2.5.0

Location Ludovic Blackwood Reserve, Beecroft Road, Pennant Hills

AMG Co Ord 56 **E** 320300 **N** 6264600

Topo Map 9130 - 4 - S Hornsby

Section No. 2

Section Abbotsford to Dural

Item Type (SHI) Built **Sub Type** Road **Current Use** Roadside Reserve

Owner (s) National Trust **LGA** Hornsby **Existing Heritage Listings** Hornsby

HISTORICAL NOTES **Construction Date** **Level of Documentation** Poor - research needed

This section of the Great North Road was part of the "New Line" Road planned and marked out by Surveyor-General T L Mitchell in 1828. Most of the work to build the road was completed by 1831.
In this area the original line of the Road proceeded via Beecroft Road and then crossed Pennant Hills Road.

PRECINT DESCRIPTION **Associated Items**

A road embankment survives within the Ludovic Blackwood reserve, west of the present Beecroft Road alignment. Here the road is built on deep clay soils, rather than the more typical sdandstone outcrops characteristic of most surviving road precincts. A gently curving embankment runs northwest across a deep gully. Remnants of a clay, shale and ironstone pebble pavement exist on the top of the road formation. There is also a ceramic pipe culvert (probably an extension or modification of an older structure).
It is possible that a retaining wall also survives, but the area is heavily vegetated and this obscures older road features.

STATEMENT OF SIGNIFICANCE

Remnant surviving, earlier road alignment and formation.
One of only a handful of remnants of the new north road line identified within the metropolitan area. Demonstrates more modest scale road construction practices.

Level of Significance

Medium

Nature of Significance

Historic
Associative / Interpretative
Archaeological

Condition and Integrity

Substantially intact.
But overgrown with construction features obscured.

Threats

Interpretation Absent

Comments Interpretation Desirable.

Recommended Action for Conservation/Management

References R Hawkins "Some Convict Road Sites in Hornsby Shire" , typescript, October 1997 (for CTP History Group Tour)

PRECINCT DESCRIPTION SHEET

NAME Pye's Creek , Bridge , Quarry , Road Formation

PRECINCT NO. 2.6.0

Location Woodlark Place , Cherrybrook

AMG Co Ord 56 **E** 317500 **N** 6266500

Topo Map 9130 - 4 - S Hornsby

Section No. 2

Section Abbotsford to Dural

Item Type (SHI) Built **Sub Type** Road - Bridge **Current Use** Reserve / Open Space

Owner (s) Hornsby **LGA** Hornsby **Existing Heritage Listings** National Trust Hornsby

HISTORICAL NOTES **Construction Date** 1831 ? **Level of Documentation** More research desirable

This section of the Great North Road was part of the "New Line" Road planned and marked out by Surveyor-General T L Mitchell in 1828. The Road Gang reports indicate that two gangs were stationed on the 'new road' to Dural in 1830. They were No.34 Road Party (March 1830) and a Bridge Party (January to March 1830). Most of the work to build the road was completed by 1831.
The 1832 NSW Calendar and Directory mentions a bridge at 17 miles from Sydney which might refer to this location.
An additional section of early road (Precinct 2.7.0) was located at Dural in 1996.
As a result, anecdotal evidence was provided to this consultant team that the Pye's Creek relics may be of a later date, however, no substantive evidence has been provided in support of this conclusion.
More research, particularly of historic plans for subdivision and road realignments, is required.

PRECINT DESCRIPTION **Associated Items**

A small masonry single span bridge. The span is about 3m and in plan the bridge is skewed across the creek-line. The abutments are of dry-laid, split and roughly squared rubble, with intermittent, uneven, and unlevel coursing. In some cases smaller stones are packed into the interstices of the joints between the larger blocks.
It conforms with Karskens' type 2a masonry. The abutments show gaps for the placement of timber piles which would have supported the sills and stringers for the bridge deck. The bridge approaches appear to have had a pavement of ironstone gravel such as is found on other early road precincts.
North of the bridge there is an intact section of road formation about 6.4 m wide which extends for nearly 40 m.
15 m north of the bridge there is also a small quarry, cut at two levels, which has evidence of round jumper-bar marks and some unused cut stone blocks present above the quarried face.

STATEMENT OF SIGNIFICANCE

The three components present at this Precinct provide interesting evidence of interrelated aspects of road construction. It appears likely that these relics relate to the New Line road, as they are similar in form and scale to other early Colonial roadworks. One of only a handful of precincts of the new north road line identified within the metropolitan area.

Level of Significance
High

Nature of Significance
Historic
Associative / Interpretative
Archaeological

Condition and Integrity
Substantially intact.
But overgrown with construction features obscured.

Threats

Interpretation Absent

Comments Interpretation Desirable.

Recommended Action for Conservation/Management

There has been a significant deterioration in this structure since it was first viewed by Lavelle in 1985. This appears to relate to inadequate measures to control peak stormwater flow which has scoured away sections of the bridge abutments.

References
National Trust Listing Card, 1985.
W Thorp personal communication to Dr G Karskens.

PRECINCT DESCRIPTION SHEET

NAME Elouera Estate, Early Pavement and Drains

PRECINCT NO. 2.7.0

Location 234 New Line Road, off Daintree Place, Dural

AMG Co Ord 56 **E** 316900 **N** 6268300

Topo Map 9130 - 4 - S Hornsby

Section No. 2

Section Abbotsford to Dural

Item Type (SHI) Built **Sub Type** Road - Formation **Current Use** Reserve / Open Space

Owner (s) Hornsby **LGA** Hornsby **Existing Heritage Listings**

HISTORICAL NOTES **Construction Date** **Level of Documentation** More research desirable

This section of the Great North Road was part of the "New Line" Road planned and marked out by Surveyor-General T L Mitchell in 1828. Most of the work to build the road was completed by 1831.
The loop of road around the side of the hill here was in use for most of the 19th century until it was superseded in about 1896. After closure as a public road, this part passed into private ownership and since that time has remained unused as a thoroughfare.

PRECINT DESCRIPTION **Associated Items**

The surviving road relics of this Precinct consist of three main components. The road alignment here curves around and rises up a hill above Georges Creek. On the upper side of the slope the natural rock has been cut back to form a fairly straight edge about 1 m in height. At the base of this is a shallow rock-cut gutter up to 20 cm deep, this is linked to small v-shaped cuts which redirect water from the road surface into the drainage channel.
The surface of the road mostly comprises the natural rock surface which has been crudely levelled to provide a relatively level walking or riding surface. Some areas also show the introduction of basic rock pieces or packing fill, but generally the pavement comprises what was available in-situ to the road makers.

STATEMENT OF SIGNIFICANCE

The components present at this Precinct provide interesting evidence of interrelated aspects of Colonial era road construction and engineering. The relics here demonstrate the more modest scale of road construction employed on the 'lesser' road and the simplest and most pragmatic form of work. One of only a handful of precincts of the new north road line identified within the metropolitan area. All of these precincts are rare survivals from one of the most significant public works undertaken in the Colonial period.

Level of Significance
High

Nature of Significance
Historic
Associative / Interpretative
Archaeological

Condition and Integrity
Substantially intact.
Some damage by modern road-making machinery used to clear the track, possibly for powerline access.

Threats

Interpretation Absent

Comments Interpretation Desirable.

Recommended Action for Conservation/Management

Assessment report recommended retention of this precinct as open space and clearing/further identification of the road relics under archaeological supervision.

References W Thorp, 'Heritage Assessment Elouera Estate Relics Dural' report for Australand Properties, 1996

ITEM DESCRIPTION SHEET

NAME Carving of Man with Hat and Pipe	**ITEM NO.** 3.9.1
Location West side of Road, about 7.2 km north of Ten Mile Hollow **AMG** 56 **E** 322000 **N** 6316500	**Precinct No.** **Section No.** 3

Item Type Built **Sub Type** Inscription **Current Use** Historic Site

Owner (s) NPWS **LGA** Hawkesbury **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES

Construction Date

Level of Documentation Poor

This item cannot be securely dated or attributed, but is likely to be of Colonial origin.

ITEM DESCRIPTION

Carving of a human figure from the waist up with the face in profile, occurring on a boulder on the uphill side of the road-line, about 4 m above ground level. The figure is of a man wearing a broad brimmed hat and a striped vest or shirt, and smoking a pipe. The style of the carving (picked out using a pointed tool such as a gad) rather than scratched, suggests that it is relatively early, possibly dating from the convict period.

Another figure wearing a hat and smoking a pipe is present on Devines Hill.
This has been inventoried as Item 3.2.3.

STATEMENT OF SIGNIFICANCE

Although numerous inscriptions and graffiti occurs over many parts of the Great North Road, this carving is a particularly interesting and unusual example which seems likely to be of colonial origin. It has historic significance as a memento of past activity involved in the construction and use of the road. If it is of convict origin it also reflects the problems of close supervision of gangs of men engaged on the time consuming tasks associated with road making. This type of activity would have been a diversion from such work as well as a typical human habit.

Photograph

Condition and Integrity Intact and in good condition.	**Threats**

Recommended Action for Conservation/Management

References Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Sampsons Pass

PRECINCT NO. 3.10.0

Location Yengo National Park, 35-36 km north of Wisemans Ferry

AMG Co Ord 56 **E** 322500 **N** 6325500

Topo Map 9131 - 4 - S Kulnura

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Road - Bridge, Walls **Current Use** Walking Track/Service Trail

Owner (s) NPWS **LGA** Hawkesbury Gosford **Existing Heritage Listings** National Trust AHC SHI

HISTORICAL NOTES **Construction Date** 1830 **Level of Documentation** Poor

Mitchell discovered the Sampson's Pass area during his 1829 survey of the road line. Although he wrote that relatively little construction would be necessary, as usual this was an underestimation of the work required.
The road over the Judge Dowling Range to Hungry Flat and Sampson's Pass was opened mainly by No. 8 Iron Gang between May and December 1830, with part of No. 25 Road Party also posted there in October that year. Part of No.25 Road Party had been formed into Clares Bridge party, and after the bridge near Ten Mile Hollow was completed (Bridge 4) it appears that the gang was moved to Sampson's Pass, presumably to construct the smaller, simpler stone bridge there (Bridge 5).

PRECINT DESCRIPTION **Associated Items**

The Sampson's Pass precinct features a series of sections of side walling extending for nearly 1 km. Walling is of diverse masonry types ranging from type 1b to 2b. Several areas of walling have collapsed. The surrounding area includes considerable evidence of quarrying, including unusued cut/quarried stones. There are good examples of chiselled side cuttings and the precinct also provides a good eample of the process of road levelling by excavating a natural rock shelf. There are also various examples of graffiti on numerous rock platforms. A side drain has been previously damaged by modern road-making machinery. Walling appoaching Bridge 5 is of type 2b, with some stack bonding and snecking.
Bridge 5 was apparently extremely similar in design to Bridge 2 on the descent to Wisemans, however the internal span was filled in with earth c1970. The original dimensions were approximately 8 m wide abutments with a height of 2.4 metres and a central span (width between abutments) of 3.5 m. There are projecting buttresses on the corners of the abutments. The north west buttress is particularly deteriorated, but both buttress have partly collapsed and lost several courses of masonry. The interior abutment walls which are not visible, may also be damaged and/or missing. Stone blocks lie in the gully nearby.

STATEMENT OF SIGNIFICANCE

This Precinct provides a good example of the diversity of construction standards along the Road. It is also shows the modification of natural rock platform to accomodate the road line - both the Mt. McQuoid and Sampson's Pass areas were probably selected because they provided such convenient platforms to accommodate the road. Mitchell actually mentioned the latter shelf in his report on the road line here.
Bridge 5 is a member of the highly significant group of surviving bridges on the Great North Road, which are are the oldest known stone bridges on the Australian mainland.

Level of Significance

High

Nature of Significance

Historic
Associative
Archaeological
Aesthetic

Condition and Integrity

Areas of the retaining walls have collapsed, apparently due to vegetation overgrowth.
Bridge 5 has deteriorated from c1970 onwards.

Threats

Further collapse and deterioration of structures.

Interpretation Absent

Comments

Recommended Action for Conservation/Management

Described by Karskens 1985 as "probably the most deteriorated of the sections of major works on the road". Nothing has improved since. Remedial measures needed urgently - clearing/restoration of Bridge 5; walls, and eroded road levels.

References

Karskens, MA 1985, esp 113-114; also Appendix 1 - Archaeological Reports, Sections 3n & 3o; Figures 133-144.
Comber, 1990, ' Historical Archaeological Survey Clares Bridge to Mt Manning' for the NPWS
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Ascent of Mt Baxter

PRECINCT NO. 3.9.0

Location Yengo National Park, 21.5 km north of Wisemans Ferry

AMG Co Ord 56 **E** 322800 **N** 6314200

Topo Map 9131 - 3 - N Mangrove

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Road - Structures, Cuttings **Current Use** Walking Track/Service Trail

Owner (s) NPWS **LGA** Hawkesbury Gosford **Existing Heritage Listings** National Trust AHC SHI

HISTORICAL NOTES **Construction Date** 1829 - 30 **Level of Documentation** Poor

No. 9 Iron Gang was placed beyond Ten Mile Hollow in November 1829 and constructed the section to Giver Gunha in the vicinity of Mt. Baxter until they were removed in April 1830. In January that year Simpson reported: "... (No. 9 Iron Gang) has been engaged on the Bridle Road cutting northward of Snodgrass Valley which has been effected as far as Giber Gunha ... the progress ... has been arrested by extensive rocky substances requiring a good deal of blasting and quarrying which to render the Road safe and is some cases passable must be cleared as the operations proceed. The road is making 10 feed wide and is proceeding with accuracy and precision according to the line laid down by the Surveyor General. At Giber Gunha a side wall of some considerable extent is requisite, the foundation for which is preparing." (quoted in Karskens, 1985, p 113).
The side wall referred to is most likely the substantial revetment near Mt. Baxter By March 1830 the gang was "constructing a bridle road to open the north line over Hungry Flat" and also still building the pass at Giber Gunha/Mt. Baxter.
Part of No. 25 Road Party was also stationed at Giber Gunha in October 1830, possibly to complete or repair work there.

PRECINT DESCRIPTION **Associated Items**

The ascent of Mt Baxter features a substantially intact section of road work, about 100 m long. The hillside includes considerable evidence of quarrying, such as jumper bar marks, benches, and pick marks. There appears to be a side drain, however this is silted up and obscured by leaf litter.
The road is supported by a substantial battered (sloped) retaining wall of type 2b masonry. Coursing is attempted but is interrupted by snecking and unevenly matched blocks. Joints are open (poorly bedded) and there is also some stack bonding.
The wall commences as one course at the southern end (partly collapsed) then increases in height to 2-7 courses. The most substantial section is 9 to 11 courses high.
There are two culverts on the ascent. A collapsed timber culvert now directs water flow towards/into the retaining wall. A masonry culvert is silted up and is also threatened by tree growth.

STATEMENT OF SIGNIFICANCE

This Precinct provides a good and intact example of road building methods for a very steep slope. The line was cut and quarried out of the mountainside and stone was used to construct a substantial battered retaining wall.

Level of Significance
High

Nature of Significance
Historic
Associative
Archaeological
Aesthetic

Condition and Integrity

Someof the retaining wall has collapsed, apparently due to drainage problems from blocked culverts.

Threats

Overgrowth by vegetation (trees threaten masonry). Further collapse and deterioration of structures.

Interpretation Absent

Comments

Recommended Action for Conservation/Management

Remedial measures needed urgently, including appropriate clearing/restoration of culverts, walls, and road levels.

References

Karskens, MA 1985, p 113; also Appendix 1 - Archaeological Reports, Section 3m.
Comber, 1990, ' Historical Archaeological Survey Clares Bridge to Mt Manning' for the NPWS
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

ITEM DESCRIPTION SHEET

NAME Quarry Site	**ITEM NO.** 3.9.2
Location West side of Road, about 1 km south of Hungry Flat **AMG** 56 **E** 323100 **N** 6322300	**Precinct No.** **Section No.** 3

Item Type Built **Sub Type** Quarry **Current Use** Historic Site

Owner (s) NPWS **LGA** Hawkesbury **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES **Construction Date** **Level of Documentation** Poor

ITEM DESCRIPTION

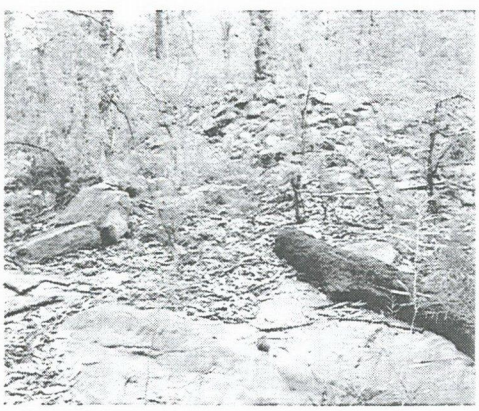
Narrow cutting on southern side of the present road-line where it loops around a sharp corner. Cutting extends for about 30 metres. Benched areas of rock platform from former quarrying. Above each side of the cutting are stockpiles of small diameter broken-up stone pieces. These are of a size close to that of the stones used in the sub-pavements of the road, which suggests that this area was a quarry for that purpose.

Identified by Comber, 1990, in her survey report as a former road-line but two narrow and sharp for that purpose, plus physical evidence clearly indicates quarrying and stockpiling of road base material.

STATEMENT OF SIGNIFICANCE

These types of quarries and stone stockpiles demonstrate something of the nature of a convict worksite. Work was clearly in progress and then the sites were left abandoned as the road gangs moved on to the next section of construction.

Photograph



Condition and Integrity	Threats
Substantially intact.	

Recommended Action for Conservation/Management

References Comber, 1990, Historical Archaeological Survey Clares Bridge to Mt Manning, p 23, for the NPWS
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Circuit Flat Bridge & Quarry (Little Mogo Creek) | **PRECINCT NO.** 3.11.0

Location Yengo National Park, 39 km north of Wisemans Ferry

AMG Co Ord 56 **E** 322500 **N** 6325500

Topo Map 9131 - 4 - S Kulnura

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Road - Bridge , Quarry **Current Use** Walking Track/Service Trail

Owner (s) Gosford **LGA** Hawkesbury Gosford **Existing Heritage Listings** National Trust AHC SHI

HISTORICAL NOTES

Construction Date 1831-32 **Level of Documentation** Poor

The construction date and builders of the Circuit Flat Bridge (Bridge 6) are not recorded, although the similarities in design to Bridge 4 and the high standard of workmanship strongly suggest that Clare's Bridge party was again responsible. This also fits neatly into the gang's known movements - by the end of 1830 they were at Sampson's Pass while in 1832, a Bridge Party, most likely Clare's, was listed at Mt. Manning nearby. White's 1831 map omits this bridge, although it shows Little Mogo Creek, which it spans, suggesting once more that the bridge had not yet been built when White made his actual survey the previous year. The absence of documentary evidence is due mainly to the lack of records for 1831 as a result of the transfer of the Roads and Bridges Department to the Surveyor General's Department in that year.

PRECINT DESCRIPTION

Associated Items

The design and execution of the bridge panning Little Mogo Creek, indicates that it was constructed by a party with experience in bridge building. Karskens comments that "the style and detail strongly suggest that it was also constructed by Clare's Bridge Party, probably in 1831 after it completed the bridge at Sampson's Pass. ... a suitable rock ford nearby could easily have been utilised to cross the creek but would have involved a slight deviation in the line. This suggests that Simpson, like Mitchell, was interested in maintaining a straight road, and perhaps also that his ambitious structures sometimes exceeded the actual requirements of the terrain" (MA thesis, p 115). The bridge at Circuit Flat is an impressive structure. It comprises two stone abutments originally 14.6 m in length, 8.5 m wide, up to 2.7 m high and with a span of 2.75 m. Projecting buttresses flank each corner and there are seven stone corbels which project from each abutment and would have supported struts for the original decking. Masonry work is type 3b, random bonded and laid in regular courses with tight joints. There is some use of snecking. The extensive flanking walls retain part of a coping course (or projecting string course) below a single course of capping stones. A large quarry site with partly worked stone blocks strewn about, occupies the summit of a hill 1 km NW.

STATEMENT OF SIGNIFICANCE

The Circuit Flat Bridge (Bridge 6) is the most refined single span bridge design on the road, and is second only to Bridge 4 (Clare's Bridge) in size. The surviving bridges of the Great North Road (8 major surviving bridge structures from an original total of some 22 bridges) are the oldest known stone bridges on the Australian mainland. They form a group extremely significant for its demonstration of the development from simple stone conduit structures to the highly sophisticated forms and designs used on the Great North Road north of the Hawkesbury River (such as Clares Bridge and Circuit Flat).

Level of Significance

High

Nature of Significance

Historic
Associative
Aesthetic
Interpretative

Condition and Integrity

Substantially intact.
Some restoration works recently completed.

Threats

Vehicle access needs to be defined/controlled (this matter is currently being addressed by the Convict Trail Project).

Interpretation Present

Comments Given that this is one of the few relatively accessible precincts in Section 3, more interpretation is desirable.

Recommended Action for Conservation/Management

Some restoration of missing masonry in the abutments recently completed under the auspices of the Convict Trail Project. This work was appropriate, sympathetic and completed using specialist professionals as required.

References

Karskens, MA 1985 esp Section IV/3/ix p 358ff; Appendix 1 - Archaeological Reports Section 3p; Figs 133-144.
Comber, 1990, ' Historical Archaeological Survey Clares Bridge to Mt Manning' for the NPWS
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

SECTION DESCRIPTION SHEET

SECTION NO. 3

Locality from Wisemans Ferry

Locality to Mt Manning

Current Road Name Old Great North Road
Settlers Road (initial section only)
Associated Roads (see below) are:
Finchs Line and Shepherds Gully Road

Local Government Areas	Owner (s)	Management Agency	Existing Heritage Listings
Hawkesbury Gosford	NPWS Hawkesbury Gosford	NPWS	refer to individual precinct/item

Historic Themes
Convict
Transport

Statement of Significance

The Old Great North Road in Dharug and Yengo National Parks has been long recognised as a surviving "historic" road line. This 40 km section of Road has been described as an "outdoor museum". Section 3 is particularly significant for its rarity and integrity. While there are comparable sites of the same period elsewhere, there are no sections of comparable "Great Roads" so extensive or as well preserved. It retains an "original" wilderness setting which is extremely evocative. A 7 km length of this Section, the1828 Ascent and the 1829-32 Devines Hill Ascent, was suggested for potential World Heritage Listing.

Historical Notes

The Great North Road north of Wisemans Ferry was commenced under the supervision of Lt Jonathon Warner (1827), and then the construction was supervised by Lt Percy Simpson from 1828. Simpson supervised some 700 convicts over a four year period, constructing a road through the extremely mountainous terrain towards Mt Manning. The scaling of these mountain slopes, and the crossing of the numerous gullies and creeks required the construction of the impressive and durable formations and structures which mark the second phase of the road's construction. Cut and fill methods required extensive blasting and quarrying away of the mountainside, combined with the use of massive embankments and retaining walls to support the road formation. Numerous culverts were installed to control run-off and drainage, and a diverse range of bridges were erected over the various creek crossings.
Correlation of the surviving physical evidence and the historic records of the road gangs has enabled the 'mapping' and identification of the skill levels and type of work executed by the various road parties.

Description

Section 3 commences on the northern side of the Hawkesbury River immediately north of the Wisemans Ferry crossing. The earlier ferry crossing was situated a mile downstream and linked to the 1828 ascent. Settlers Road includes a surviving early bridge, just beyond which the Great North Road diverges to ascend Devines Hill, which includes impressive structures, historic inscriptions and carvings, a convict stockade site and other items. Some works have recently been undertaken, to attend to drainage issues, however these have not always been entirely sympathetic, as they obscure significant original features and create an unfortunate modern appearance. There is extensive interpretation available, at several precints, however some signage is rapidly ageing. From Mitchell's Loop and then again from Clares Bridge (north of Ten Mile Hollow) the road deteriorates significantly. Condition is poor, with most original surfaces and pavements totally eroded away. Structures such as timber culverts appear to be collapsed or missing. Side drains are silted up, and the road is often covered by debris (trees). This is rapidly destroying the archaeological integrity of the road formation. It is basically impassable by vehicle.

Precincts	Precinct No.	Major Items
Finchs Line	3.1.0	Original 1828 Ascent from the Hawkesbury River (+ items 3.1.1 & 3.1.2)
Devines Hill	3.2.0	Ascent (+ items, incl. Stone bridge, Buttressed walls, Cave, Carving)
Devines Hill Stockade	3.3.0	Convict Stockade Site (2) - Hut Foundations, and other features
Shepherds Gully Road	3.4.0	Shepherds Gully Road and Sternbecks Road
Mitchells Loop	3.5.0	Two Road Formations
Ten Mile Hollow	3.6.0	Stone Wall Foundations
Clares Bridge	3.7.0	Stone Bridge (still in use); 3.7.1 & 3.7.2 - Mile Marker; Drinking Trough
Frog Hollow	3.8.0	Hut Foundations
Ascent of Mt Baxter	3.9.0	Formation and Retaining Walls; 3.9.1 & 3.9.2 - Carving; Quarry Site
Sampsons Pass	3.10.0	Stone Bridge
Circuit Flat	3.11.0	Stone Bridge; Quarry Site

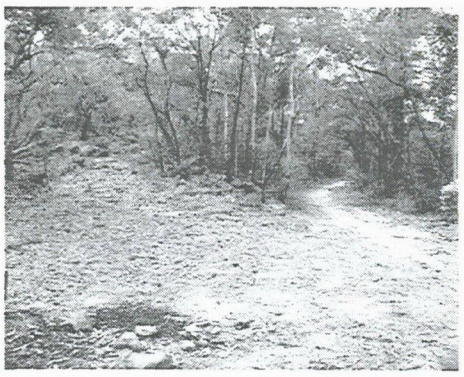
Threats Lack of maintenance. Ongoing Decay and further Deterioration. Unsympathetic remedial works. Appropriate supervision or briefing of contractors. Allocation of resources to implement works previously recommended.

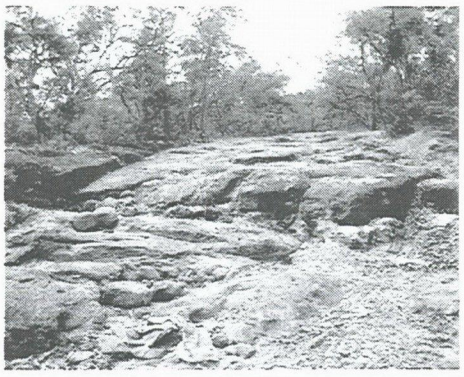
Recommended Action for Conservation/Management

This Section of the Great North Road has been the most comprehensively studied and documented to date. This attention is justified as this Section is by far the most intact and the most significant. Considerable resources have been invested in positive projects such as numerous specialist reports and on-site interpretation, however, impetus must be maintained.

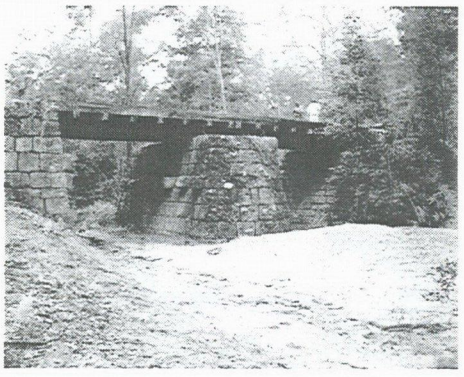
References Karskens, 1985a, MA Thesis; 1985b, Journal IEA; 1986 ASHA. Burke, 1988. Comber, 1990a Devines Hill Survey; 1990b Clares Bridge to Mt Manning; Comber & Powell 1991a & 1991b, Finchs Line & Shepherds Gully Mc Bean & Crisp, 1989 Clares Bridge; 1990 Devines Hill. Jordan & Assoc 1997 Devines Hill & Clares Bridge.

SECTION 3

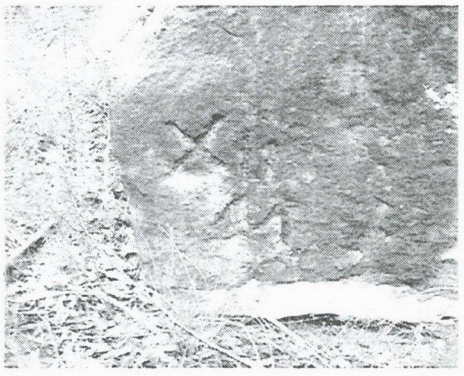




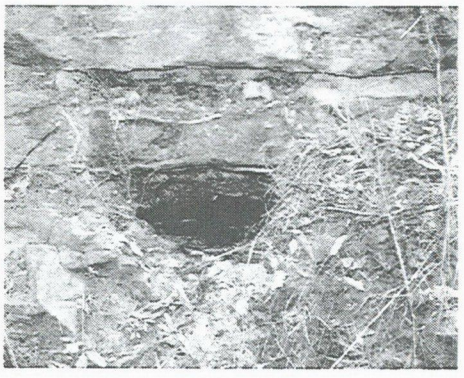
MITCHELL'S LOOP



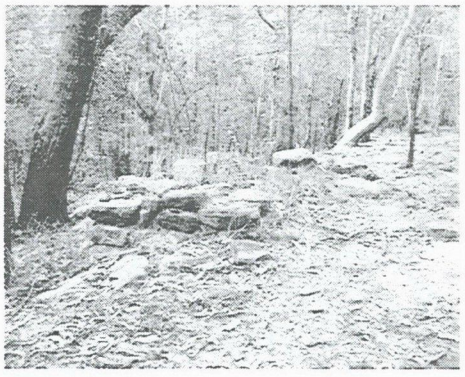
CLARES BRIDGE



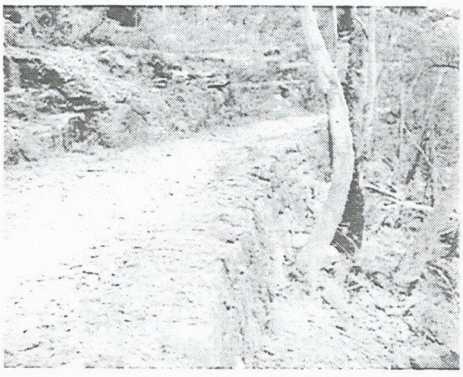
XII MILE



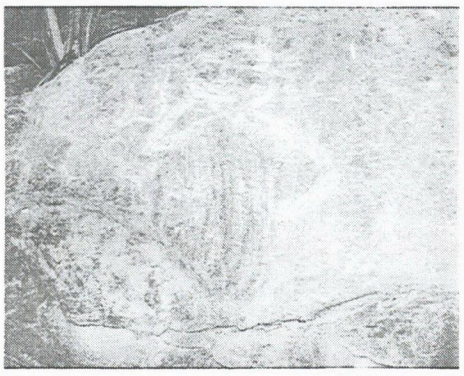
DRINKING TROUGH



FROG HOLLOW

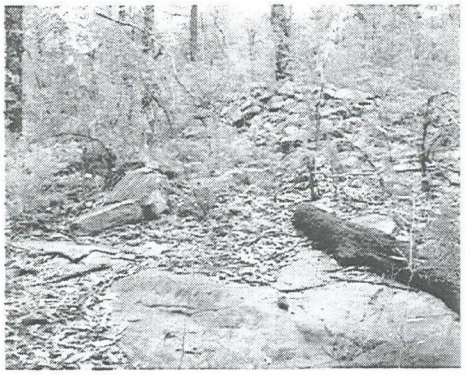


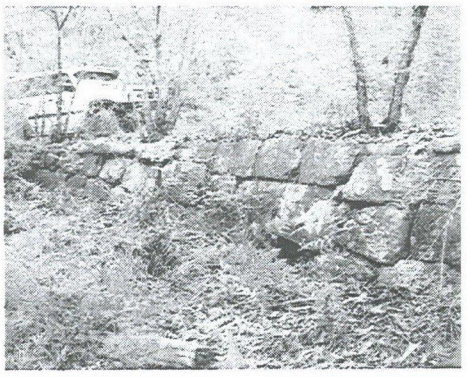
MT BAXTER



CARVING

SECTION 3





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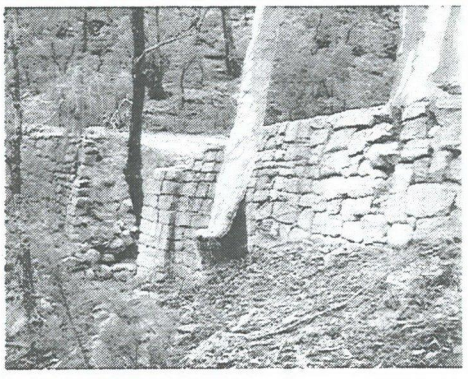

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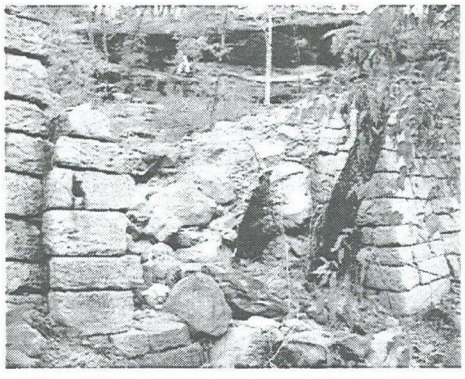
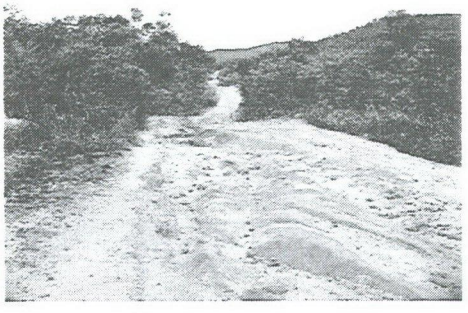
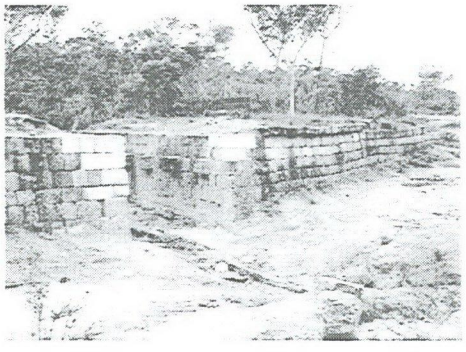
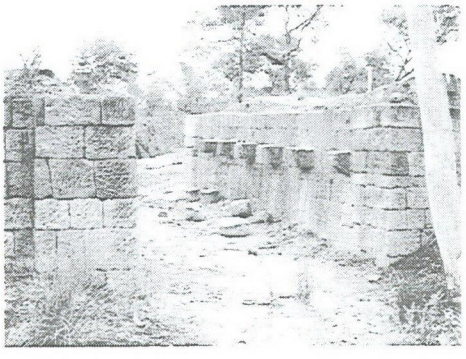




CIRCUIT FLAT





PRECINCT DESCRIPTION SHEET

NAME 1828 Ascent (Finchs Line)

PRECINCT NO. 3.1.0

Location Dharug National Park, Wisemans Ferry

AMG Co Ord 56 E N

Topo Map 9031 - II - N St Albans

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Road - Structures, Cuttings **Current Use** Walking Track

Owner (s) NPWS **LGA** Hawkesbury Gosford **Existing Heritage Listings** National Trust AHC SHI

HISTORICAL NOTES **Construction Date** 1827 - 28 **Level of Documentation** Good

The initial line for the Great North Road at Wisemans Ferry was selected by Heneage Finch in 1825. This included a river crossing 1.5 - 2 km down river from Lower Portland Head, which linked to the first ascent (now popularly called "Finchs Line") on the northern side of the Hawkesbury River near Rose's Run . This 5 km ascent was constructed by the No.25 Road Party during 1827 and 1828 under the supervision of Lt Jonanthon Warner. Work commenced from both ends. In 1829 either Mitchell or Darling decided that this zig-zagged ascent was too steep and circuitous, and Mitchell marked the new line via Devines Hill in 1829. Construction on the older ascent was abandoned shortly afterwards when the No. 25 Road Party were abruptly removed to commence work on the new line in 1829. This left an unfinished central section on Finchs Line. The extensive work needed to build the Devines Hill ascent meant that it was not completed until 1832, and the older ascent remained in use until that time.

PRECINT DESCRIPTION **Associated Items** 3.1.1 & 3.1.2

As constructed, the ascent of Finchs Line is relatively narrow and has a steep gradient , especially on the zig-zag section where the radius of the curves is only about 8 to 10 m. The supporting work for the roadway is generally of coursed rubble masonry walling (types 2a & 2b) ranging in height from less than1 m to about 5 m. Some sections of walling have collapsed, this is particularly so in the area of the main zig-zag and probably relates to the steep topography and the originally poorer standard of construction and drainage. Other sections are only of types 1a/b. Finchs Line does includesome fairly small scale drainage structures, including several small slab box culverts (7 in total). The road formation was packed with broken stones, gravel and earth. Road fill is visible in areas of wall collapse. The abrupt removal of the road gang in 1829 is evident in the central portion of the line, where the road was left unfinished. Several piles of cut stone lie beside the unfinished section. Associated items of importance are historic inscriptions and the site of the reputed Powder Magazine (or Hut) (3.1.1 & 3.1.2).

STATEMENT OF SIGNIFICANCE

Finchs Line has historic and scientific significance as a physical record of approaches to surveying and constructing roads before the advent of the more skilled and ambitious surveyors and engineers . Its narrow, winding formation and simpler construction provide a dramatic contrast to the rapidly improved and more "scientific" standard of road building rapidly adopted by the 1830s. As an 1820s road-line Finchs Line is also rare, it is one of the oldest surviving roads north of the Hawkesbury.

Level of Significance

High

Nature of Significance

Historic
Associative/Interpretative
Aesthetic
Archaeological

Condition and Integrity

Substantially intact.
Some sections collapsed and some culverts silted up.

Threats

Overgrowth by vegetation. Deterioration of structures.
Inadequate maintenance.

Interpretation Present.

Comments Interpretation is adequate but some signage is ageing and becoming illegible.

Recommended Action for Conservation/Management

Walking track is in reasonable condition and is generally clear and accessible.
If features are cleared, this must be by hand and with appropriate supervision.

References

Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 1f; Figures 16, 17
Comber, 1991 ' Historical Archaeological Survey of Finch's Line' for the NPWS
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

ITEM DESCRIPTION SHEET

NAME Inscription (25th Road Party)	**ITEM NO.** 3.1.1
Location Finch's Line, 150m south of intersection with the Great North Road **AMG** 56 **E** 312700 **N** 6306200	**Precinct No.** 3.1.0 **Section No.** 3

Item Type Built **Sub Type** Inscription / Carving **Current Use** Historic Site

Owner (s) NPWS **LGA** Gosford **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES

Construction Date c1827 **Level of Documentation** Poor

This 5 km ascent (Finch's Line) was constructed by the No.25 Road Party during 1827 and 1828 under the supervision of Lt Jonanthon Warner. Work commenced from both ends.

ITEM DESCRIPTION

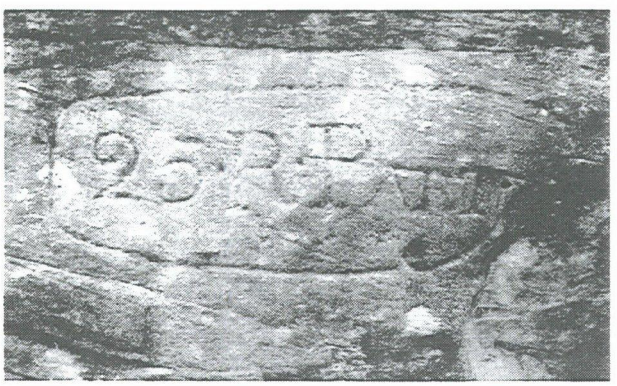
Inscription carved into a vertical rock-face on the western side of the road-line approximately 1.2 m above ground level. The lettering reads " ^{N} 25 • R ^{D} • Party " . The end of the letter 'y' is extended to form a line or frame around the rest of the inscription. Style of the lettering (roman script with serifs) indicates that this is likely to be an original colonial -era inscription.

Some similar style inscriptions are found on other Colonial-era roads, for example the descent of Cox's Road at Mt York in the Blue Mountains.

STATEMENT OF SIGNIFICANCE

The 25 Road Party inscription has particular historic significance as it is a direct physical record of the road party which built Finch's Line. This party also built the substantial type 3a bridge (Item 3.2.1) on the north bank of the Hawkesbury River, and also joined another gang in the construction of the Devines Hill Ascent.
The inscription is extremely rare, as it one of very few inscriptions which can be directly linked with convict road parties.

Photograph



Condition and Integrity	Threats
Good condition, still clearly legible. Interpretative sign is placed nearby.	

Recommended Action for Conservation/Management

Retain undisturbed.

References

Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 1f; Figures 16, 17
Comber, 1991 ' Historical Archaeological Survey of Finch's Line' for the NPWS
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

ITEM DESCRIPTION SHEET

NAME	Powder Magazine	ITEM NO.	3.1.2
Location	Finch's Line, 100m NW of intersection with Wisemans Ferry Road	Precinct No.	3.1.0
AMG	56 E 313400 N 6303250	Section No.	3

Item Type Built **Sub Type** Powder Magazine **Current Use** Historic Site

Owner (s) NPWS **LGA** Gosford **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES

Construction Date c1827 **Level of Documentation** Poor

This 5 km ascent (Finch's Line) was constructed by the No.25 Road Party during 1827 and 1828 under the supervision of Lt Jonanthon Warner. Work commenced from both ends. This structure recorded in the 1991 Comber report as a "hut" but noted in local folklore as a "powder magazine". Gunpowder was critical for the balsting operations associated with road-building. Early correspondence mentions that stocks were lacking in june 1827 and in 1828 work was again halted by lack of powder. By 1830 a formal Powder Magazine was in existence at Wisemans Ferry (adjacent to the constable's huts).

ITEM DESCRIPTION

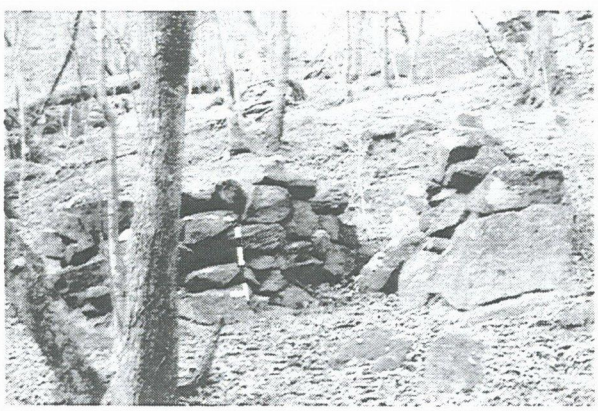
Remains of a small structure, identified by local oral tradition as a "powder magazine", but possibly some other kind of small storage hut. The structure is built into the slope of the hill. Two rubble walls curve around from a front entry point / doorway about 50 cm wide. The rubble walls are about 1 m high. Internal dimensions of the structure are about 2.5 x 2 m, but some rubble masonry has collapsed and a rock boulder has also fallen into the structure.

About 8 m to the north, on the hill above the structure, is a small quarry. This has one very clear jumper-bar mark , 2 wedge pits, and a small chiselled out hollow.

STATEMENT OF SIGNIFICANCE

The adequate supply and storage of gunpowder was a significant issue in the early period of road construction, and facilities for the storage of gunpowder have been identified on several Colonial-era road precincts (including the Great Western and Great South Roads). This structure may be associated with a similar function or may have been some other kind of storage hut. In either case the site has archaeological potential.

Photograph



Condition and Integrity
Partly collapsed.

Threats

Recommended Action for Conservation/Management
Retain undisturbed. Consider interpretation.

References
Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 1f; Figure 42.
Comber, 1991 ' Historical Archaeological Survey of Finch's Line' for the NPWS
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Devines Hill Ascent

PRECINCT NO. 3.2.0

Location Dharug National Park, Wisemans Ferry

AMG Co Ord 56 E N

Topo Map 9031 - II - N St Albans

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Road - Structures, Cuttings **Current Use** Walking Track

Owner (s) NPWS **LGA** Hawkesbury Gosford **Existing Heritage Listings** National Trust AHC SHI

HISTORICAL NOTES **Construction Date** 1829 - 32 **Level of Documentation** Good

In 1829 either Mitchell or Darling decided that the 1828 ascent on the north side of the Hawkesbury River was too steep and circuitous, and Mitchell marked the new line via Devines Hill in 1829. Construction on the older ascent was abandoned shortly afterwards when the No. 25 Road Party were abruptly removed to commence work on the new line in 1829. The new line was also much shorter, being only about 2 km in length. The extensive work needed to build the Devines Hill ascent meant that it was not completed until 1832. Work on the Devines Hill ascent was supervised by Percy Simpson from 1829 to 1832. Gangs working on the construction included the No.25 Road Party, the No.3 Iron Gang (which undertook the majority of the work from 1829-32) and the No.s 7 and 8 iron gangs which were added to the labour force in 1831. The gangs and a military guard were housed in a Stockade near the summit (Precinct 3.3.0) . "Devines Hill" was named for the nearby property owner, Owen Devine (land grant 1833).

PRECINT DESCRIPTION **Associated Items** 3.2.1 , 3.2.2, 3.2.3

The Devines Hill Precinct includes some of the most spectacular and impressive feats of Colonial engineering and construction on the Great North Road. This section, required the cutting away of an entire hillside and the retaining and embanking of the roadway in these extremely precipitous terrain. As a result the Devines Hill ascent includes almost continuous masonry retaining walls (of masonry types 3a and 3b) and associated drainage structures including a rock-cut drain on the uphill side and more than 40 culverts, often set obliquely to the line of the road then passing under the formation and debouching water on the downhill (west) side. The buttressed wall section is a particularly spectacular and aesthetically appealing structure of extremely high quality in its construction.
The ascent also includes numerous areas of benched quarries and the marks of quarrying, drilling and blasting, are evident over most of the adjoining rocky hillside. Devines Hill also includes some significant surviving sections of early road pavements. These have been obscured and possibly damaged by completion of some recent remedial drainage works.
Associated items are a Stone Bridge (Bridge 3), Hangmans Cave, and various historic inscriptions and carvings.

STATEMENT OF SIGNIFICANCE

Devines Hill is the most dramatic section of the entire Great North Road. It has historic and scientific significance as a physical record of Colonial road making, and of the aspirations of the more skilled and ambitious surveyors and engineers. The Devines Hill buttressed retaining wall has aesthetic value in its design, execution and siting. Structures such as this, where there is a conjunction of spectacular views and rugged topography with the great curve of stone walls inspired nineteenth century artists such as Conrad Martens as a subject for reflection upon the relationship of 'man' and nature.

Level of Significance

High

Nature of Significance

Historic
Associative/Interpretative
Aesthetic
Archaeological

Condition and Integrity

Substantially intact.
Some wall sections bulging and in danger of collapse.

Threats

Overgrowth by vegetation. Deterioration of structures. Inadequate supervision of remedial works. Lack of programmed, cyclical , or appropriate maintenance.

Interpretation Present.

Comments Interpretation is adequate but some signage is ageing and becoming illegible.

Recommended Action for Conservation/Management

The most comprehensively studied and documented to date Precinct and one of the most significant. Resources have been invested in projects such as specialist reports and on-site interpretation, but impetus must be maintained, and reports followed.

References

Karskens, 1985a, MA Thesis; Appendix 1 - Archaeological Reports, Section 3c. 1985b, Journal IEA;
Comber, 1990, Devines Hill Survey for the NPWS; Mc Bean & Crisp, 1990 Devines Hil Assessment for NPWS.
Jordan & Assoc 1997 Devines Hill & Clares Bridge for the NPWS.

ITEM DESCRIPTION SHEET

NAME Stone Bridge	**ITEM NO.** 3.2.1
Location Settlers Road, 500 m west of Wisemans Ferry Crossing **AMG** 56 **E** 312400 **N** 6305100	**Precinct No.** 3.2.0 **Section No.** 3

Item Type Built **Sub Type** Road - Bridge **Current Use** in Use Road / Bridge

Owner (s) Hawkesbury **LGA** Hawkesbury **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES

Construction Date 1830 **Level of Documentation** Good

This bridge (Bridge 3) was built during 1830 by the No.25 Road Party.

ITEM DESCRIPTION

The design of this bridge is similar to that of Bridges 2, 5 and 7 (Descent to Wisemans - see 1.4.0 ; Sampsons Pass - see 3.10.1 ; Mt McQuoid - see 4.2.0). Two massive masonry abutments form a conduit 16.3 m long on the banks of the creek. The more recent timber deck is 7.7 m wide and 5 m long, set on concrete headstocks added into the tops of the older masonry abutments. The stone abutments are 6 m high, battered (sloped) and flared at the base. Wing walls extend from the abutments for 8 m along the abutment to the north and for 30 m on the south. Masonry is of type 3b work. Very large stones are used in the foundation courses, with size decreasing towards the top. This bridge has two stone culverts within the uphill side of the abutments, which had flagged and walled races to direct water flow from the side slopes into the main channel.

STATEMENT OF SIGNIFICANCE

The surviving bridges of the Great North Road (8 major surviving bridge structures from an original total of some 22 bridges) are the oldest known stone bridges on the Australian mainland. They form a group extremely significant for its demonstration of the development from simple stone conduit structures (such as this example) to the highly sophisticated forms and designs used on the Great North Road north of the Hawkesbury River (Clares Bridge, Sampsons Pass, Circuit Flat).

Photograph

Condition and Integrity	Threats
Substantially intact. Some prior modification due to past unsympathetic upgrading works.	Future upgrading works in the immediate vicinity have potential to impact upon this historic structure and its ancillary features.

Recommended Action for Conservation/Management

As this road remains in use, Project Engineers, work crews, contractors, etc need to be fully briefed concerning the significance of this Bridge. Assessment of Heritage Impact required for all works affecting this bridge & adjacent road section.

References

Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 3b.
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

ITEM DESCRIPTION SHEET

NAME	Hangmans Cave or Hanging Rock	ITEM NO. 3.2.2
Location	Devines Hill Ascent, 1 km from the commencement (locked gate)	Precinct No. 3.2.0
AMG	56 E 312550 N 6306000	Section No. 3

Item Type Built **Sub Type** Storage Cave , Powder Store ? **Current Use** Historic Site

Owner (s) NPWS **LGA** Hawkesbury, Gosford **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES

Construction Date c1829 **Level of Documentation** Poor

This naturally formed cave, located above the east side of the road, has been the subject of legends concerning its use as a hanging place for convicts. Folklore tells how convicts stood trial before a magistrate on the bench cut into the floor of the cave. If found guilty the villian was then taken to the top of the cave, hanged from a nearby tree, and dropped through the hole in the roof of the cave to complete an instantaneous and grisly punishment. In fact, the most severe punishment a magistrate could give during the road's construction was 50 lashes.

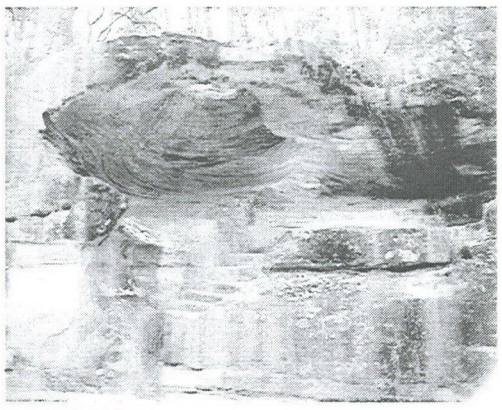
ITEM DESCRIPTION

This cave has a flight of eight steps and a bench carved into the living rock. Both the steps and the bench have chisel or pick marks identical to those found on adjacent road cuttings. There are also 2 rectangular post holes carved at different levels, which probably received timber uprights for a structure which may have closed off the cave. Possible functions for this cave include an observation point or rest spot for overseers and others employed in supervision of road construction activities; or a rest spot for travellers on the road . Problems with these two explanations are that if there was a timber structure across the front of the cave, then this would presumably have obstructed the view. An alternate interpretation is that the cave may have been used for storage, possibly for gunpowder. A powder magazine at Wisemans Ferry was the main store for the road, but as large amounts were used on Devines Hill, it seems likely that a storage point may have been established nearby.

STATEMENT OF SIGNIFICANCE

The modification of this natural cave with hand-cut steps, bench and post holes is significant for its association with this major section of construction works. It is conjected that this cave may have been used as a powder magazine. If so, it demonstrates the problems of gunpowder storage in safety and security , and at a convenient location for the construction works.

Photograph



Condition and Integrity
Intact and in good condition.
Interpretative material nearby.

Threats

Recommended Action for Conservation/Management

References Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 3d.
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

ITEM DESCRIPTION SHEET

NAME	Carving of Man with Hat and Pipe	ITEM NO. 3.2.3
Location	Devines Hill Ascent, 1.4 km from the commencement (locked gate)	Precinct No. 3.2.0
AMG	56 E 312600 N 6306000	Section No. 3

Item Type Built **Sub Type** Inscription **Current Use** Historic Site

Owner (s) NPWS **LGA** Gosford **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES

Construction Date **Level of Documentation** Poor

This item cannot be securely dated or attributed, but is likely to be of Colonial origin.

ITEM DESCRIPTION

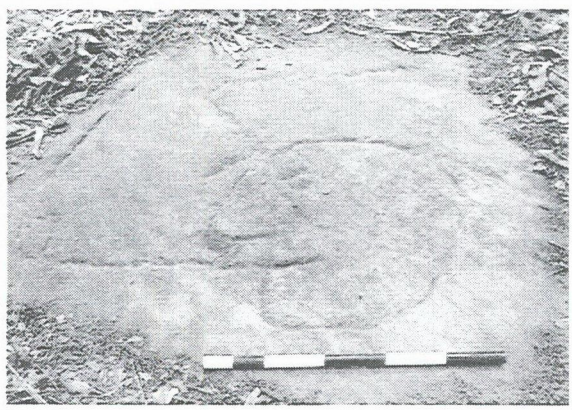
Small picked out carving of a human head with the face in profile, occurring on a flat rock at the base of a retaining wall on the uphill side of the road-line. The head is of a man wearing a broad brimmed hat and smoking a pipe. Dimensions are about 90 cm x 45 cm. The style of the carving (picked out using a pointed tool such as a gad) rather than scratched, suggests that it is relatively early, possibly dating from the convict period as the Stockade site was nearby.

Another figure wearing a hat and smoking a pipe is present about 7 km north of Ten Mile Hollow. This has been inventoried as Item 3.9.1.

STATEMENT OF SIGNIFICANCE

Although numerous inscriptions and graffiti occurs over many parts of the Great North Road, this carving is a particularly interesting and curious example which seems likely to be of colonial origin. It has historic significance as a memento of past activity involved in the construction and use of the road. If it is of convict origin it also reflects the problems of close supervision of gangs of men engaged on the time consuming tasks associated with road making. This type of activity would have been a diversion from such work as well as a typical human habit.

Photograph



Condition and Integrity

Intact and in good condition.

Threats

Recommended Action for Conservation/Management

Current informal management practice is to keep this carving covered by leaf litter. This probably assists conmservation as it prevents it being visible and therefore potentially vandalised.

References Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Devines Hill Convict Stockade Site (2)

PRECINCT NO. 3.3.0

Location Dharug National Park, Wisemans Ferry

AMG Co Ord 56 **E** 312500 **N** 6306000

Topo Map 9031 - II - N St Albans

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Stockade **Current Use** Historic Site

Owner (s) NPWS **LGA** Hawkesbury Gosford **Existing Heritage Listings** National Trust AHC SHI

HISTORICAL NOTES **Construction Date** 1829 - 32 **Level of Documentation** Good

In 1829 either Mitchell or Darling decided that the 1828 ascent on the north side of the Hawkesbury River was too steep and circuitous, and Mitchell marked the new line via Devines Hill in 1829, and work commenced immediately. The convict gangs assigned to the Devines Hill ascent and a military guard were housed in a Stockade near the summit. The Devines Hill Stockade was mentioned in the road intineraries of the early 1830s and is also shown in contemporary illustrations. The Stockade site was also reported upon earlier this century , so it appears to have been long recognised as an historic site. After the formation of Dharug National Park, the site was in use for camping, however, this use ceased once it was apparent that it led to inappropriate treatment of the site including deliberate vandalism, theft, and inadvertent destruction of archaeological remains and relics. Some relics were also removed from the site for safekeeping, however, the exact location of several items is now unknown.

PRECINT DESCRIPTION **Associated Items** 3.3.1 - Stone Trough

The Devines Hill Stockade Site is situated about 1.3 km up the ascent, on one of the few flatter sections of the terrain. Like the Stockade on the southern side of the River above Wisemans Ferry, this site primarily consists of the scattered remains of stonework such as crude fireplaces or chimneys and foundations which were associated with simple timber buildings or slab huts. These items are situated in a cleared area, where native vegetation has 5 items comprising semi-buried, both worked and unworked stones appear to be the remains of roughly rectangular structures, some displaying right-angled corners. Some structures have been previously described as a "well" or a "bakers oven" however, the reasons for these attributions are not known. (see NPWS 1990 Survey). Some distance away from the cleared area a flat rock has a carved "I" shape cut into it. It has been suggested that this may be the foundation for a timber pillory or stocks. (suggested in early survey by Powell, 1972, also see Karskens, 1985). A stone trough formerly at this stockade site was removed by the NPWS (see Item 3.3.1).

STATEMENT OF SIGNIFICANCE

The Devines Hill Stockade Site, like that south of the River has important historical associations with the 1820s-30s road building phase. Stockade sites are significant for their archaeological potential. The evidence likely to be contained within convict stockade sites has important scientific and research value. Convict stockade sites have been little studied to date and none have been subject to fully comprehensive archaeological investigation or competent excavation. Questions which might be investigated by adquate programs include for example, the lifestyle, living conditions and material culture of road-gang convicts.

Level of Significance

High

Nature of Significance

Archaeological
Historic
Associative
Interpretative

Condition and Integrity

Site previously disturbed by inappropriate uses, including being a campsite. Relics damaged, destroyed and removed from the site.

Threats

Overgrowth by vegetation. Deterioration of structures.

Interpretation Present.

Comments Interpretation is adequate.

Recommended Action for Conservation/Management

Archaeological resources of this site have never been adequately investigated and should be conserved in-situ. As the site is not directly threatened the archaeology should be left intact and undisturbed for the future. All impacts should be assessed.

References

Karskens, 1985a, MA Thesis; Appendix 1 - Archaeological Reports, Section 3e. Figure 32. Plate 22
Comber, 1990, Devines Hill Survey for the NPWS (and included reduced size NPWS survey plans).
Powell, 1972, 'The Great North Road a Survey of the First Ten Miles'

ITEM DESCRIPTION SHEET

NAME	Stone Water Trough (from Stockade)	ITEM NO. 3.3.1
Location	Formerly Devines Hill, now removed to Mill Creek	Precinct No. 3.3.0
AMG	56 E N	Section No. 3

Item Type Built **Sub Type** Trough **Current Use** Relic

Owner (s) NPWS **LGA** Gosford **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES

Construction Date **Level of Documentation** Poor

Item related to the Convict Stockade Site (2) established on Devines Hill.

ITEM DESCRIPTION

A stone trough shaped unevenly and assymetrically from a single block of stone. Outside dimensions approximately 88 x 63 and 84 x 55 cm. 40 cm high at the highest point. Internal dimensions of the base of the trough are approximately 32 x 16 cm.
Chisel marks on the side and a small drainge hole at the base.

STATEMENT OF SIGNIFICANCE

Extremely rare and purpose built relic directly related to the activities and use of the Stockade on Devines Hill.

Photograph

Condition and Integrity
Removed for safekeeping. Formerly cracked, but recently further damaged, & now apparently broken.

Threats
Item is not being securely handled or conserved.

Recommended Action for Conservation/Management

It is understood that this item was recently broken whilst being lifted. As it is an extremely rare historic relic, professional conservation advice should be obtained and repair should be undertaken by a stone conservation specialist.

References
Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 3e.
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Shepherds Gully Road & Sternbecks Road

PRECINCT NO. 3.4.0

Location Dharug National Park, Wisemans Ferry

AMG Co Ord 56 E N

Topo Map 9031 - II - N St Albans

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Road - Structures, Cuttings **Current Use** Walking Track

Owner (s) NPWS **LGA** Hawkesbury **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES **Construction Date** 1827 - 28 **Level of Documentation** More research needed

The new line via Devines Hill was constructed from1829 to1832. A route to the upper Macdonald River Valley appears to have been in use via Shepherds Gully from a fairly early period. It appears that travellers proceeded via Wisemans Ferry, Devines Hill, Shepherds Gully , then descending to the River, originally crossing at Books Ferry and then proceeding to St Albans. It appears that the earliest road line was subject to some upgrading, including "improvements" in the 1840s. This early re-working probably resulted in the Sternbecks Gully Road, which forms the uppermost road-line on the west side of the gully. In 1864 the road here was still described as a bridle track. Travellers found the Shepherds Gully route more hospitable, and it remained part of the main route to the north up until at least1927, prior to the selection and opening of the new Pacific Highway.
The latest road line, the Shepherds Gully Road, was constructed partly over the earlier formation (especially at the base of the gully) and then proceeded on the eastern side of the gully, apparently to avoid crossing the creek.
It has been suggested that this latest road line was built in the 1920s-1930s.

PRECINT DESCRIPTION **Associated Items**

The road through Shepherds Gully diverges from the Great North Road at the top of Devines Hill. The remains of 3 separate phases of road construction in the gully can still be distinguished, despite excessive overgrowth and fallen timber on some portions of the early road formations. The original line (of which only parts remain in the lower section of Shepherds Gully) is now fairly indistinct. The Sternbecks Gully Road (the upper road) features some extensive sections of masonry walling, and culverts. It also features a type 3a masonry bridge across the creek, with a span of 3 m and a width of 5 m (abutments).
Although reputedly constructed some 70 years later , the Shepherds Gully Road features similar construction work to that of earlier periods. This includes masonry retaining walls and stone box-culverts, although several of these are of bigger dimensions than those found on early Colonial-era roads. Parts of the roadworks appear to be of an earlier date than the 1920s-30s dates suggested, which may indicate the incorporation of parts of an older line.

STATEMENT OF SIGNIFICANCE

The Shepherds Gully roads are historically linked with the Great North Road, and with the main route to the north prior to the opening of the Pacific Highway.
The road through Shepherds Gully linked the Devines Hill ascent to the roads which ran alongside the Macdonald River to the early colonial farmsteads and settlements.

Level of Significance
High

Nature of Significance
Historic
Associative/Interpretative
Aesthetic
Archaeological

Condition and Integrity
Substantially intact. Some sections collapsed. Vegetation and fallen trees obscure the road line of Sternbecks Road.

Threats
Overgrowth by vegetation.
Deterioration of structures.
Inadequate maintenance.

Interpretation Present. Signage is ageing .

Comments The complete construction history of this road line has not been researched.

Recommended Action for Conservation/Management

Shepherds Gully Road is generally clear and accessible. Sternbecks Road is overgrown and almost impassable, even as a walking track. If debris is cleared, this must be by hand and with appropriate supervision / briefing of works staff.

References
Karskens, 1985, MA Thesis, p 153 ff.
Comber, 1991, 'Historical Archaeological Survey of Shepherds Gully' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Mitchell's Loop

PRECINCT NO. 3.5.0

Location Dharug National Park, 5.7 km north of Wisemans Ferry

AMG Co Ord 56 **E** 314900 **N** 6308000

Topo Map 9131 - 3 - N Mangrove

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Road - Structures, Cuttings **Current Use** Walking Track/Service Trail

Owner (s) NPWS **LGA** Hawkesbury, Gosford **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES **Construction Date** 1829 - 30 **Level of Documentation** Poor

This road section has been interpreted as an improvement to the line of the Great North Road made by Surveyor General Thomas Mitchell, during his involvement with the survey of the road in 1829. It is a small, and undocumented alteration to the original road line, which was situated slightly further north close to the summit of the hill. The structures here were probably built during 1829-30, as by March 1830 the road between Devines Hill and Ten Mile Hollow was open and complete. The work was apparently completed soley by the No.8 Iron Gang which had earlier opened the road from Castle Hill to Wisemans Ferry.

PRECINT DESCRIPTION **Associated Items**

The earlier road loop measures nearly 400 m in length, and climbs higher up the ridge than the newer road loop which was positioned further down the hill. The lower loop shortens the distance by about 50 m. The lower loop, which was in steeper terrain being lower down the ridge contour, is supported by masonry walling of type 2b, generally up to 1.5 m in height, and with a maximum of about 6 courses.
The lower loop includes several examples of timber culverts, most of these are in a very deteriorated state.

STATEMENT OF SIGNIFICANCE

Mitchell's Loop appears to be an undocumented alteration to the original line of the Great North Road. Karskens has commented that Mitchell would undoubtedly have approved of the saving in distance provided by this alteration. If the attribution of the loop here is correct , then it stands as another important physical demonstration of Mitchell's road philosophy and his determination to adopt the shortest and most direct lines between two points regardless of the construction which that might entail.

Level of Significance
High

Nature of Significance
Historic
Associative

Condition and Integrity
Much of the retaining wall on the lower loop has collapsed. Timber culverts within the road formation are exposed by loss of former road fill material.

Threats
Overgrowth by vegetation.
Exposure and deterioration of structures.
Further collapse.

Interpretation Absent

Comments

Recommended Action for Conservation/Management

This section of the road is in fairly poor condition, and the remainder of the road north to Ten Mile Hollow is also significantly deteriorated. Remedial measures needed urgently, including appropriate clearing/restoration of culverts, walls, and road levels.

References
Karskens, 1985, MA Thesis p 112; Appendix 1 - Archaeological Reports, Section 3h. Figure 93;
Karskens, 1986 ASHA Journal.
Burke, 1988, 'The Great North Road - Historical Archaeological Survey, Devines Hill to Ten Mile Hollow' for NPWS

PRECINCT DESCRIPTION SHEET

NAME Ten Mile Hollow (Stone Walls)

PRECINCT NO. 3.6.0

Location Dharug National Park, 16.3 km north of Wisemans Ferry

AMG Co Ord 56 **E** 322100 **N** 6310700

Topo Map 9131 - 3 - N Mangrove

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Inn **Current Use** Historic Site

Owner (s) NPWS **LGA** Hawkesbury Gosford **Existing Heritage Listings** National Trust AHC SHI

HISTORICAL NOTES **Construction Date** 1829 - 32 **Level of Documentation** Good

In 1830 Solomon Wiseman applied for a grant of land at Ten Mile Hollow for the purpose of establishing an inn.
Ten Mile Hollow was formerly Twelve Mile Hollow before the road was shortened by construction of the new ascent via Devines Hill, and was also known briefly as Snodgrass Valley.
Ten Mile Hollow was a convenient stop-over point being mid-way between Wisemans Ferry and Wollombi.
It also has a nearby creek, and is one of the few flat areas of land alongside the main ridge and road-line.
Mitchell planned a Village Reserve here in 1829.
Wiseman was granted 100 acres here, and although there is no record of an inn or a licence at Ten Mile Hollow, surving foundations suggest that an inn structure may indeed have been commenced.

PRECINT DESCRIPTION **Associated Items**

The remains at Ten Mile Hollow comprise partly excavated and exposed stone walls which form a rough T-shape. There are three courses of dressed and mortared stone visible, for the walls of a fairly substantial structure. About 2 m to the north are more stones which form a right angle. The foundations are well-built and suggest a possible subsurface structure such as a cellar. The projected building here, if indeed it was an inn, may have been abandoned before completion.
The scale and dimensions of the previous excavation suggest a brief exercise, by either misguided historic enthusiasts or "relic" seekers, to uncover the remains of the historic structure.

STATEMENT OF SIGNIFICANCE

The building site at Ten Mile Hollow has archaeological potential and has not been subject to fully comprehensive archaeological investigation or competent excavation. These substantial footings represent one of a very small number of building sites associated with the Great North Road and dating to the convict period. The enigmatic nature of the historic records means that archaeology would be the major method of further investigating and understanding the nature and uses of this structure.

Level of Significance
High

Nature of Significance
Archaeological
Historic
Associative
Interpretative

Condition and Integrity
Site previously disturbed but largely intact.

Threats
Vandalism.

Interpretation Present.

Comments Interpretation is adequate.

Recommended Action for Conservation/Management

Archaeological resources of this site have never been adequately investigated and should be conserved in-situ.
As the site is not directly threatened the archaeology should be left intact and undisturbed for the future.

References
Karskens, 1985, MA Thesis p 112; Appendix 1 - Archaeological Reports, Section 3i. Figure 38.
Burke, 1988, 'The Great North Road - Historical Archaeological Survey, Devines Hill to Ten Mile Hollow' for NPWS

PRECINCT DESCRIPTION SHEET

NAME Frog Hollow (Stone Hut Foundations) | **PRECINCT NO.** 3.8.0

Location Yengo National Park, 21 km north of Wisemans Ferry

AMG Co Ord 56 **E** 322400 **N** 6314200

Topo Map 9131 - 3 - N Mangrove

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Hut Site **Current Use** Historic Site

Owner (s) NPWS **LGA** Hawkesbury, Gosford **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES **Construction Date** c1830 **Level of Documentation** Good

The name Frog Hollow appears on G B White's 1831 Map of the Great North Road along with a reference to "Mr Wiseman's Huts". These were also mentioned in the 1832/33 NSW Calendar and Directory.
Two stone structures were recorded by Karskens, 1985, one of these has now been destroyed by works to install an asbestos pipe culvert.
Wiseman apparently erected the huts at Frog Hollow as storage structures associated with his contract to supply the road gangs with rations.

PRECINT DESCRIPTION **Associated Items**

The hut site at Frog Hollow issituated about 100 m west of the Great North Road and are accessed via a dirt track which leads from the Great North Road.
The remains of the hut consist of stone rubble walls of two courses, about 0.5 metres high. The walls are most intact where they form a corner at right angles to eachother. Additional squared stone pieces are scattered around nearby. The footings probably extended over an area of about 2m x 3m. The entire structure may have been of stone.
The second hut site reported by Karskens was situated about 13 metres northeast of the above structure. A pipe drain has been installed in this location. Stone edging around the pipe probably derives from the structure described by Karskens.
Closer to the main Great North Road, a rock outcrop has graffiti including "Frog Hollow" carved into it.

STATEMENT OF SIGNIFICANCE

The building site at Frog Hollow has archaeological potential and has not been subject to fully comprehensive archaeological investigation or excavation. The sole surviving footings represent one of a very small number of building sites associated with the Great North Road and dating to the convict period. The hut site may provide data on issues relating to the feeding and clothing of the convicts working on the Great North Road in this extremely remote and isolated section.

Level of Significance
High

Nature of Significance
Archaeological
Historic
Associative
Interpretative

Condition and Integrity
Site previously disturbed by drainage works.
One hut site

Threats
Vandalism.

Interpretation Absent.

Comments

Recommended Action for Conservation/Management

Archaeological resources of this site have not been investigated and should be conserved. Ensure site is protected from further disturbance. The recent destruction of archaeology by drainage works reflects extremely poor management of on-site works.

References
Karskens, MA 1985; also Appendix 1 - Archaeological Reports, Section 3l; Figure 39
Comber, 1990, ' Historical Archaeological Survey Clares Bridge to Mt Manning' for the NPWS
Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

PRECINCT DESCRIPTION SHEET

NAME Clare's Bridge

PRECINCT NO. 3.7.0

Location Yengo National Park, 17 km north of Wisemans Ferry

AMG Co Ord 56 **E** 322100 **N** 6310700

Topo Map 9131 - 3 - N Mangrove

Section No. 3

Section Wisemans Ferry to Mt Manning

Item Type (SHI) Built **Sub Type** Road - bridge **Current Use** Walking Track/Service Trail

Owner (s) Gosford
to be transferred
NPWS

LGA Hawkesbury
Gosford

Existing Heritage Listings National Trust
AHC
SHI

HISTORICAL NOTES **Construction Date** 1830 **Level of Documentation** Good

One kilometre north of Ten Mile Hollow a stone bridge was constructed by Arnold Clare's Bridge party between January and September 1830. This party had been formed from No. 25 Road Party and probably incorporated the more skilled stonemasons from it. The bridge, now known as Clare's Bridge (Bridge 4) is the largest and most ambitious bridge on the Great North Road, with its sweeping curved abutments and large central pier.
After its completion the gang was moved to Sampson's Pass, presumably to construct the smaller, simpler stone bridge there (Bridge 5).

PRECINT DESCRIPTION **Associated Items**

Clare's Bridge (Bridge 4) is the largest surviving bridge on the Great North Road. It has a unique two-span design with two large battered (sloped) stone abutments, wing walls and a large central pier with v-shaped ends. The bridge is 3.3 m high , 7.3 m wide at the base and would have had an original deck width of about 7.25 m. The original timber girders would have been supported by raking struts supported on stone corbels which project from the pier and the abutments. The original masonry is fine ashlar (type 3b) work, carefully dressed, tooled and jointed. The approaches to the bridge were protected by stone masonry wing walls, 8.5 m long on the NW, 3 m long on the NW, 1.25 m long on the SW and 23 m long on the SE. The stone for the bridge was quarried locally from a rock outcrop above the bridge, where jumper marks, split rock faces, wedge pits and shaped stone are evident.
Due to previous damage and collapse some of the masonry on the NE corner was rebuilt in 1965. None of the original decking remains, having been replaced by steel girders and a modern timber deck. Installation of this modern bridge caused cracking and contributed to the subsequent failure of the wing wall at the southern abutment.

STATEMENT OF SIGNIFICANCE

The surviving bridges of the Great North Road (8 major surviving bridge structures from an original total of some 22 bridges) are the oldest known stone bridges on the Australian mainland. They form a group extremely significant for its demonstration of the development from simple stone conduit structures to the highly sophisticated forms and designs such as Clares Bridge, which is the largest bridge extant on the Road and a unique two-span design from this early period of bridge construction.

Level of Significance
High

Nature of Significance
Historic
Aesthetic/Technical
Associative/Interpretative
Rare

Condition and Integrity
Substantially intact, some previous damage caused by unsympathetic road upgrading works. Also some structural failure and prior collapse of abutment(s).

Threats
Further risk of collapse, and/or partial failure of the bridge, even under light traffic load.

Interpretation Present

Comments Interpretation is adequate.

Recommended Action for Conservation/Management

The bridge remains in use, for occasional access by service vehicles. Engineering reports have assessed the structure and recommended remedial works. Funding is understood to have been allocated for these works by NPWS.

References
Karskens, 1985, MA Thesis; also Appendix 1 - Archaeological Reports, Section 3k. Figures 130-132.
McBean & Crisp, 1989, 'Clare's Bridge - Report on Structural condition and Remedial Measures' for NPWS
Jordan & Assoc, 1997, 'Devines Hill and Clares Bridge: Remedial Works" for NPWS

ITEM DESCRIPTION SHEET

NAME	Twelve Mile Marker (XII Miles)	ITEM NO. 3.7.1
Location	West side of Road, about 3.5 km north of Ten Mile Hollow	Precinct No.
AMG	56 E 322300 N 6313050	Section No. 3

Item Type Built **Sub Type** Mile Marker **Current Use**

Owner (s) NPWS **LGA** Gosford, Hawkesbury **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES

Construction Date

Level of Documentation

Prior to the shortening in distance which was made by the construction of the new ascent via Devines Hill , Ten Mile Hollow was known as Twelve Mile Hollow.

ITEM DESCRIPTION

Inscription reading " XII M" pecked into large boulder beside the road. The boulder is triangular in shape and was probably deliberately chosen for that reason. It may have also have been placed here.

Other examples of mile markers carved into rock beside the road occur on Devines Hill and Finchs Line. There were also some examples of timber mile posts elsewhere along the road, but these have now been removed.

STATEMENT OF SIGNIFICANCE

The mileage markers cut into the rocks beside the road demonstrate the demarcation of space and distance seen as necessary by European travellers. The Great North Road passed through largely unknown, unoccupied, and threatening wilderness, and mile markers undoubtedly reassured travellers by indicating their position and progress through the landscape.

Photograph

Condition and Integrity
Intact and in good condition.

Threats

Recommended Action for Conservation/Management

References Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

ITEM DESCRIPTION SHEET

NAME	Drinking Trough	ITEM NO. 3.7.2
Location	West side of Road, about 4.1 km north of Ten Mile Hollow	Precinct No.
AMG	56 E 322400 N 6313500	Section No. 3

Item Type Built **Sub Type** Drinking Trough **Current Use**

Owner (s) NPWS **LGA** Gosford, Hawkesbury **Existing Heritage Listings** National Trust, AHC, SHI

HISTORICAL NOTES **Construction Date** **Level of Documentation**

ITEM DESCRIPTION

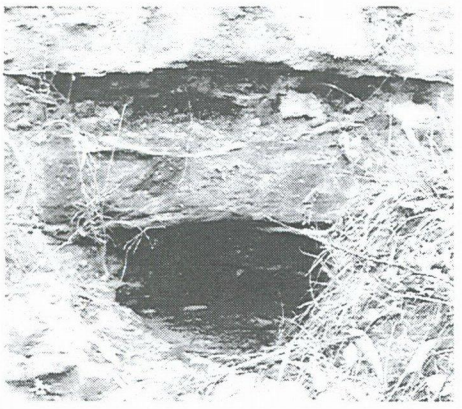
Possible convict drinking trough. Hollow basin cut into sandstone rock shelf about 1 metre above ground level. Dimensions are 35 x 60 x 70 cm deep.

Other similar items occur elsewhere on the Great North Road including on Devines Hill and at Ramsays Leap.

STATEMENT OF SIGNIFICANCE

The drinking troughs cut into the rocks beside the road demonstrate the difficulty of maintaining an adequate water supply for the hundreds of men working along the road in these remote areas.

Photograph



Condition and Integrity
Intact and in good condition.

Threats

Recommended Action for Conservation/Management

References Karskens, 1991, 'The Great North Road - Statement of Significance' for the NPWS

SECTION DESCRIPTION SHEET

SECTION NO. 4

Locality from Mount Manning

Locality to Wollombi

Current Road Name St Albans Road
Wollombi Road
George Downs Drive

Local Government Areas	Owner (s)	Management Agency	Existing Heritage Listings
Cessnock	Cessnock	Cessnock	refer to individual precinct/item
Hawkesbury	Hawkesbury	Hawkesbury	**Historic Themes**
Gosford		RTA	Convict
			Transport

Statement of Significance

Section 4 of the Great North Road contains a wide variety of features which provide tangible physical elements that demonstrate convict road engineering and construction. The section also contains a number of individually significant structures, including some unique examples of culvert and flume construction, and other features such as cuttings, side drains, and pavements. Parts of the road remain in use in this section. Its interpretative value is high.

Historical Notes

Much of the section of the Great North Road north of Mt Manning was constructed under the supervision of Heneage Finch, who had been the Assistant Surveyor responsible for the selection of the original line of the road in 1825. In 1830, Finch replaced Lt Percy Simpson as supervisor of the area north of Mt Manning up to the Hunter Valley. After a dispute, Finch was abruptly dismissed in 1831. Finch's successors were L V Dulhunty (1831-1834) and Peter Ogilvie (1835-1836). Finch had aimed to complete a road equal in construction to the existing section between Wiseman's Ferry and Mt Manning. Similar construction was utilised, including cut and fill methods resulting in extensive blasting and quarrying combined with the use of massive embankments and retaining walls; and culverts or bridges over the numerous small creeks between Mt Manning and Wollombi. Karskens (1985b) has commented that the quality of the material remains of the road constructed c1830-31 indicate that Finch achieved his aim.

Description

Section 4 of the Great North Road commences at the junction of the Great North Road with the road from St Albans (MR 181). The road surface is unsealed for 5 km. After it intersects the George Downes Drive at the Bucketty junction, the road is sealed. In this 30 km Section the Road retains several individually valuable and unique structures (precincts are listed below) and it passes and links surviving historic and archaeological sites and other landscape elements including early depôts, rural homesteads and land grants, and the historic village of Wollombi itself.
Several structures have been isolated by road realignments in recent years and this has assisted with their potential longer term preservation. Repairs to some structures have been effected by local community groups.
The Convict Trail project has also placed interpretative material (signs, plaques) at several locations.

Precincts	Precinct No.	Major Items
Mt Manning	4.1.0	Quarry Site + Ramp on St Albans Road
Bucketty / Mt McQuoid	4.2.0	Abandoned Section at Bucketty (Stone Culverts + Bridge)
Ramsays Leap	4.3.0	Retaining Wall + Flume, Ramsay's Leap/Mt Simpson
Stone Causeway	4.4.0	Stone Causeway
Fernances Crossing	4.5.0	Stone Culvert
Murrays Run	4.6.0	Stone Arched Culvert and Retaining Wall
Thompsons Bridge	4.7.0	Stone Bridge (still in use)
Finch's Depot/Laguna Hse	4.8.0	House, Former Outbuildings, Archaeological Sites
Laguna	4.9.0	Abandoned Formation at Laguna Shop
Milsons Arm Road	4.10.0	Abandoned Loop(s)

Threats Unsympathetic upgrading . Inappropriate maintenance practices (eg, damage to road cuttings at Mt Manning). Further Development. Curtilage is an issue at some precincts, in particular at Laguna House.

Recommended Action for Conservation/Management

Much of this section remains in use as a trafficable main road. Localised upgrading, reconstruction and realignment may pose a threat to some of the older structures still in use. Project Engineers, Council Staff and Contractors need to be fully briefed concerning the significance of the road in order that this becomes the main influence on future works decisions.

References

McBean and Crisp, 1983, Report on Road from Mt Manning to Paynes Crossing for the National Trust
Karskens, 1985a, MA Thesis; 1985b, 'The construction of the Great North Road', Journal Inst of Engineers
Lavelle, 1995a, Report on the St Albans Rd Ramp; 1995b, Inspection and Comment on current Projects.

PRECINCT DESCRIPTION SHEET

NAME STONE RAMP & QUARRY at Mt Manning

PRECINCT NO. 4.1.0

Location St Albans Road

AMG Co Ord 56 **E** 322900 **N** 6332100

Topo Map 9131- 4 - S Kulnura

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road **Current Use** In use Road

Owner (s) RTA **LGA** Gosford Hawkesbury **Existing Heritage Listings** National Trust AHC ; SHI

HISTORICAL NOTES

Construction Date 1830 **Level of Documentation** Good

The ramp structure or embanked causeway which now forms part of the St Albans Road was probably completed by the No.9 Iron Gang, under Percy Simpson's supervision between May and December 1830, as the gang is recorded as being "stationed near Mt Manning" during this period.
The style of workmanship in the ramp is also similar to that of other structures completed by the same gang.
These include retaining walls south of Wiseman's Ferry and on the ascent of Mount Baxter, 21 km north of Wiseman's Ferry (Precinct 3.9.0).

PRECINT DESCRIPTION

Associated Items

The ramp or embanked causeway on the St Albans Road is formed by two battered (sloped) masonry retaining walls which support each side of the roadway where it traverses a deep hollow.The retaining walls for the ramp are approximately 9 metres apart, and reach a maximum height of 3.5 to 4 metres at the centre. The walls are constructed of fairly regular, squared stone blocks. The type 3a masonry is dry-laid, with well prepared bed (horizontal) joints, a plain worked face and roughly prepared perpends (vertical joints). Coursing is not consistently horizontal, and features a mixture of random and stack bonding as well as snecking. Course heights are generally in the vicinity of 225 to 300 mm with stone lengths generally in the range of 250 to 400 mm. The southeast wall extends for approximately 65 metres. The wall increases in height until it reaches its maximum of 12 courses in the centre. The northwest wall is approximately 44 metres long with a maximum of 14 courses in height.
There is a quarry site on the hill southwest of the ramp structure.

STATEMENT OF SIGNIFICANCE

The ramp structure on the St Albans Road has carried European traffic continuously since the 1830s. It is still in use.
The ramp remains a substantially intact section of convict-built roadwork.
It is an aesthetically attractive, durable structure which exhibits important details of convict workmanship.

Level of Significance
High

Nature of Significance
Aesthetic
Associative
Historic

Condition and Integrity
Majority intact, but localised distortion due to tree growth. Some collapse and theft of blocks.

Threats
Theft of displaced stone.
The failure to complete remedial works, threatens the long term viability of this structure.

Interpretation Absent

Comments Interpretation is desirable and should relate to that installed at Precinct 4.2.0 (Bucketty).

Recommended Action for Conservation/Management

Effect repairs as recommended in reports by McBean & Crisp, 1983, and Lavelle, 1995.
Some minor works (clearing and removal of overburden) have been undertaken by the Convict Trail Project.

References
McBean and Crisp, 1983, Report on Road from Mt Manning to Paynes Crossing for the National Trust
Karskens, 1985a, MA Thesis, esp Appendix 1 - 4b; 1985b, 'The construction of the Great North Road', Jnl IEA
Lavelle, 1995a, Report on the St Albans Rd Ramp; 1995b, Inspection and Comment on current Projects.

PRECINCT DESCRIPTION SHEET

NAME Abandoned Loop , Mt McQuoid / Bucketty

PRECINCT NO. 4.2.0

Location St Albans Road / George Downs Drive Intersection

AMG Co Ord 56 **E** 325900 **N** 6334800

Topo Map 9131 - 4 - N Murrays Run

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road - Bridge, Culvert, Pavement **Current Use** Abandoned Road / Open Space

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** 1830 -31 **Level of Documentation** Fair

The Great North Road in the vicinity of Mt McQuoid was constructed during 1830 and 1831 by No.29 Road Party. The former bridge here (Bridge 7) was probably also built by the No.29 Road Party during this period (probably mid-1830).

PRECINT DESCRIPTION **Associated Items**

The abandoned loop at Mt McQuoid / Bucketty comprises a section about 400 metres long which was cut off by the reconstruction of the nearby intersection immediately east of the earlier alignment. This short section includes a diverse range of features which illustrate the nature of the road construction utilised on the Great North Road.
At the Southern end is a stone culvert flanked by the remains of wing walls. The culvert is partly collapsed. Immediately north of the culvert is a macadam type pavement of compacted broken stone about 7 m wide.
About 75 m north of the wing-wall culvert is an extensive masonry retaining wall, of type 3b (ashlar) masonry. The wall curves to cross a gully where a former bridge (Bridge 7) was located. The span of the bridge has now been infilled with a large diameter concrete pipe surrounded by cement mortared stone blocks probably deriving from nearby structures such as the wing-walled culvert. North of the former bridge the road alignment rises up to a rock cutting with the road pavement cut into the bedrock, and an associated rock-cut side drain. This then changes to a macadam type pavement . There is also a well preserved sandstone masonry box-culvert within this northern pavement/road section of the Mt McQuoid precinct.

STATEMENT OF SIGNIFICANCE

This short section includes a range of features significant for their ability to demonstrate aspects of colonial-era road construction. Most features are typical of those encountered along the Great North Road but here several important items are situated adjacent to each other in an easily accessible area with good interpretation. Bridge 7 is a member of the highly significant group of surviving bridges on the Great North Road, which are are the oldest known stone bridges on the Australian mainland.

Level of Significance

High

Nature of Significance

Historic
Aesthetic / Technical
Associative /Interpretative
Representative

Condition and Integrity

Majority intact, but localised distortion due to previous tree growth. Some restoration of missing masonry after collapse and theft of blocks, and other works.

Threats

Refer to various discussion of issues raised in the specific reports listed below.

Interpretation Present

Comments Interpretation at this precinct is adequate (refer also to comments in specific additional reports).

Recommended Action for Conservation/Management

Restoration of missing masonry in the abutments/wing walls recently completed under the auspices of the Convict Trail Project. Most work was appropriate, sympathetic and completed using specialist professionals as required. Refer to completed reports.

References

McBean and Crisp, 1983, Report on Road from Mt Manning to Paynes Crossing for the National Trust
Karskens, 1985a, MA Thesis; Appendix 1 - Archaeological Reports, Sections 4b & 4c; Figure 95.
Lavelle, 1995 & 1997, Comment on current Projects for the ConTrail Project. James, 1995, Work Projects (CTP).

PRECINCT DESCRIPTION SHEET

NAME Ramsays Leap / Mt Simpson - Culvert, Wall & Flume | **PRECINCT NO.** 4.3.0

Location Wollombi Road

AMG Co Ord 56 **E** 322900 **N** 6332100

Topo Map 9131 - 4 - N Murrays Run

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road - Culvert, Wall , Flume **Current Use** In use Road

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** 1830 -32 **Level of Documentation** Fair

Several gangs were employed during 1830- 32 at Mt Simpson building the extensive descent to the valley floor, including the No.27 Road Party (April- December 1830), No.29 Road Party (March-April 1830) and No.42 Road Party (January 1831 - September 1832). During 1830, Nos. 27 and 29 Road Parties constructed the road between Mt. Simpson and Murray's Farm (near Mt. Finch) and probably were involved in the first operations of clearing and cutting the line. No. 42 Road Party was stationed exclusively at Mt. Simpson during 1831 and most of 1832 . The latter party probably built the massive curved retaining wall with its buttressing flume at Ramsay's Leap . It is likely that the remainder of the descent, which wound precariously along the steep contours of the mountain side was originally supported by a continuous retaining wall of equal standard. However, only a fragment of the latter remains near the base as a result of road widening. It appears therefore that Finch fulfilled his ambition of matching Simpson's work in scale and quality.

PRECINT DESCRIPTION **Associated Items**

The Ramsays Leap curved retaining wall is a major structure built into a steep gully which slopes away to the west. The wall is curved and battered (sloped) and is about 100 metres long and up to 4.5 metres high. The batter is 1 horizontal to 4 vertical. The masonry is type 3b ashlar work, dry laid, and generally in sound condition with well prepared stones and tight joints. The coursing is consistently level. A square culvert is set in the centre of the curve, three courses below the top of the wall and running perpendicular to the road. The inlet has a drop entry with an inclined, rounded race. At the outlet a shaped slab sill projects from the wall throwing water about 3 m down onto a short horizontal race and thence to a final spillway approximately 3.5 m from the toe of the wall. The spillway is about 4 m high and has a batter of 1:4.
On the uphill side, there is a continuous cutting beside the road with jumper marks, carved initials, bench marks, and other historic features. Part of the earlier work has been removed by subsequent widening activties. There is also a small "well" or drinking trough about 30 cm wide and 20 cm deep. This may be a "convict drinking well" (as reputed) or may relate to a later period in the use of the road. The road remains in use here with a sealed bitumen/aggregate pavement.

STATEMENT OF SIGNIFICANCE

The Ramsays Leap wall has carried European traffic continuously since the 1830s. It is still in use, yet remains a substantially intact section of convict-built roadwork. It is an aesthetically attractive, durable structure which exhibits important details of convict workmanship, and has some unique design features.

Level of Significance
High

Nature of Significance
Aesthetic
Associative
Historic
Rarity

Condition and Integrity
Majority intact.
Some tree growth and other invasive vegetation has been removed recently.

Threats
Potential future upgrading.
Some structural issues/defects noted by 1983 report.

Interpretation Absent , but nearby

Comments Interpretation for this item has been installed at Precinct 4.2.0 (Mt McQuoid / Bucketty).

Recommended Action for Conservation/Management
Effect repairs/conservation measures as recommended in report by McBean & Crisp, 1983.

References
McBean and Crisp, 1983, Report on Road from Mt Manning to Paynes Crossing for the National Trust
Karskens, 1985 MA Thesis, p 130; Appendix 1 - Archaeological Reports, Section 4d; Figure 103-105.
Lavelle, 1995 & 1997, Comment on current Projects for the CT Project. James, 1995, Work Projects (CTP).

PRECINCT DESCRIPTION SHEET

NAME Stone Causeway

PRECINCT NO. 4.4.0

Location Wollombi Road

AMG Co Ord 56 **E** 325300 **N** 6338400

Topo Map 9131 - 4 - N Murrays Run

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road - Causeway, Pavement **Current Use** Abandoned Road

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** c1832 ? **Level of Documentation** more research needed

The origin of this road section is unknown.

PRECINT DESCRIPTION **Associated Items**

A section of earlier road, about 150 m in length situated east of the modern day raod alignment just north of the base of Mt Simpson. About 75m of the earlier alignment is paved with a hand-knapped, closely packed stones forming a pavement surface. Stones are of various shapes and sizes, the largest about 20 cm across. In the central part of the paved section, the stones are broken up into smaller pieces, this possibly caused by weathering and erosion from water flow in peak periods.
At the southern end, where there is also a side cutting, the hand-placed pavement is substantially intact.
The road is built up above the surrounding flat to a height of approximately 60 cm and the formation is approximately 3 m wide.

STATEMENT OF SIGNIFICANCE

The stone causeway forming precinct 4.4.0 is an interesting surviving formation which displays an early method of traversing low, wet ground.

Level of Significance
Medium

Nature of Significance
Aesthetic
Associative
Historic

Condition and Integrity
Essentially intact.
Some inappropriate use for stockpiling and rubbish dumping which obscures this item.

Threats

Interpretation Absent

Comments Further research may lead to better understanding of this item.

Recommended Action for Conservation/Management

Refer to comments made in Lavelle reports cited below.

References

McBean and Crisp, 1983, Report on Road from Mt Manning to Paynes Crossing for the National Trust
Karskens, 1985, MA Thesis; Appendix 1 - Archaeological Reports, Section 4e; Figure 110.
Lavelle, 1995 & 1997, Comments on current Projects for the CTP. James, 1995, Work Projects (CTP).

PRECINCT DESCRIPTION SHEET

NAME Stone Culvert , Fernances Crossing

PRECINCT NO. 4.5.0

Location Wollombi Road , 0.75 km north of Fernances Crossing

AMG Co Ord 56 **E** 325500 **N** 6341200

Topo Map 9131 - 4 - N Murrays Run

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road - Culvert **Current Use** Abandoned Road / Open Space

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** c1831 **Level of Documentation** Fair

The area near Mt. Finch, also referred to as "Murray's Valley" or the "back of Murray's Farm" provided a major obstacle to road construction as a swamp, several creeks and steep climbs again required much arduous labour. Heneage Finch placed No. 27 Road Party there not long after his arrival, and it remained there during 1830 and 1831, while No. 29 Road Party and No.7 Iron Gang also spent short periods there.
Two large stone culverts (Fernances Crossing and Murrays Run) survive in this area.

PRECINT DESCRIPTION **Associated Items**

A curved stone retaining wall with a central rectangular culvert was constructed to carry the road formation across a small east facing gully. The retaining wall to the embankment is 3 m high at the highest point. It is battered at a slope of 1:7. The stone blocks are laid random with broken courses, some snecking and an uneven arrangement of perpends. The stones have rough, uneven margins. Masonry is type 3a. Course heights range from 20 to 75 cm with blocks up to 100 cm in length and 80 cm in depth. The lintel at the outlet is carved into a semi-circle, which extends for only half the depth of an otherwise typical rectangular slab lintel. This detailing is decorative, not functional. The inlet end of the culvert has been modified by placement of a modern concrete drop-inlet/ gully pit. Apart from the wall and culvert, the Fernances Crossing precinct includes some other interesting elements. These include evidence of older quarrying in the rock cutting south of the wall and also near the modern gully pit inlet as well as some sections of older crushed sandstone road pavement visible in the area above the wall.

STATEMENT OF SIGNIFICANCE

The surviving culverts on the Great North Road present an extremely wide range of alternatives in construction, positioning, dimensions and detailing. This range not only reflects adaption to the various requirements of the terrain and the materials available, but also the large number of builders involved in construction. While only a small proportion of the total number of culverts originally constructed, survive, they do illustrate the wide variety of styles employed by the convicts who built them. This culvert is an elaborate version of the stone box culvert with an arch carved in the lintel for purely decorative effect in a rectangular culvert.

Level of Significance
High

Nature of Significance
Aesthetic
Associative / Interpretative
Historic
Rarity

Condition and Integrity
Essentially intact.

Threats
No immediate threats.

Interpretation Present

Comments Interpretation here is adequate.

Recommended Action for Conservation/Management

Refer to comments made in Lavelle reports cited below. Various maintenance and conservation works have been previously undertaken by local community groups and more recently by the Convict Trail Project.

References

McBean and Crisp, 1983, Report on Road from Mt Manning to Paynes Crossing for the National Trust
Karskens, 1985, MA Thesis p 131; Appendix 1 - Archaeological Reports, Section 4f; Figure 106.
Lavelle, 1995 & 1997, Comment on current Projects for the ConTrail Project. James, 1995, Work Projects (CTP).

PRECINCT DESCRIPTION SHEET

NAME Stone Arched Culvert , Murrays Run

PRECINCT NO. 4.6.0

Location Wollombi Road , 0.25 km north of Murrays Run Road

AMG Co Ord 56 **E** 326100 **N** 6342500

Topo Map 9131 - 4 - N Murrays Run

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road - Culvert **Current Use** Abandoned Road / Open Space

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** c1831 **Level of Documentation** Fair

The area near Mt. Finch, also referred to as "Murray's Valley" or the "back of Murray's Farm" provided a major obstacle to road construction as a swamp, several creeks and steep climbs again required much arduous labour. Heneage Finch placed No. 27 Road Party there not long after his arrival, and it remained there during 1830 and 1831, while No. 29 Road Party and No.7 Iron Gang also spent short periods there.
Two large stone culverts (Fernances Crossing and Murrays Run) survive in this area.

PRECINT DESCRIPTION **Associated Items**

A curved stone retaining wall with a central culvert was constructed to carry the road formation across a small east facing gully. The retaining wall to the embankment is 10 courses / 4 m high at the highest point.
The stone blocks are laid random with irregular, uneven courses, and some snecking. Masonry is type 3a.
The culvert is rectangular in cross-section with sides 2 courses high and cover slabs spanning the full width of the internal channel. At the outlet a arch of shaped voussoir stones supports the retaining wall above. This detailing is is extremely elaborate and decorative, no other examples are known.
The inlet end of the culvert has been modified by placement of a modern concrete drop-inlet / gully pit.

STATEMENT OF SIGNIFICANCE

The surviving culverts on the Great North Road present an extremely wide range of alternatives in construction, positioning, dimensions and detailing. This range not only reflects adaption to the various requirements of the terrain and the materials available, but also the large number of builders involved in construction. While only a small proportion of the total number of culverts originally constructed, survive, they do illustrate the wide variety of styles employed. This culvert is an elaboration of the stone box culvert with an arch formed of shaped voussoir stones which support the retaining wall above. It is a unique example.

Level of Significance
High

Nature of Significance
Aesthetic
Associative / Interpretative
Historic
Rarity

Condition and Integrity
Essentially Intact. Has been previously restored (sympathetic work, involving qualified professionals).

Threats

Interpretation Present

Comments Interpretation here is adequate.

Recommended Action for Conservation/Management

Refer to comments made in Lavelle reports cited below. Various maintenance, repair and conservation works have been previously undertaken by local community groups and more recently by the Convict Trail Project.

References

McBean and Crisp, 1983, Report on Road from Mt Manning to Paynes Crossing for the National Trust
Karskens, 1985, MA Thesis p 131; Appendix 1 - Archaeological Reports, Section 4h.
Lavelle, 1995 & 1997, Comment on current Projects for the ConTrail Project. James, 1995, Work Projects (CTP).

PRECINCT DESCRIPTION SHEET

NAME Thompson's Bridge

PRECINCT NO. 4.7.0

Location Wollombi Road , 1 km north of Murrays Run Road

AMG Co Ord 56 **E** 325900 **N** 6343000

Topo Map 9131 - 4 - N Murrays Run

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road - Bridge **Current Use** In use Road / Bridge

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** c1830 **Level of Documentation** Poor

The bridge, now known as Thompson's Bridge, has a recent deck surmounting coursed rubble abutments and wing walls. It is difficult to ascertain whether it was part of the original construction work of the road. Although its location suggests that it may have been built by No. 7 Iron Gang between July and September 1830, it does not appear on White's 1831 map, although the stream does. The stonework contrasts markedly with other structures in the area in both stone size and dressing and in quality, which suggests that it may be a later construction.
It is possible that later additions were built on the site of an original bridge, and could even have utilised the stones from an earlier structure.

PRECINT DESCRIPTION **Associated Items**

This timber bridge incorporates stone abutments of rough rubble walling on the downhill side. The two-span timber trestle structure bewteen the abutments is recent. It has recent round longitudinal stringers and planked decking. The stone walls on each side are coursed rubble work (type 2b) uncharacteristic of the other work in this area but similar to more modest work south of Mt Manning. Coursing is ueneven and unlevel. A batter is achieved recessing each course back by approximately 5 cm. The northern abutment curves with the alignment of the road around the corner.

STATEMENT OF SIGNIFICANCE

The surviving bridges of the Great North Road (8 major surviving bridge structures from an original total of some 22 bridges) form a group extremely significant for its demonstration of the development from simple stone conduit structures to some highly sophisticated forms and designs.

Level of Significance
High

Nature of Significance
Historic
Associative

Condition and Integrity
Largely Intact.
Structure is still in use.

Threats
Future upgrading works in the immediate vicinity have potential to impact upon this structure.

Interpretation Absent

Comments Interpretation may be considered here.

Recommended Action for Conservation/Management

Works recommended by prior reports have yet to be fully implemented. As the road remains in use, Project Engineers & crews need to be fully briefed concerning the significance of the bridge. Heritage Impact Assessment required for works on the bridge.

References

McBean and Crisp, 1983, Report on Road from Mt Manning to Paynes Crossing for the National Trust
Karskens, 1985, MA Thesis p 131; Appendix 1 - Archaeological Reports, Section 4i.
Lavelle, 1995, Comment on current Projects for the ConTrail Project. James, 1995, Work Projects (CTP).

PRECINCT DESCRIPTION SHEET

NAME Finch's Depot / Laguna House

PRECINCT NO. 4.8.0

Location Wollombi Road , 1.5 km south of Laguna

AMG Co Ord 56 **E** 324450 **N** 6346100

Topo Map 9131 - 4 - N Murrays Run

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** House /Archaeological Sites **Current Use** Residence / Outbuildings

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** c1831 **Level of Documentation** Good

The locality of Laguna was noted by Heneage Finch during his survey of the route for the Great North Road. Finch proposed "selecting a track at the lower part (of the valley) on the west side", which he named Laguna. Finch's received a 1000 ac grant at Laguna in 1825. Finch's Line through this area was subsequently altered by Thomas Mitchell's 1829 survey. Finch took up his post as supervisor of the Wollombi Road Station in February 1830, residing at his property "Laguna" where the gangs, stores and bullocks were also stationed. The road through the valley was mainly constructed by No. 7 Iron Gang and No. 42 Road Party during 1830, and completed in 1832 by Nos. 27 and 42 Road Parties. Finch's station is shown on maps prepared in 1829 and 1830, which show cultivation, fencelines and a "hut" east of the road-line.Governor Darling also described a series of outbuildings forming the depôt on Finch's property, during his tour of inspection of the Great North Road in 1831. In about 1834 Finch sold his Laguna property to Richard Wiseman. It remained with members of this family until the 1890s.

PRECINT DESCRIPTION **Associated Items**

The symmetrically designed stone residence, Laguna House, was built either by Heneage Finch in the early 1830's or possibly by Richard Wiseman, who had purchased the property by 1834. The house is an elegant, Georgian style building with a hipped roof (re-pitched) and a verandah across the front elevation. At the rear is a gable roofed kitchen wing (formerly detached). A small brick dairy is situated south of the main house.
Buildings described by Governor Darling in 1831, included a blacksmith's shop, store and hospital as well as tents, bullocks and men, all on Finch's property, although erected for the use of the Roads Department.
This depôt was apparently east of the current Great North Road. The archaeological sites of these 1830s buildings are of considerable significance. This area is now occupied by a series of timber outbuildings, which were the former outbuildings of the "Laguna" property. These include several barns, and a cattle feeding shed. A former dairy (early 20thC) has been converted into a residence. A well exists between the dairy and the road.

STATEMENT OF SIGNIFICANCE

Settlement of Laguna is directly related to the construction of the Great North Road. Laguna House (c1831) is one of the earliest homesteads in the Wollombi district. Finch's early road depôt was situated in the area now occupied by the remaining outbuildings of the property on the east side of the road. This is an area of high archaeological potential. The house and its former farm outbuildings across the road, are a self-contained rural landscape, which due to the lack of subsequent development retains a strong visual resemblance to the early historic landscape envisaged at the time of the Road's original construction.

Level of Significance
High

Nature of Significance
Historic
Archaeological
Aesthetic
Associative

Condition and Integrity

Largely Intact rural property. Ownership of the house and its former functional outbuildings has been split by later subdivision of the original grant.

Threats

Unsympathetic development has the potential to irrevocably alter this significant rural setting of an early 1830s homestead, outbuildings and road-line.

Interpretation Absent

Comments Interpretation should be considered here, and should link to the GNR and Heneage Finch.

Recommended Action for Conservation/Management

Heritage Impact Assessment required for all development proposals which affect significant values of this Precinct. The former farm outbuildings are in poor condition and need stabilisation works. Curtilage/vistas needs to be addressed for this precinct.

References

Karskens, 1985, MA Thesis, Section III/8.
Information supplied by R Walsh.

PRECINCT DESCRIPTION SHEET

NAME Abandoned Loop, Laguna Shop

PRECINCT NO. 4.9.0

Location Wollombi Road

AMG Co Ord 56 **E** 325300 **N** 6349300

Topo Map 9132 - 3 - S Wollombi

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road - Formation **Current Use** Abandoned Road

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** 1830-32 **Level of Documentation**

The road through the valley here was mainly constructed by No. 7 Iron Gang and No. 42 Road Party during 1830, and completed in 1832 by Nos. 27 and 42 Road Parties.

PRECINT DESCRIPTION **Associated Items**

A n unsealed section of earlier road, about 250 m in length situated west of the modern day sealed road alignment. Few construction features are evident.
The older alignment appears to pass below a recently erected community 'hall' structure then re-emerges passing in front of the general store/ wine bar, before rejoining the current road-line.

STATEMENT OF SIGNIFICANCE

Remnant surviving, earlier road alignment and formation.

Level of Significance
Medium

Nature of Significance
Historic
Associative

Condition and Integrity
Largely Intact.

Threats

Interpretation Absent

Comments Interpretation may be considered here, linking this loop to the rest of the Great North Road

Recommended Action for Conservation/Management

More detailed field survey and recording desirable, but beyond scope of current project.

References

PRECINCT DESCRIPTION SHEET

NAME Abandoned Loop, near Milsons Arm Road

PRECINCT NO. 4.10.0

Location Wollombi Road , 2 km north of Laguna

AMG Co Ord 56 **E** 325800 **N** 6350800

Topo Map 9132 - 3 - S Wollombi

Section No. 4

Section Mt Manning to Wollombi

Item Type (SHI) Built **Sub Type** Road - Formation **Current Use** Abandoned Road

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** 1830-32 **Level of Documentation**

The road through the valley here was mainly constructed by No. 7 Iron Gang and No. 42 Road Party during 1830, and completed in 1832 by Nos. 27 and 42 Road Parties.

PRECINT DESCRIPTION **Associated Items**

A n unsealed section of earlier road, about 250 m in length situated east and west of the present sealed road alignment in the area north and south of the Milsons Arm Road intersection.
Construction features evident in the southernmost loop, include small areas of side cutting and remnant timber guard posts, which indicate the older road formation was at a lower level beside the Wollombi Brook.
The northern loop (west of the current road) provides access to the "Potter's Gallery" property, where there is evidence of old quarrying on a large sandstone outcrop beside the older road formation.

STATEMENT OF SIGNIFICANCE

Remnant surviving, earlier road alignment and formation.

Level of Significance
Medium

Nature of Significance
Historic
Associative

Condition and Integrity
Largely Intact.

Threats

Interpretation Absent

Comments Interpretation may be considered here, linking this loop to the rest of the Great North Road

Recommended Action for Conservation/Management

More detailed field survey and recording desirable, but beyond scope of current project.

References

SECTION DESCRIPTION SHEET

SECTION NO. 5

Locality from Wollombi

Locality to Maitland

Current Road Name Wollombi Road
Old Maitland Road

Local Government Areas	Owner (s)	Management Agency	Existing Heritage Listings
Cessnock Maitland	Cessnock	Cessnock	refer to individual precinct/item

Historic Themes
Convict
Transport

Statement of Significance

Sections 5 to 8 of the Great North Road remain in use as current main rural roads.
Due to an overall lack of development these Sections present the present day road line in a setting approximating that envisaged at the time of its original construction.
They also retain some occasional precincts with early construction features.

Historical Notes

The Great North Road was to provide a link to the entire Hunter Valley, and as a result it was planned by Mitchell with three major branches, separating firstly at Wollombi and then splitting again at Broke. After initial survey in 1825, gangs were sent to Newcastle in 1827 and by July were around Maitland and Iron Bark Creek. By early 1829 the Maitland to Wollombi branch was "opened, burnt off and cleared to within 18 miles of young (Richard) Wisemans", and later that year gangs were working on the ridge points. The line appears to have been complete by 1831, and it is shown completed on Mitchells 1833 map. Unlike some other sections, this branch remained in use. When the Peats Ferry Road came into use in the 1840s it joined the Great North Road at Mt McQuoid (Bucketty) and the route then continued to Wollombi (GNR Section 4) and then to Maitland. A bridge was built across Narone Creek immediately NE of the village of Wollombi in 1830, but no remnants of it are present. The road-line then followed the meanderings of the Wollombi Brook on the east side through Sweetmans Creek to Millfield, Bellbird and Cessnock. Beyond Cessnock a newer diversion proceeds via Neath, Weston and Kurri Kurri to Maitland.

Description

The Great North Road splits at Wollombi, where the main intersection of the village forms the departure point for the alternate major branches of the road. Section 5 proceeds towards Maitland. The road is two lanes and is sealed for the 20 km from Wollombi to Cessnock. There are several creek crossings and bridges between Wollombi and Cessnock, however during field inspection none of these appeared to retain any early features. Some areas of side cutting through sandstone ridges also appear to have been affected by subsequent upgrading and widening works (c1940s/50s style cuttings now evident).
3.5 km north of Cessnock the present sealed main road to Maitland diverges from the earlier route. The earlier Old Maitland Road (west branch) which is partly unsealed, retains an important precinct containing culverts, cuttings and a bridge at Sawyers Gully. Further north (near Bishops Bridge) the road is again named the Wollombi Road. 13.5 km from Cessnock the road intersects the named 'Old Northern Road', an 1820s alternate track/route from Allandale, now lacking early features. The Wollombi Road (GNR) continues, joining the New England Highway (Mitchell's Hunter Valley Road) 2 km west of Maitland.

Precincts	Precinct No.	Major Items
Sawyers Gully	5.1.0	Stone Culverts, abandoned Bridge and side cutting (2 km unsealed road section)

Threats Unsympathetic upgrading . Inappropriate maintenance practices. Surviving structures have only been preserved as they have been largely superceded by later road deviations, and have not required upgrading.

Recommended Action for Conservation/Management

Most of this section remains in use as trafficable main rural roads. Project Engineers, Council Staff and Contractors need to be fully briefed concerning the significance of the road in order that this becomes the main influence on future works decisions. Additional interpretation is desirable to communicate the historic links and importance of this road Section.

References

Karskens, 1985, MA Thesis (including Appendix 1 - Archaeological Reports, p 567- 568).
I Webb, 1998, "Stone Culvert Locations on Maitland Road" typescript report, 16/10/1998.
Inspections by Coalfields Heritage Group 12/9/1998. Brian Andrews, pers. comm.

PRECINCT DESCRIPTION SHEET

NAME Sawyers Gully Precinct (Native Dog Hill) | **PRECINCT NO.** 5.1.0

Location Old Maitland Road , 7 km north of Cessnock

AMG Co Ord 56 **E** 351800 **N** 6371300

Topo Map 9132 - 2 - N Karella

Section No. 5

Section Wollombi to Maitland

Item Type (SHI) Built **Sub Type** Road - Bridge, Culverts, Cutting **Current Use** In Use Road

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** Precinct needs to be added to relevant heritage inventories

HISTORICAL NOTES

Construction Date c1830 **Level of Documentation** more research needed

After initial survey in 1825, gangs were sent to Newcastle in 1827. Assistant Surveyor Patrick Campbell was sent to Newcastle to direct the road parties in May 1827. Between July and October, one Road Party was stationed at Wallis Plains (Maitland) as was the other in November. During 1828 No. 27 Road Party commenced work on the Great North Road towards Wollombi and were stationed at the Parson's Hill junction, while No. 28 Iron Gang returned to Newcastle. The Newcastle Road Department was augmented in 1829 to five gangs, Nos. 27, 29 and 42 Road Parties, No. 7 Iron Gang and the Newcastle Bridge Party, which were distributed over the original roads linking Newcastle, Maitland, Morpeth, Patrick's Plains and Wollombi. Gangs bridged "numerous small crossings" beyond Wollombi in 1830, and structures such as the "Long Bridge" and "Stoney Creek" bridges close to Maitland, required extensive work . During 1830, both Simpson and Finch directed that stone bridges were to be built. In the 1890s the road at "Native Dog Hill" was described as being in a deplorable condition, and some 'improvements' were reported as being partially completed at that time.

PRECINT DESCRIPTION

Associated Items

3.5 km north of Cessnock the present sealed main road to Maitland diverges from the earlier route. The earlier (west) branch which is partly unsealed, retains an important precinct containing culverts, cuttings and a bridge at Sawyers Gully. There are 11 surviving sandstone box culverts, and others which have been partly modified or replaced by new concrete pipes. 2 of the surviving box culverts have a double slab lintel, similar to an example on Devines Hill. At one location there is a "twin" culvert arrangement, where 2 box culverts have been placed side by side. No other examples of this are currently known elsewhwere on the Great North Road, but a similar arrangement has been observed to exist on the 1840s Midland Highway near Kempton in Tasmania. Rubble walling has been added above several of the box-culverts, the style and appearance of this work suggests it may be an added later improvement, c1890s. The small bridge has a span of 3m (10ft) and two ashlar masonry abutments (type 3b) which are four courses high. Some old timber remains; the decking and rails are of more recent vintage as are props placed beneath the structure. An area of side cutting features jumper bar marks, pick marks and inscriptions. There are also some areas with side drains at the top of the cuttings. More detailed field survey / recording and further research desirable.

STATEMENT OF SIGNIFICANCE

The Sawyers Gully Precinct includes several individually significant surviving older road structures. They include a range of sandstone box culverts, including one unusual example of a "twin" culvert arrangement, and a small single span masonry and timber bridge. A very confined precinct which is easily accessible and displays many features of the road construction and engineering associated with the construction of the Great North Road.

Level of Significance

High

Nature of Significance

Historic
Associative / Interpretative
Archaeological
Aesthetic / Technical

Condition and Integrity

Substantially intact section of older road. Some previous damage caused by unsympathetic road upgrading works, replacing older structures.

Threats

Theft of displaced / unsecured elements.
Future upgrading works in the immediate vicinity have potential to impact upon these structures.

Interpretation Absent

Comments Interpretation may be considered here, linking this section to the rest of the Great North Road

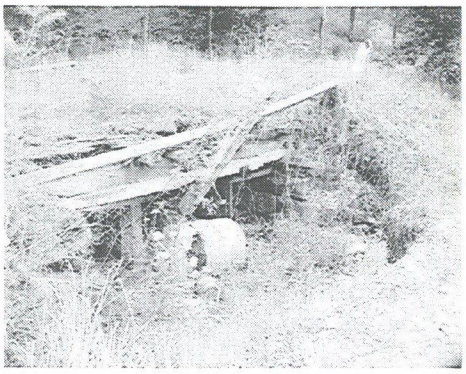
Recommended Action for Conservation/Management

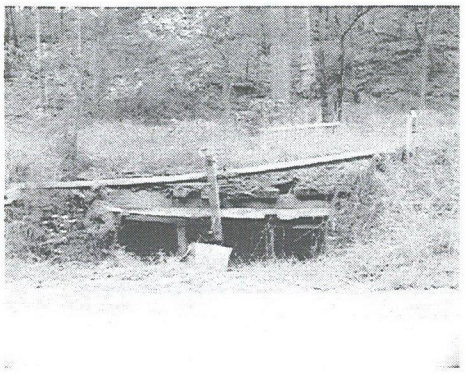
As the nearby road remains in use, Project Engineers, work crews, contractors, etc need to be fully briefed concerning the significance of these road "relics". Assessment of Heritage Impact required for all works adjacent to these structures.

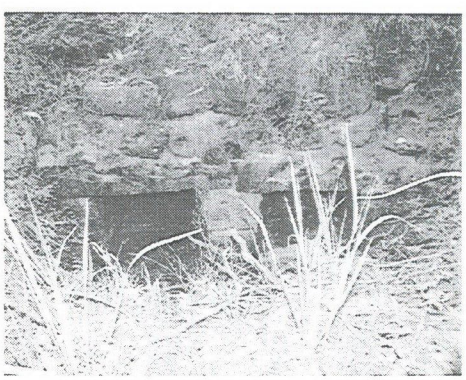
References

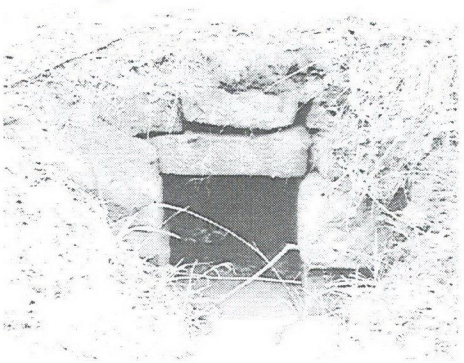
I Webb, 1998, "Stone Culvert Locations on Maitland Road" typescript report, 16/10/1998.
Inspections by Coalfields Heritage Group 12/9/1998. Brian Andrews, pers. comm.
"Around Wollombi" Maitland Mercury, 2 February, 1895 (typescript copy).

SECTION 5









SAWYERS GULLY

SECTION DESCRIPTION SHEET

SECTION NO. 6

Locality from Wollombi

Locality to Broke

Current Road Name Broke Road

Local Government Areas	Owner (s)	Management Agency	Existing Heritage Listings
Cessnock Singleton	Cessnock	Cessnock	refer to individual precinct/item

Historic Themes
Convict
Transport

Statement of Significance

Sections 5 to 8 of the Great North Road remain in use as current main rural roads.
Due to an overall lack of development these Sections present the present day road line in a setting approximating that envisaged at the time of its original construction.
They also retain some occasional precincts with early construction features.

Historical Notes

The Great North Road was to provide a link to the entire Hunter Valley, and as a result it was planned by Mitchell with three major branches, separating firstly at Wollombi and then splitting again at Broke. Construction history of this branch is not as well documented as those of the Sections further south. Major construction activity apparently occurred in 1833.
No.s 13 and 14 Road Parties were assigned the whole area from Wollombi to Warkworth in April of that year. Assistant Surveyor L V Dulhunty who was responsible for the supervision of the construction work, reported that gangs were 'cutting through rocky points' north of Wollombi and MacDougall's Bridge Party were working on a bridge at the northern entry to Wollombi. G B White's 1833 map shows Mitchell's straight road line across the meandering Wollombi Brook, which resulted in 9 creek crossings between Wollombi and Paynes Crossing. It appears that only the first 3 of these were bridged, the others were left unfinished or possibly served by simple fords only. In 1860 part of this section of road was realigned to "avoid the numerous crossings of the Wollombi Brook". This new alignment removed 3 older road loops and six crossings.

Description

The Great North Road splits at Wollombi, where the main intersection in the village forms the departure point for the alternate major branches of the road. Section 6 proceeds towards Broke, a distance of 30 km. The road is sealed for 2 km, then there is a short unsealed section which features some side cutting with scattered jumper marks and pick marks. Some masonry walling is also reported to be present on "The Grange" property nearby. Previous surveys in the 1980s reported upon several 1860s structures, on the later road realignment to the west side of the Wollombi Brook, however, these appear to have been either removed or heavily modified in the intervening years.
One older timber bridge was located at a previous crossing location (present structure not of Colonial origin).
Fieldwork also indicated that some isolated older structures survive on this section, including sandstone culverts at 4.2 km, 8.1 km, and 9 km north of Wollombi (refer to Road Section Mapping for locations).
A timber bridge with rubble masonry abutments also survives at 21.5 km north of Wollombi, near the "Summerville" property.

Precincts	Precinct No.	Major Items
Wollombi Brook	6.1.0	Former Crossings of the Wollombi Brook, including Item 6.1.1, Timber Bridge
Stone Bridge	6.2.0	Bridge with masonry abutments, 21.5 km north of Wollombi

Threats Unsympathetic upgrading . Inappropriate maintenance practices. Structures reported in prior surveys were found to have been removed and/or rebuilt/upgraded during current fieldwork. Future works need assessment.

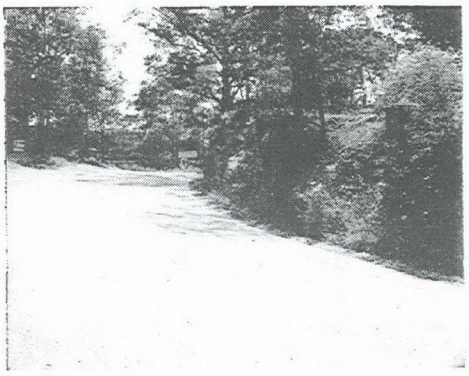
Recommended Action for Conservation/Management

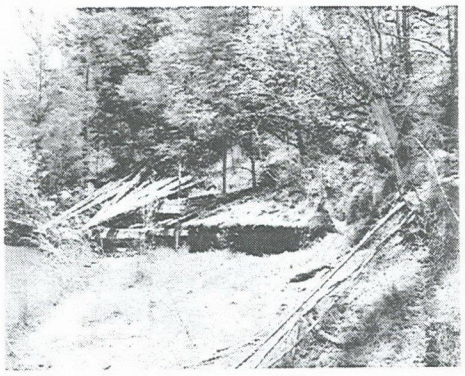
Most of this section remains in use as trafficable main rural roads. Project Engineers, Council Staff and Contractors need to be fully briefed concerning the significance of surviving older road precints or individual structures. Some interpretation to communicate the historic links of this road Section is desirable. Further research and more detailed fieldwork is also needed.

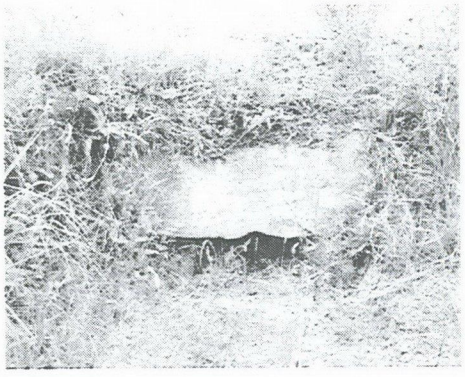
References

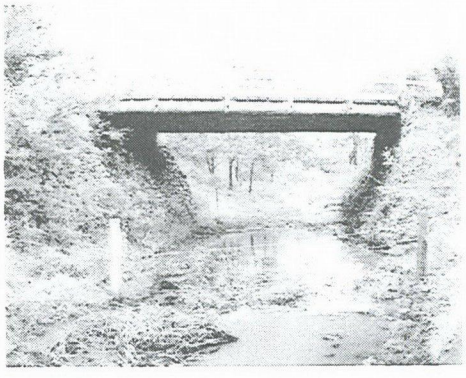
Karskens, 1985, MA Thesis (including Appendix 1 - Archaeological Reports, p 564- 566)
AONSW Map No 5092 G B White, 1833 (= Karskens Map 15). Lands Dept R 113. 1603 and R 7641. 1603 .
McBean and Crisp, 1983, Mt Manning to Paynes Crossing. I Webb, pers. comm., G James, pers.comm.

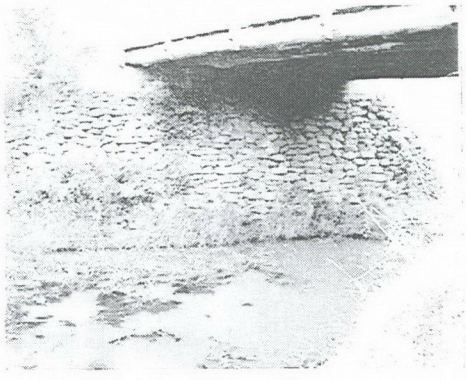
SECTION 6

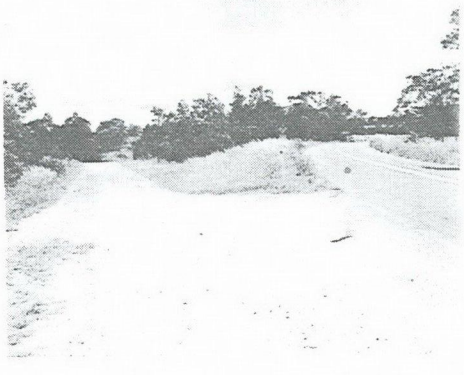












PRECINCT DESCRIPTION SHEET

NAME Crossings of the Wollombi Brook

PRECINCT NO. 6.1.0

Location Broke Road , 3 to 7.5 km north of Wollombi

AMG Co Ord 56 **E** 324200 **N** 6356300

Topo Map 9132 - 3 - S Wollombi

Section No. 6

Section Wollombi to Broke

Item Type (SHI) Built **Sub Type** Road - Creek Crossing **Current Use** Abandoned Road

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** National Trust
AHC ; SHI
Cessnock
Hunter REP

HISTORICAL NOTES **Construction Date** **Level of Documentation** more research needed

Major construction activity apparently for this main western branch of the Great North Road occurred in 1833. No.s 13 and 14 Road Parties were assigned the whole area from Wollombi to Warkworth in April of that year. Assistant Surveyor L V Dulhunty was responsible for the supervision of the construction work. G B White's 1833 map shows Mitchell's straight road line across the meandering Wollombi Brook, which resulted in 9 creek crossings between Wollombi and Paynes Crossing. Work was underway bridging the first and second crossing places in 1833 and 1834. The 3rd was also commenced , but work ceased there in July 1835. It thus appears that only the first 3 crossings were bridged, the others were left unfinished or possibly served by simple fords only.
In 1860 part of this section of road was realigned to "avoid the numerous crossings of the Wollombi Brook". This new alignment removed 3 older road loops and six creek crossings.

PRECINT DESCRIPTION **Associated Items**

This Precinct contains very little extant physical evidence. One older, low-level, timber bridge was located at a location forming the second original crossing place at the northern end of the first road loop (Item 6.1.1). The present bridge structure is unlikey to be of Colonial origin. It comprises large diameter log stringers which have been roughly squared or adzed. Hardwood slab decking and beams are secured by largespikes. The bridge has been washed away by flooding and is now embedded in the north bank of the Wollombi Brook. This structure probably reflects the location an older creek crossing associated with the original road line and crossing of the Wollombi Brook, with the location remaining in use as access to private property. Changes caused by floods mean that the actual Colonial-era crossing places probably do not survive. Some more modren fords provide an indication of the possible nature and appearance of the early crossings. Sandstone rubble and boulders are placed in the bed of the creek, with earthern side cuttings on the tracks which approach the crossings/fords.

STATEMENT OF SIGNIFICANCE

The Wollombi Crossings Precinct stands as another important example of Mitchell's road philosophy and his determination to adopt the shortest and most direct lines between two points regardless of the actual constraints of the topography and the construction which that might entail. Thus the older line across the Wollombi Brook demonstrates the rigid approach to road-tracing Mitchell espoused in the 1820's and 1830's. It was later altered for reasons of practicality of use and construction.

Level of Significance
Medium

Nature of Significance
Historic
Associative

Condition and Integrity

Threats

Interpretation Absent

Comments Not an easily accessible location, and within private property.

Recommended Action for Conservation/Management

References Karskens, 1985, MA Thesis ; Appendix 1 - Archaeological Reports, p 564- 566
AONSW Map No 5092 G B White, 1833 (= Karskens Map 15). Lands Dept R 113. 1603 and R 7641. 1603 .

PRECINCT DESCRIPTION SHEET

NAME Stone Bridge

PRECINCT NO. 6.2.0

Location Broke Road, 21.5 km nth of Wollombi, near "Summerville"

AMG Co Ord 56 E 325900 N 6343000

Topo Map 9131 - 4 - N Murrays Run

Section No. 6

Section Wollombi to Broke

Item Type (SHI) Built **Sub Type** Road - Bridge **Current Use** In Use Road / Bridge

Owner (s) Cessnock **LGA** Cessnock **Existing Heritage Listings** Precinct needs to be added to relevant heritage inventories

HISTORICAL NOTES **Construction Date** c1833 ? **Level of Documentation** Poor - research needed

Construction history of this branch is not as well documented as those of the Sections further south.
Major construction activity apparently occurred in 1833.
No.s 13 and 14 Road Parties were assigned the whole area from Wollombi to Warkworth in April of that year.
Assistant Surveyor L V Dulhunty was responsible for the supervision of the construction work.

PRECINT DESCRIPTION **Associated Items**

The bridge has a recent deck surmounting flared abutments of roughly squared, but otherwise unworked stone rubble. The timber structure (decking, stringers and handrails) bewteen the abutments is recent. It has recent round longitudinal stringers, diagonal and logitudinal planked decking, and timber arris side rails. Concrete headstocks have also been added to the top of both masonry abutments.
The masonry is dry-laid, split and roughly squared rubble, with intermittent, uneven, and unlevel coursing. There is some random and stack bonding. It conforms with Karskens' type 2a masonry.
The stonework contrasts markedly with numerous other better quality bridge structures elsewhere on the Great North Road in both stone size and finish, but is not unlike some of the simpler and earlier work of the 1820s.
It is difficult to ascertain whether it was part of the original construction work of the road.
It may be a later construction, further research may help to clarify this.

STATEMENT OF SIGNIFICANCE

The origins of this structure are presently unclear.
If it is another surviving bridge from the original construction of the Great North Road it would contribute to a group extremely significant for its demonstration of the development from simple stone conduit structures to some highly sophisticated forms and designs.

Level of Significance
Medium

Nature of Significance
Historic
Associative

Condition and Integrity
Largely Intact.
Structure is still in use.

Threats
Future upgrading works in the immediate vicinity have potential to impact upon this structure.

Interpretation Absent

Comments Interpretation may be considered here, subject to confirmation of the origins of this structure.

Recommended Action for Conservation/Management

Works recommended by prior reports have yet to be fully implemented. As the road remains in use, Project Engineers & crews need to be fully briefed concerning the significance of the bridge. Heritage Impact Assessment required for works on the bridge.

References

SECTION DESCRIPTION SHEET

SECTION NO. 7

Locality from Broke

Current Road Name Cessnock Road (from Broke)
Range Road (to Whittingham)

Locality to Patrick's Plains (Whittingham)

Local Government Areas	Owner (s)	Management Agency	Existing Heritage Listings
Singleton	Singleton	Singleton	refer to individual precinct/item

Historic Themes
Convict
Transport

Statement of Significance

Minor parts of Section 7 of the Great North Road probably remain in use as current rural roads or tracks within the Army land.
Due to the local topography, few elaborate structures were required and no precincts were identified in this Section.
The intended line of the road was probably never fully completed or constructed.
The rural setting of the current surviving road(s) approximates that envisaged at the time of its initial tracing and construction.

Historical Notes

The Great North Road was to provide a link to the entire Hunter Valley, and as a result it was planned by Mitchell with three major branches, separating firstly at Wollombi and then splitting again at Broke. Construction history of these branches is not as well documented as those of the branches further south. The second branch was from Broke to Patrick's Plains (Whittingham), in the vicinity of Minimbah Homestead, referred to in the construction period as "Cobb's Station".
This branch apparently had only minimal construction. Assistant Surveyor P Ogilvie reported that gangs were cutting the line east of Broke in August 1835. He was removed from his post in 1836. The survey by G B White 1833, shows Mitchell's intended line to Patrick's Plains as being symmetrical with the line from Broke to Warkworth (then to Jerrys Plains).
An earlier settlers' track was already in use from Broke to Singleton, and was apparently favoured as a more direct route. Mitchell's intended line is still shown on both the current parish and topographical maps, but may never have been completed. Both early road lines have been superseded by the current main road to Singleton .

Description

The eastern branch from Broke, Section 7, proceeded to Patrick's Plains, a distance of some 17 km. The road is a sealed two lane road (the Cessnock Road, via Allandale). At about 4 km from Broke an unsurfaced road proceeds directly north into Commonwealth (Army) Land, which is not publically accessible. This track re-emerges north of the army field firing range and becomes Range Road, a sealed road which leads directly north to Whittingham, where it crosses the main Northern railway line and joins the present New England Highway .This track/road would appear to be on the approximate line of the early settlers track. Mitchell's intended line to Cobb's Station is shown on maps close to the Minimbah Creek. It appears to have never been constructed, although not all of the area is accessible. 2.5 km north of the village of Broke another road also leaves from the western (Warkworth) branch of the GNR and proceeds via Bulga, north towards Singleton. This is the present 'main' road route (MR 181) and effectively supercedes the other road lines. A connecting loop road from the Putty Road to the New England Highway has been more recently opened, and has been named "Mitchells Line" Road. This would appear to be a misnomer.

Precincts	Precinct No.	Major Items

Threats Unsympathetic upgrading.

Recommended Action for Conservation/Management

Some of this section remains in use as trafficable rural roads.
Some interpretation to communicate the historic links of this road Section is desirable.
Further research and fieldwork is also desirable, but would require Defence Department permission.

References

Karskens, 1985, MA Thesis (including Appendix 1 - Archaeological Reports, p 569)
AONSW Map 5091, G B White 1833. (= Karskens Map 16).

SECTION DESCRIPTION SHEET

SECTION NO. 8

Locality from Broke

Locality to Warkworth

Current Road Name Charlton Road
Wallaby Scrub Road

Local Government Areas	Owner (s)	Management Agency	Existing Heritage Listings
Singleton	Singleton	Singleton	refer to individual precinct/item

Historic Themes
Convict
Transport

Statement of Significance

Section 8 of the Great North Road remains in use as current rural roads.
Due to the local topography, few elaborate structures were required, and no significant older structures were identified.
The intended line of the road was possibly never fully completed or constructed.
The rural setting of the current surviving road(s) approximates that envisaged at the time of its initial tracing and construction.

Historical Notes

The Great North Road to the Upper Hunter Valley, was planned by Mitchell with three major branches, separating first at Wollombi and then again at Broke. Construction history of these branches is not as well documented as those further south. The third main branch was from Broke to Warkworth. The branch to Warkworth was constructed from late 1834 to 1836 under the supervision of Assistant Surveyor Peter Ogilvie, who was also responsible for a linking road from Warkworth to Cobb's Station, down the Hunter Valley. This branch also saw a brief experiment whereby some contract labour was also used to clear the road line, although actual construction was still by convict gangs. At 14 km from Broke the Great North Road crossed the Bulga Track from Windsor (now the Putty Road, to Windsor =155 km). This branch also appears to have had only minimal construction. The survey by G B White 1833, shows Mitchell's intended line to Warkworth as being symmetrical with the line from Broke to Patrick's Plains. Warkworth was the official title given to Cockfighter's Creek, where a substantial bridge was constructed in 1835. In 1836 the gangs were removed and the road was left, presumably unfinished.

Description

The western branch from Broke, Section 8, proceeded to Warkworth, a distance of some 22 km. The road is a sealed two lane road. At 2.5 km north of the village of Broke, at Monkey Place Creek, another road diverges from the western (Warkworth) branch of the GNR and proceeds via Bulga, north towards Singleton. The western branch of the GNR, here named Charlton Road, continues towards Warkworth. At Monkey Place Creek a small section of abandoned formation survives, having been replaced by a higher level timber beam bridge.
Along the rest of the sealed road the terrain is relatively flat, and little construction (other than clearing) would appear to have been necessary. All culverts observed during fieldwork were modern concrete pipe structures.
The present Cockfighter's Bridge at Warkworth is a modern high level concrete and steel girder bridge built in 1956.
No evidence of any older structures was noted to survive in the vicinity of the creek crossing.

Precincts	Precinct No.	Major Items
Monkey Place Creek	8.1.0	Abandoned Road Formation

Threats Unsympathetic upgrading.

Recommended Action for Conservation/Management

Some of this section remains in use as trafficable rural roads.
Some interpretation to communicate the historic links of this road Section is desirable.
Further research and more detailed fieldwork is also desirable.

References Karskens, 1985, MA Thesis (including Appendix 1 - Archaeological Reports, p 570)
AONSW Map 5091, G B White 1833. (= Karskens Map 16).

PRECINCT DESCRIPTION SHEET

NAME Abandoned Formation, Monkey Place Creek

PRECINCT NO. 8.1.0

Location Charlton Road intersection, 2 .5 km north of Broke

AMG Co Ord 56 E 321000 N 6377200

Topo Map 9132 - IV - S Bulga

Section No. 8

Section Broke to Warkworth

Item Type (SHI) Built **Sub Type** Road - Formation **Current Use** Abandoned Road

Owner (s) Singleton **LGA** Singleton **Existing Heritage Listings**

HISTORICAL NOTES **Construction Date** c1834 **Level of Documentation** Poor

Construction history of this branches is not as well documented as those further south.
The branch to Warkworth was constructed from late 1834 to 1836 under the supervision of Assistant Surveyor Peter Ogilvie, who was also responsible for a linking road from Warkworth to Cobb's Station, down the Hunter Valley.

PRECINT DESCRIPTION **Associated Items**

A n unsealed section of earlier road, about 150 m in length situated south of the present sealed road alignment.
The present road crosses Monkey Place Creek via a modern high level timber trestle/beam bridge.
The older formation proceeded directly northwest to cross the creek at a lower level (possibly an early ford).
No old construction features are evident.
Presence of a C20th gravel and bitumen/aggregate pavement on part of the older formation suggests that it remained in use until relatively recently.

STATEMENT OF SIGNIFICANCE

Remnant surviving, earlier road alignment and formation.

Level of Significance

Medium

Nature of Significance

Historic
Associative

Condition and Integrity

Largely Intact.

Threats

Interpretation Absent

Comments Interpretation may be considered here, linking this item to the rest of the Great North Road

Recommended Action for Conservation/Management

More detailed field survey and recording desirable, but beyond scope of current project.

References

MARS

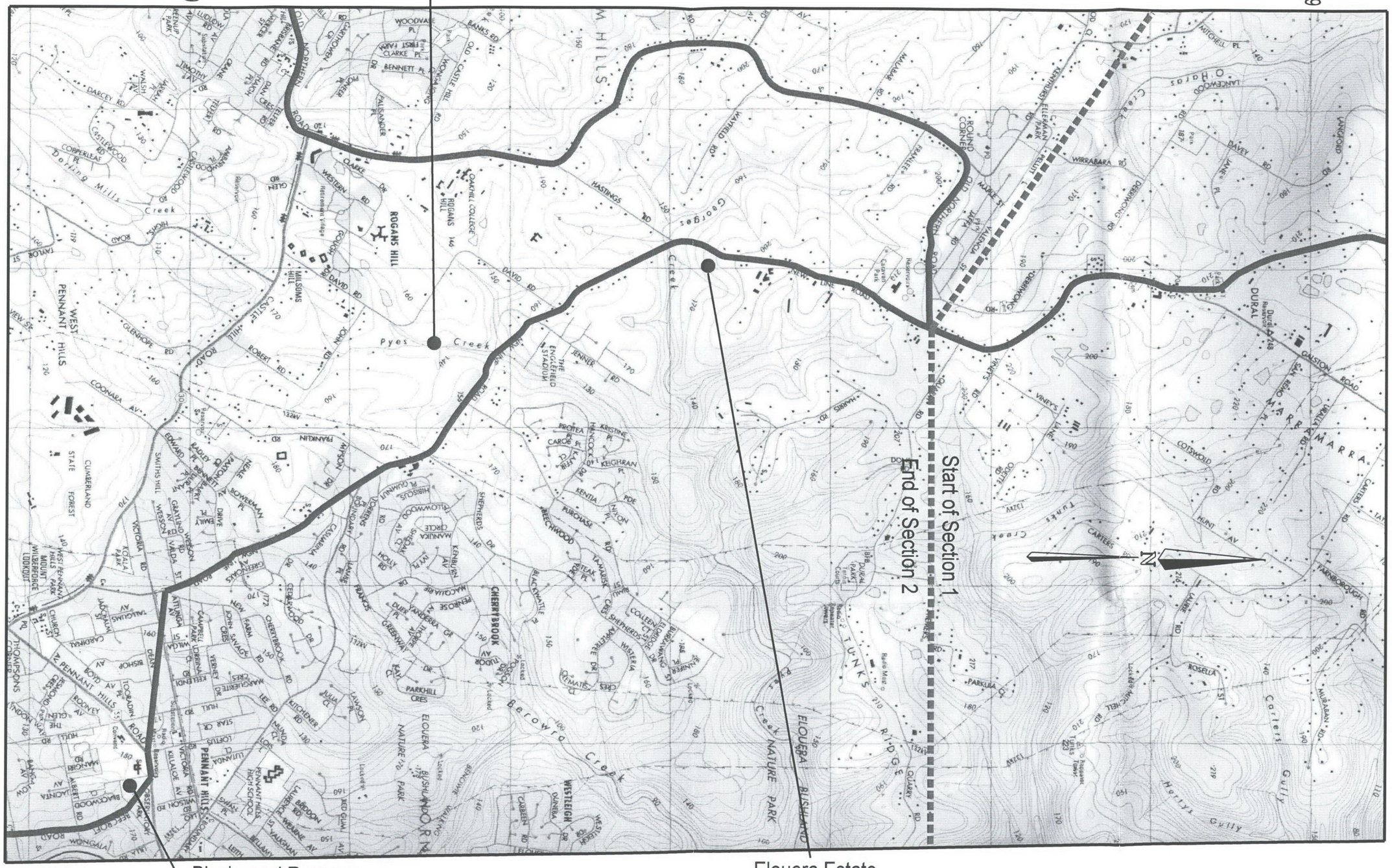
SECTION I

6265000N

Pye's Creek Bridge
(Precinct 2.6.0)

6272000N

316000E



320000E

Blackwood Reserve
(Precinct 2.5.0)

Elouera Estate
(Precinct 2.7.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
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Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION TWO AND ONE: ABBOTSFORD TO DURAL TO WISEMANS FERRY

THIS MAP: PENNANT HILLS TO DURAL

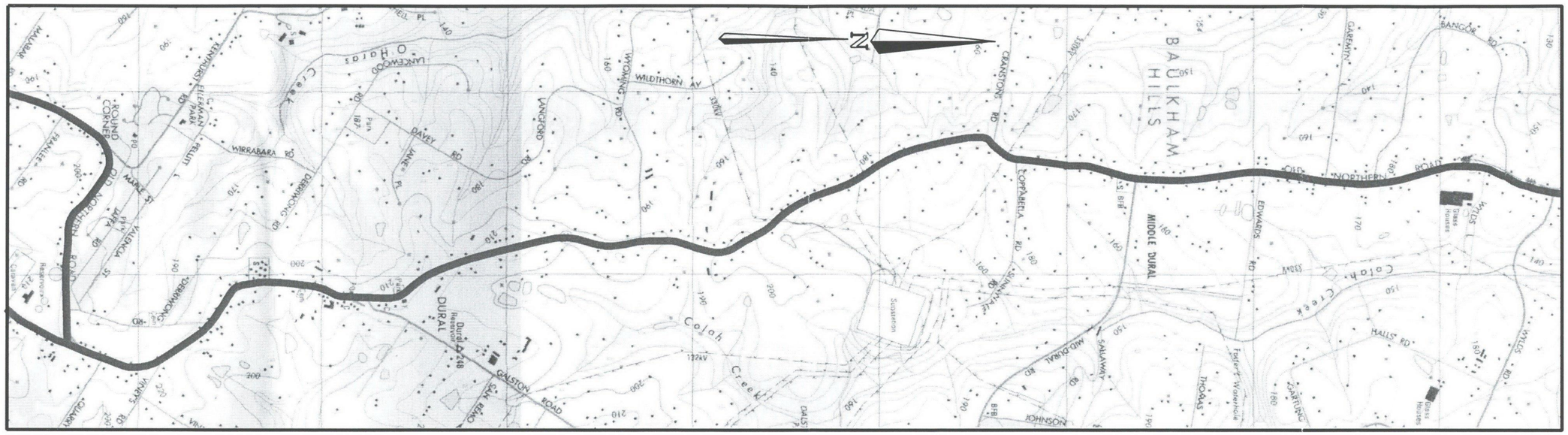
HORNSBY TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 3 OF 41

6270000N

6277000N


N
316000E
317000E
BAULKHAM HILLS
DURAL
Dural Reservoir
Colah Creek
Creek
WILDTHORN AV
WOMANG RD
LANGFORD
CRANSTON RD
COPPABELLA RD
MIDDLE DURAL
EDWARDS RD
OLD NORTHERN ROAD
GARRAWAY
BANGOR RD
HALLS RD
MYLES RD
MID DURAL RD
SALAWAY
THOMAS
JOHNSON
GARFORD
Forest Waterhole
Dairy Houses
Dairy Houses
WIRRABARA RD
DAVEY RD
DAVE PL
LANCEWOOD
O'Hara's
Creek
KOUND CORNER
ELLERMAN PARK
FRUIT L
MARY ST
JULIA RD
VALENCIA ST
OLD NORTHERN ROAD
DEBRONG RD
DEBRONG RD
LENTHALL ST
MALABAR
FRANKLIN
LENFORD
SALVIA RD
GALSTON ROAD
GALSTON RD
SALVIA
Reservoir
Reservoir
Suspension
Suspension
Footbridge
Footbridge
Ford
Ford
Ford

6278000N

6284000N

315000E

317000E

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION ONE: BAULKHAM HILLS TO WISEMANS FERRY

THIS MAP: ARCADIA TO MERIDAN AVE.

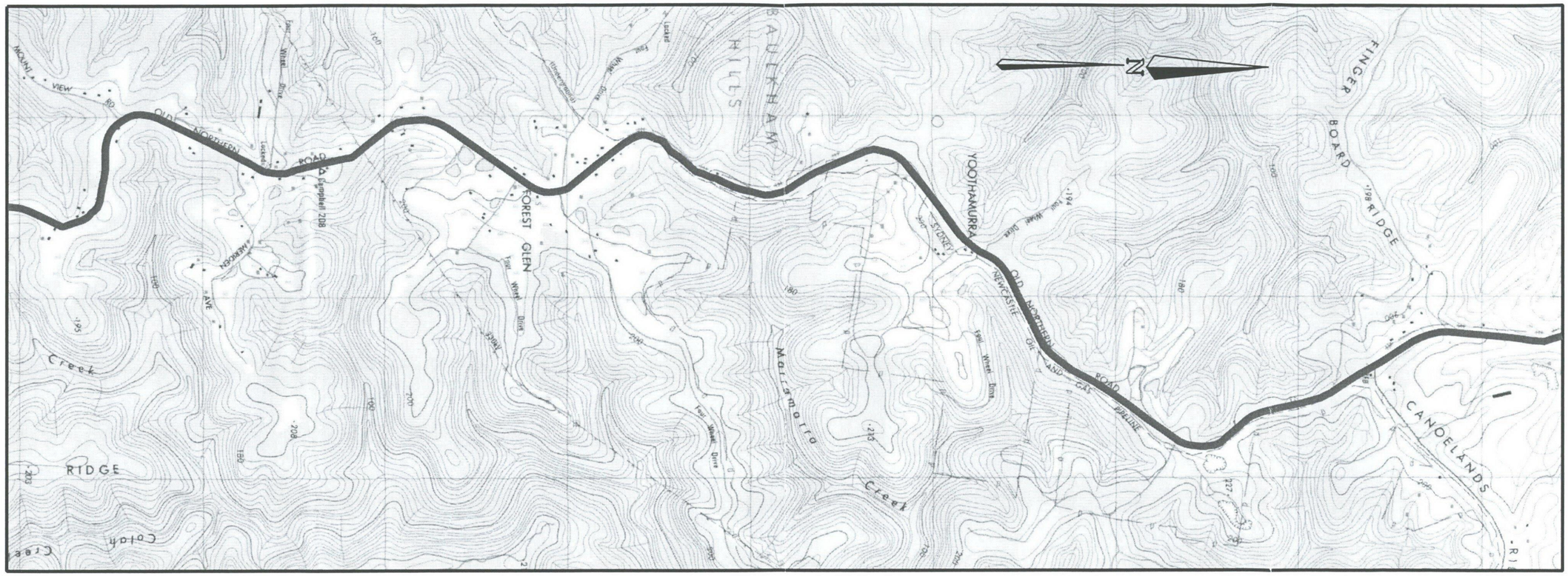
COWAN TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 5 OF 41

6283000N

6291000N



315000E

317000E

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

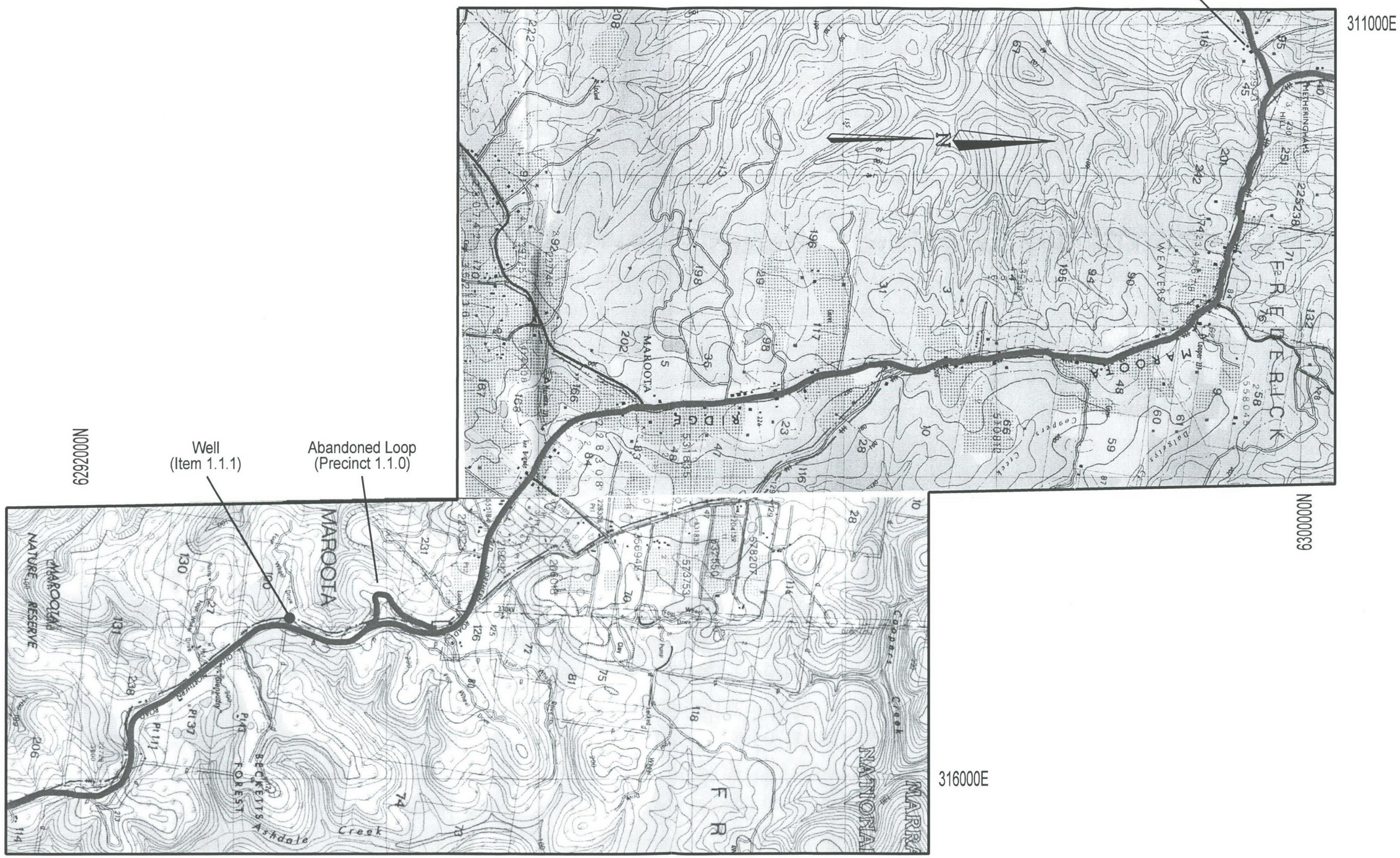
SECTION ONE: BAULKHAM HILLS TO WISEMANS FERRY

THIS MAP: MERIDAN AVE. TO CANOELANDS RIDGE

COWAN TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 6 OF 41



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

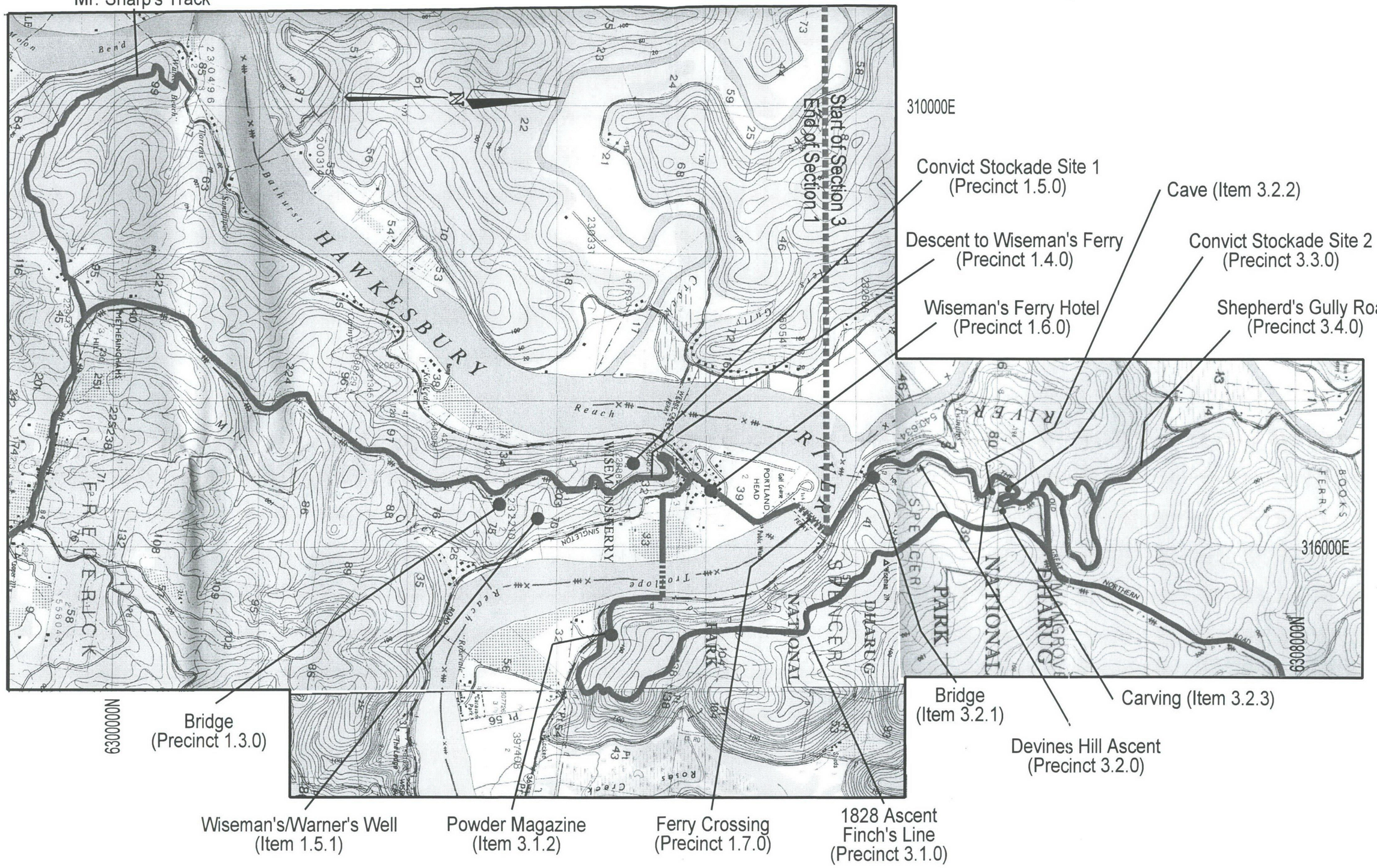
SECTION ONE: BAULKHAM HILLS TO WISEMANS FERRY

THIS MAP: BECKETTS FOREST TO METHERINGHAMS HILL

LOWER PORTLAND & GUNDERMAN TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 7 OF 41



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION ONE AND THREE: BAULKHAM HILLS TO WISEMANS FERRY TO MOUNT MANNING

THIS MAP: METHERINGHAMS HILL TO WISEMANS FERRY

LOWER PORTLAND, GUNDERMAN & ST. ALBANS TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 8 OF 41

SECTION 2

6251000N

6258000N

323000E

327000E

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION TWO: ABBOTSFORD TO DURAL

THIS MAP: ABBOTSFORD TO DENISTONE EAST

PARRAMATTA RIVER TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 1 OF 41

6258000N

6263000N

321000E

324000E

Terry's Creek
(Precinct 2.3.0)

Devlins Creek Causeway
(Precinct 2.4.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION TWO: ABBOTSFORD TO DURAL

THIS MAP: DENISTONE EAST TO BEECROFT

PARRAMATTA RIVER TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 2 OF 41

6265000N

Pye's Creek Bridge
(Precinct 2.6.0)

6272000N

316000E

End of Section 2

Start of Section 1

320000E

Blackwood Reserve
(Precinct 2.5.0)

Elouera Estate
(Precinct 2.7.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION TWO AND ONE: ABBOTSFORD TO DURAL TO WISEMANS FERRY

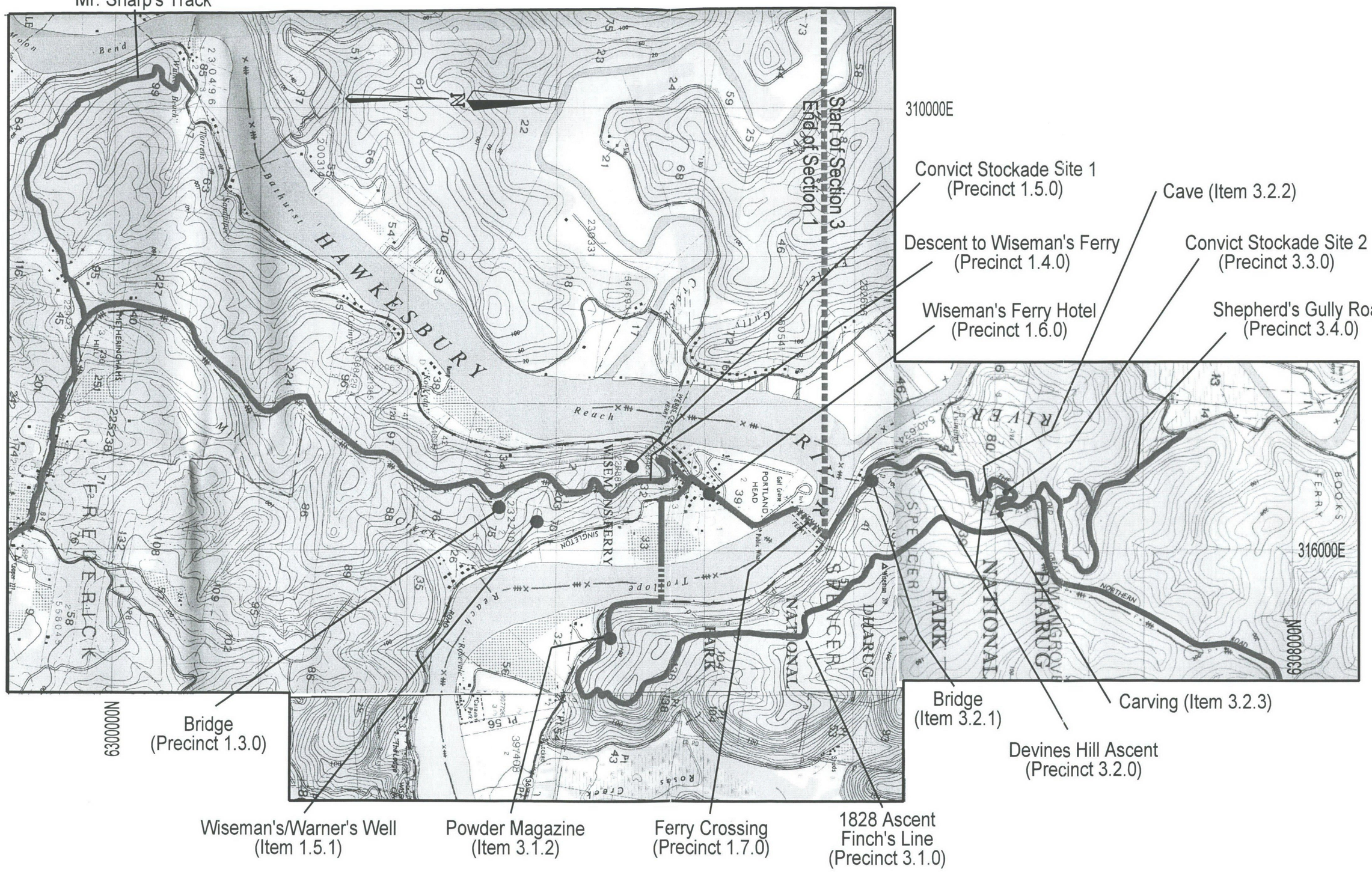
THIS MAP: PENNANT HILLS TO DURAL

HORNSBY TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP
3
OF
41

SECTION 3



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION ONE AND THREE: BAULKHAM HILLS TO WISEMANS FERRY TO MOUNT MANNING

THIS MAP: METHERINGHAMS HILL TO WISEMANS FERRY

LOWER PORTLAND, GUNDERMAN & ST. ALBANS TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 8 OF 41

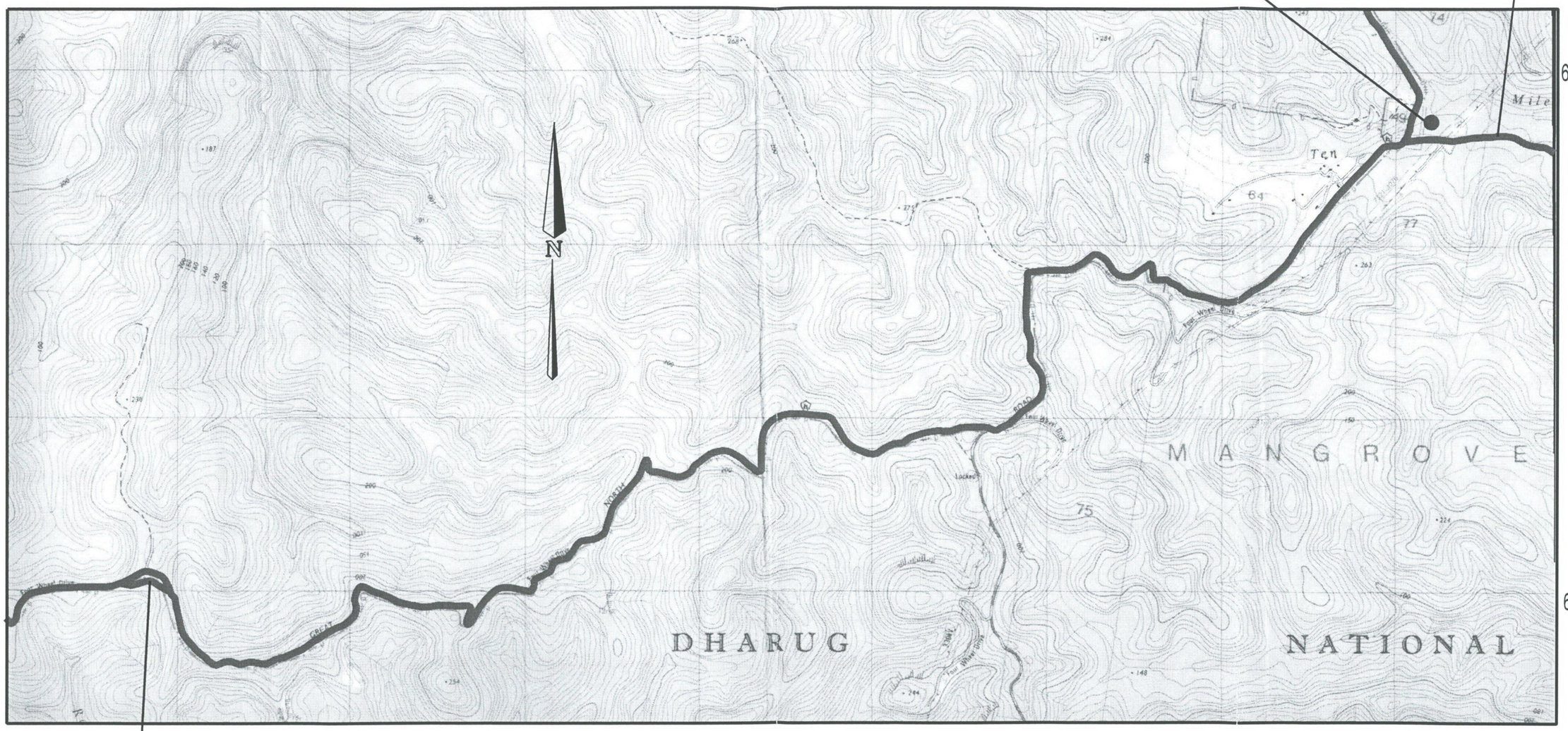
315000E

Ten Mile Hollow
(Precinct 3.6.0)

322000E

Simpson's Track
(Maps 22 to 30)

6311000N



6308000N

Mitchell's Loop
(Precinct 3.5.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION THREE: WISEMANS FERRY TO MOUNT MANNING

THIS MAP: WISEMANS FERRY TO TEN MILE HOLLOW

MANGROVE TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 9 OF 41

Clare's Bridge
(Precinct 3.7.0)

Mile Marker
(Item 3.7.1)

Drinking Trough
(Item 3.7.2)

Carving
(Item 3.9.1)

6319000N

6251000N

321000E

324000E

Frog Hollow
(Precinct 3.8.0)

Ascent of Mount Baxter
(Precinct 3.9.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION THREE: WISEMANS FERRY TO MOUNT MANNING

THIS MAP: TEN MILE HOLLOW TO GREENS RUN

MANGROVE TOPOGRAPHIC MAP

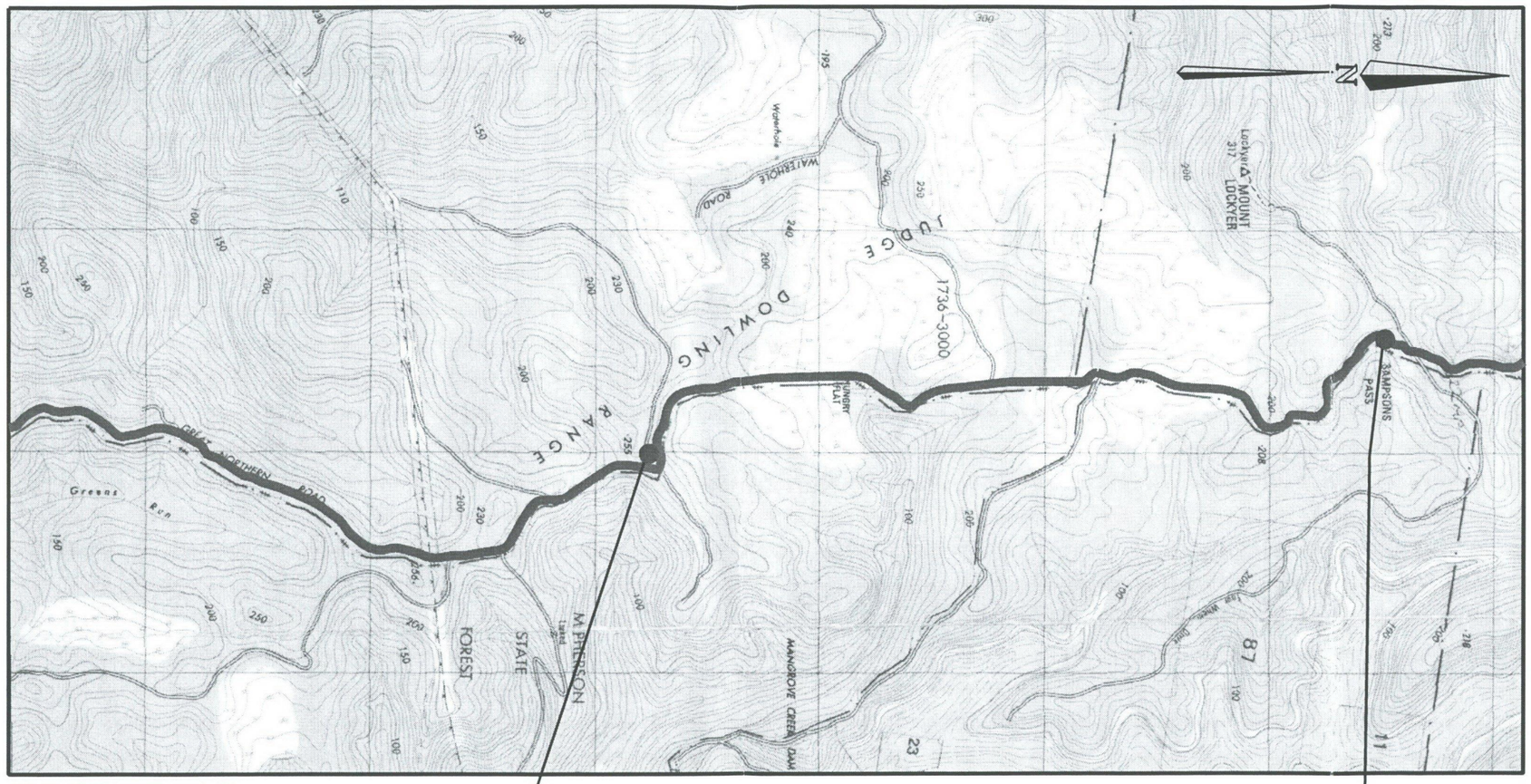
SCALE 1:25000 (Approx.)

MAP 10 OF 41

6320000N

6326000N

322000E



324000E

Quarry Site
(Item 3.9.2)

Sampson's Pass
(Precinct 3.10.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION THREE: WISEMANS FERRY TO MOUNT MANNING

THIS MAP: GREENS RUN TO SAMPSONS PASS

KULNURA TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 11 OF 41

Sampson's Pass Bridge
(Item 3.10.1)

Circuit Flat Bridge
(Item 3.11.1)

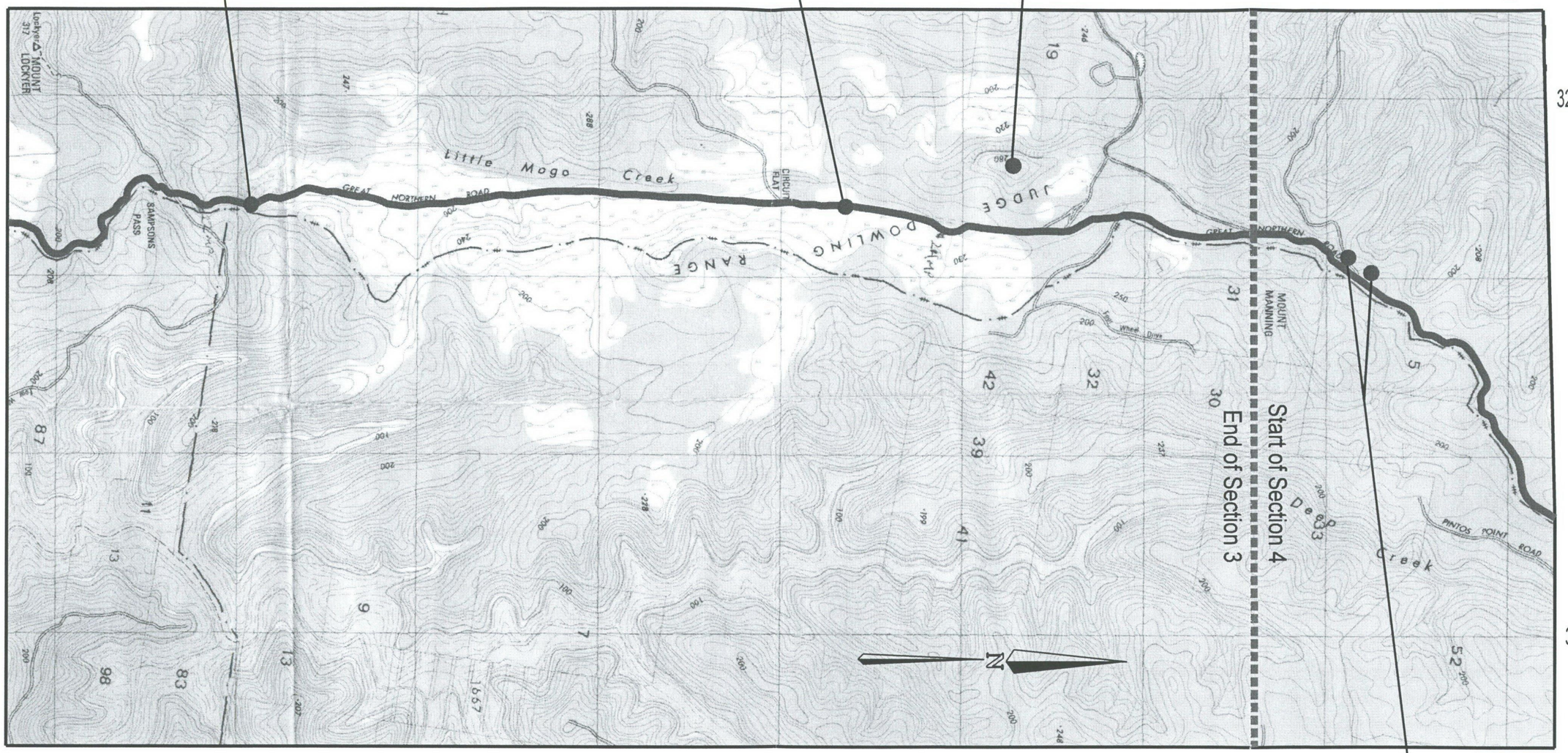
Quarry
(Item 3.11.2)

6325000N

6333000N

322000E

325000E



Ramp and Quarry
(Precinct 4.1.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION THREE AND FOUR: WISEMANS FERRY TO MOUNT MANNING TO WOLLOMBI

THIS MAP: SAMPSONS PASS TO MOUNT MANNING

KULNURA TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 12 OF 41

SECTION 4

Sampson's Pass Bridge
(Item 3.10.1)

Circuit Flat Bridge
(Item 3.11.1)

Quarry
(Item 3.11.2)

6325000N

6333000N

322000E

325000E

Start of Section 4

End of Section 3

Ramp and Quarry
(Precinct 4.1.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION THREE AND FOUR: WISEMANS FERRY TO MOUNT MANNING TO WOLLOMBI

THIS MAP: SAMPSONS PASS TO MOUNT MANNING

KULNURA TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 12 OF 41

Abandoned Loop, Mount McQuoid (Precinct 4.2.0)

Ramsays Leap (Precinct 4.3.0)

Stone Causeway (Precinct 4.4.0)

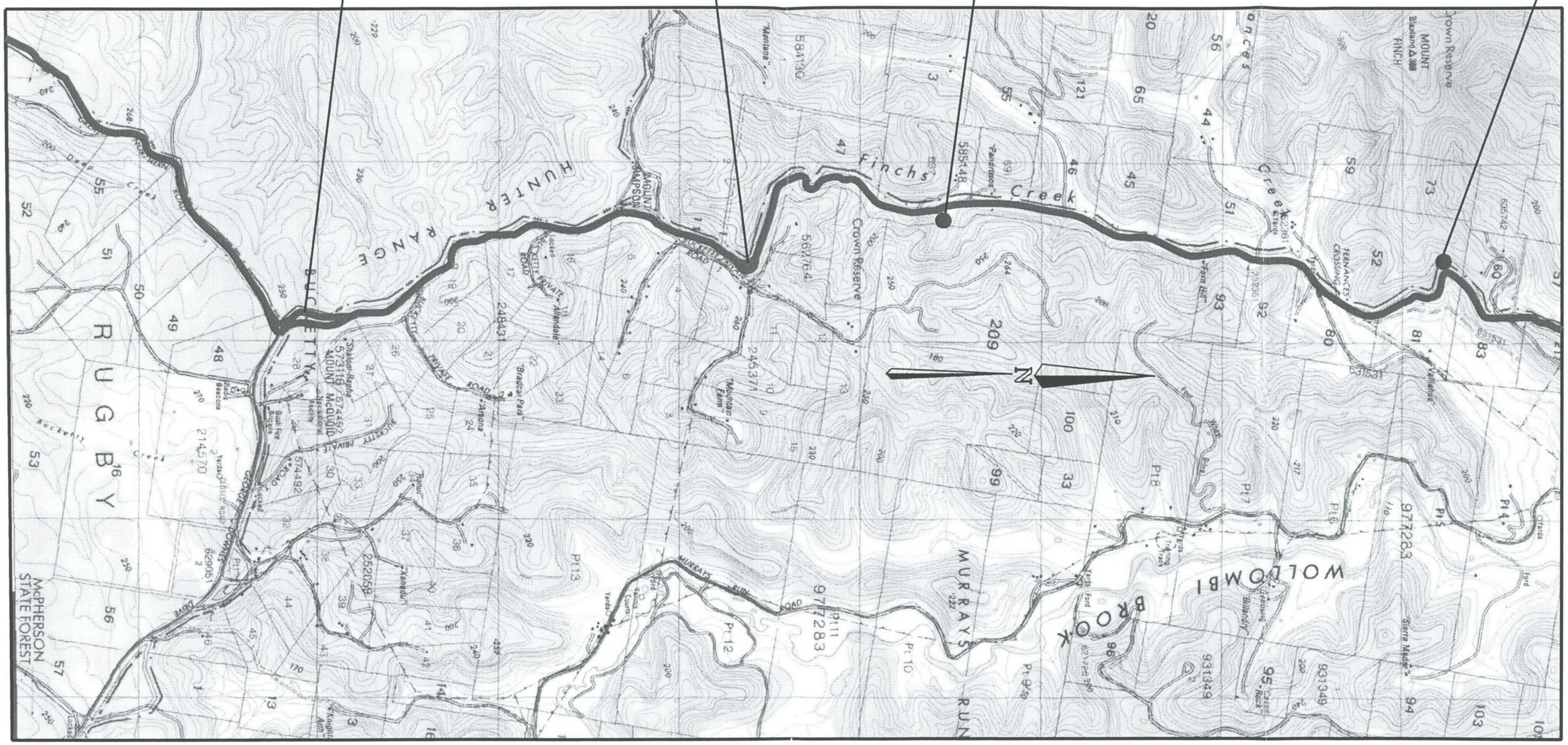
Stone Culvert Fernace's Crossing (Precinct 4.5.0)

6334000N

6341000N

325000E

328000E



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION FOUR: MOUNT MANNING TO WOLLOMBI

THIS MAP: BUCKETTY TO FURNACES CROSSING

MURRAYS RUN TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 13 OF 41

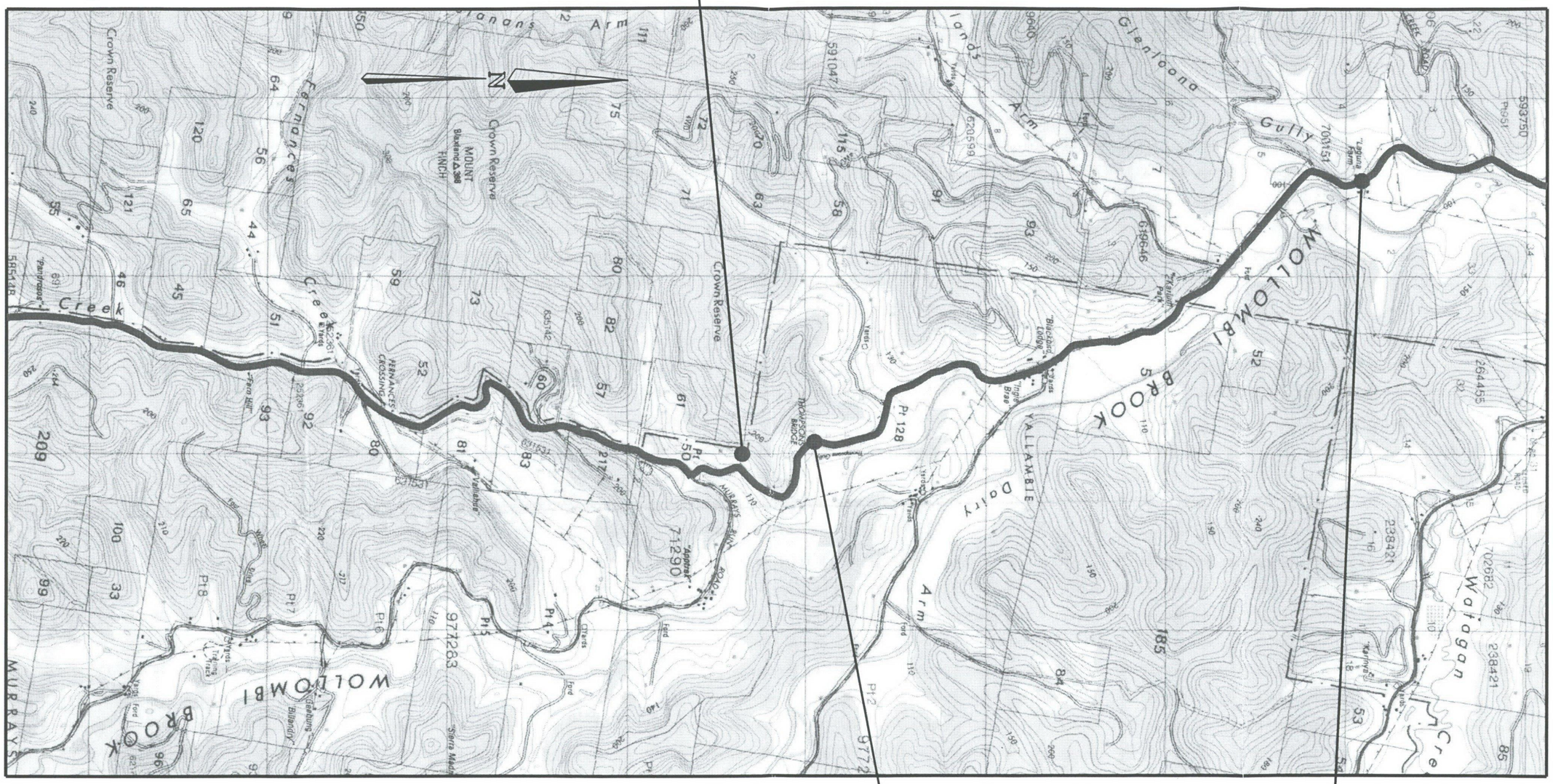
Stone Arched Culvert
Murrays Run
(Precinct 4.6.0)

6339000N

6347000N

324000E

327000E


N
Fernances Creek
Crown Reserve
MOUNT FINCH
Blaxland Δ 368
Crown Reserve
Crown Reserve
Glenloona Gully
WOLLOMBI BROOK
MURRAYS RUN
Dairy Arm
Ford
Ford
Ford

6348000N

Abandoned Loop
(Precinct 4.9.0)

6355000N

Start of Section 6
End of Section 4

324000E

Joins
Map 16

Start of Section 5
End of Section 4

Joins
Map 31

327000E

Abandoned Loop
(Precinct 4.10.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION FOUR,FIVE & SIX: MOUNT MANNING TO WOLLOMBI TO BROKE AND MAITLAND

THIS MAP: LAGUNA TO WILLIAMS BRIDGE

WOLLOMBI TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP
15
OF
41

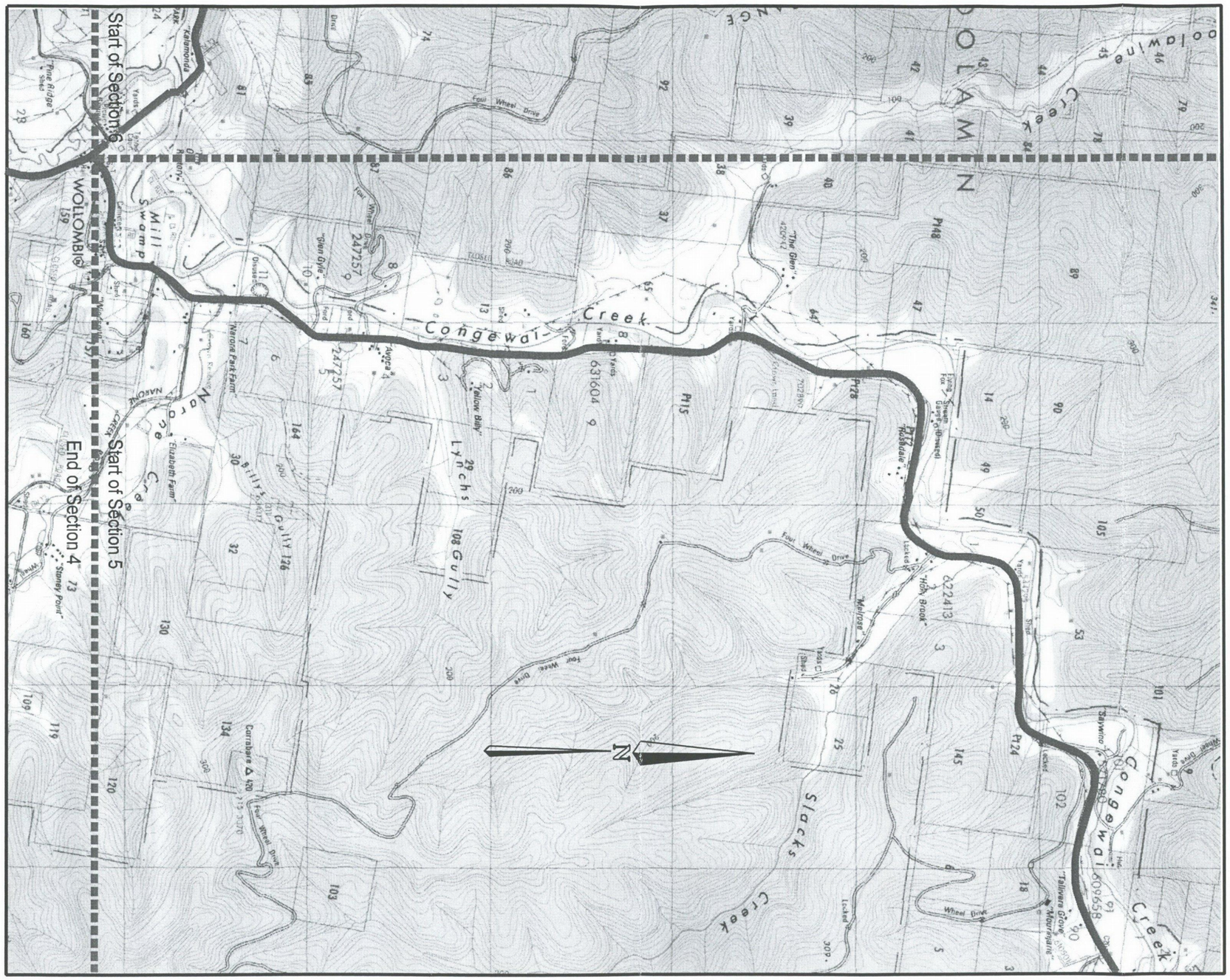
SECTION 5

6364000N

6359000N

326000E

330000E



N

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION FIVE: WOLLOMBI TO MAITLAND

THIS MAP: WOLLOMBI TO "TALLIVERA GROVE"

WOLLOMBI TOPOGRAPHIC MAP

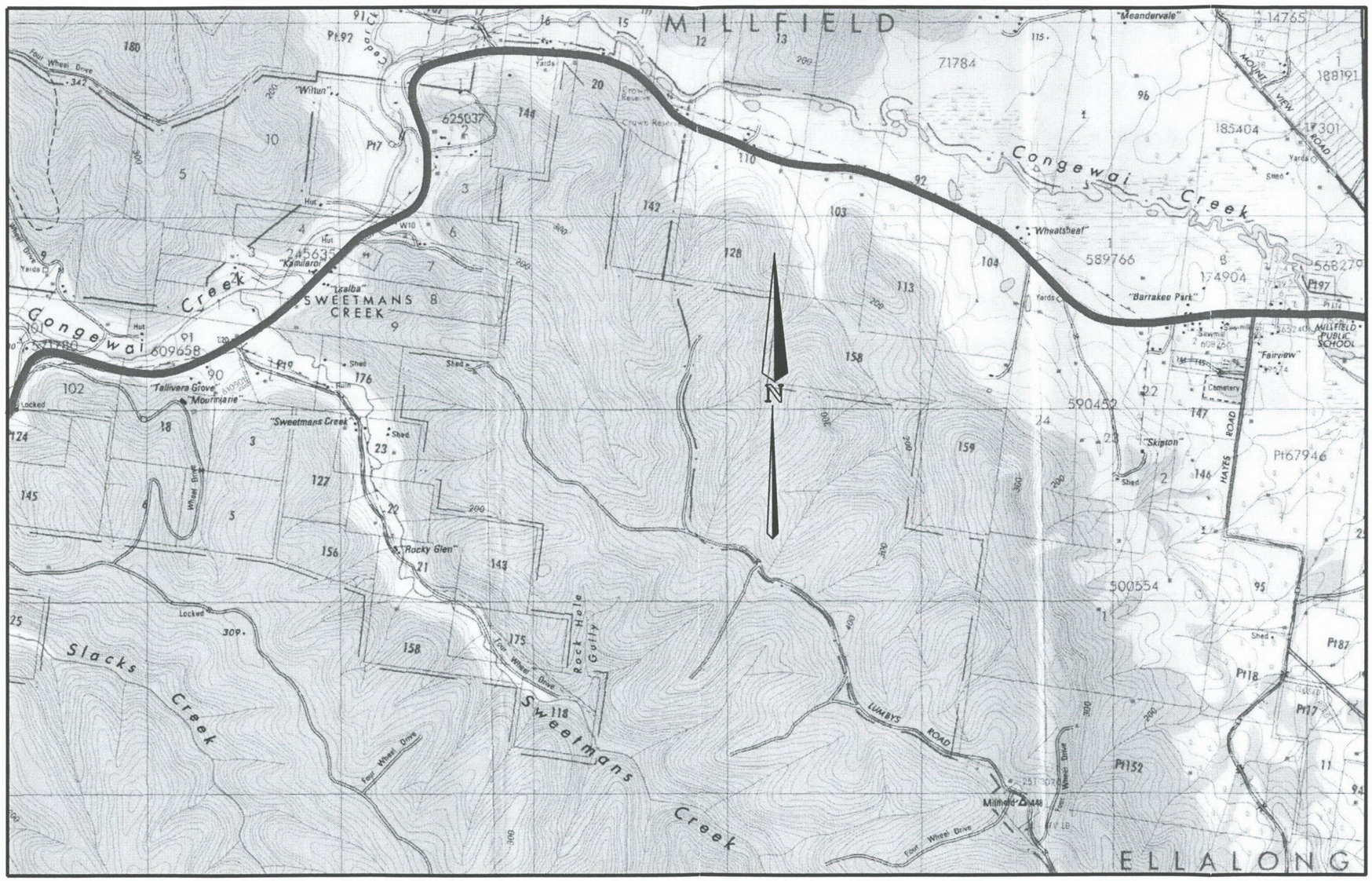
SCALE 1:25000 (Approx.)

MAP 31 OF 41

330000E

336000E

6361000N



6357000N

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION FIVE: WOLLOMBI TO MAITLAND

THIS MAP: "TALLIVERA GROVE" TO HAYES ROAD

WOLLOMBI TOPOGRAPHIC MAP

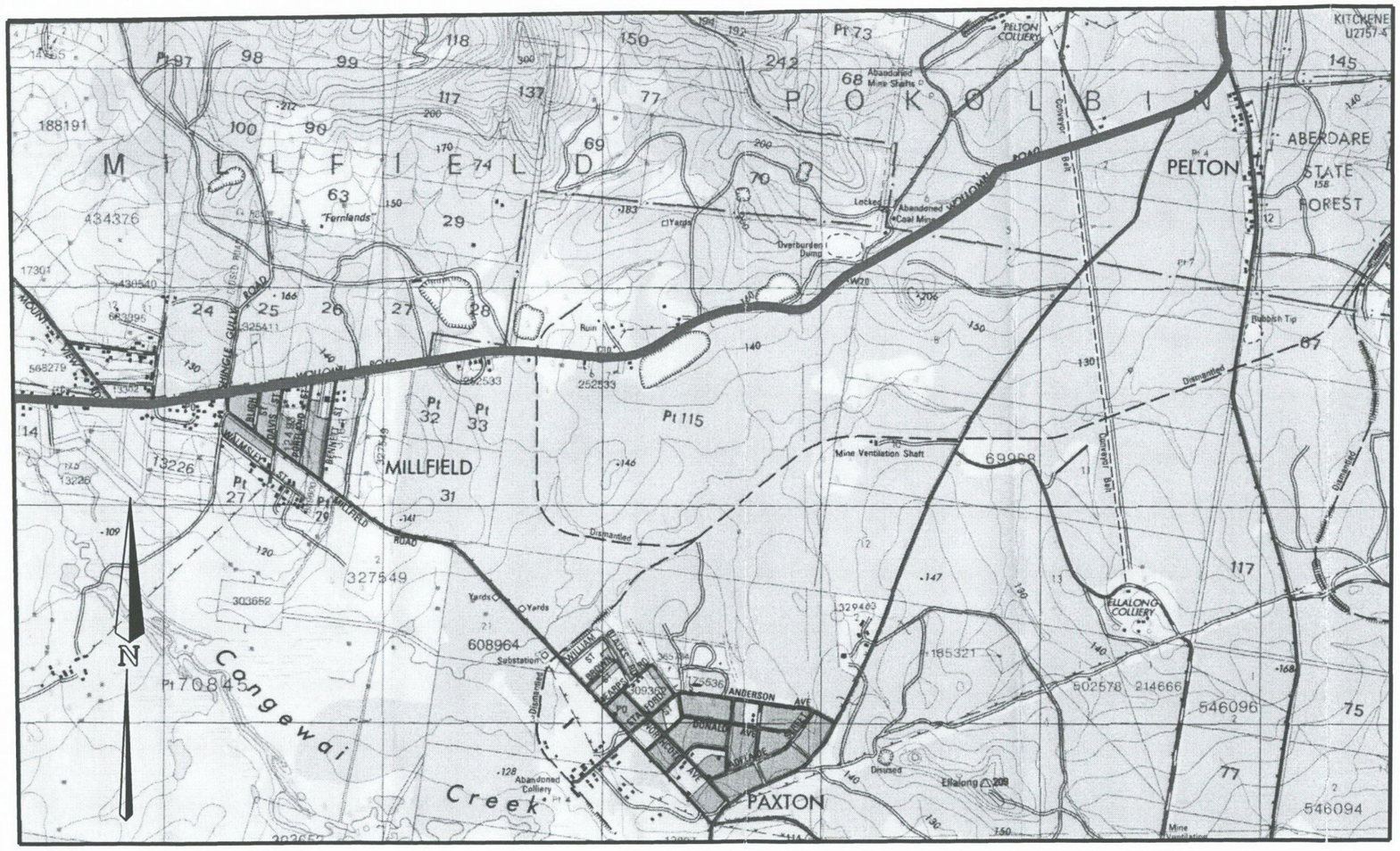
SCALE 1:25000 (Approx.)

MAP 32 OF 41

337000E

342000E

6361000N



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION FIVE: WOLLOMBI TO MAITLAND

THIS MAP: PELTON COLLIERY TO CESSNOCK

CESSNOCK TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 34 OF 41

346000E

353000E

6371000N

6367000N

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION FIVE: WOLLOMBI TO MAITLAND

THIS MAP: CESSNOCK TO DEEP CREEK

CESSNOCK TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 35 OF 41

351000E

355000E

6375000N

6371000N

Sawyers Gully
(Precinct 5.1.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION FIVE: WOLLOMBI TO MAITLAND

THIS MAP: DEEP CREEK TO "KARELLA"

CESSNOCK TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

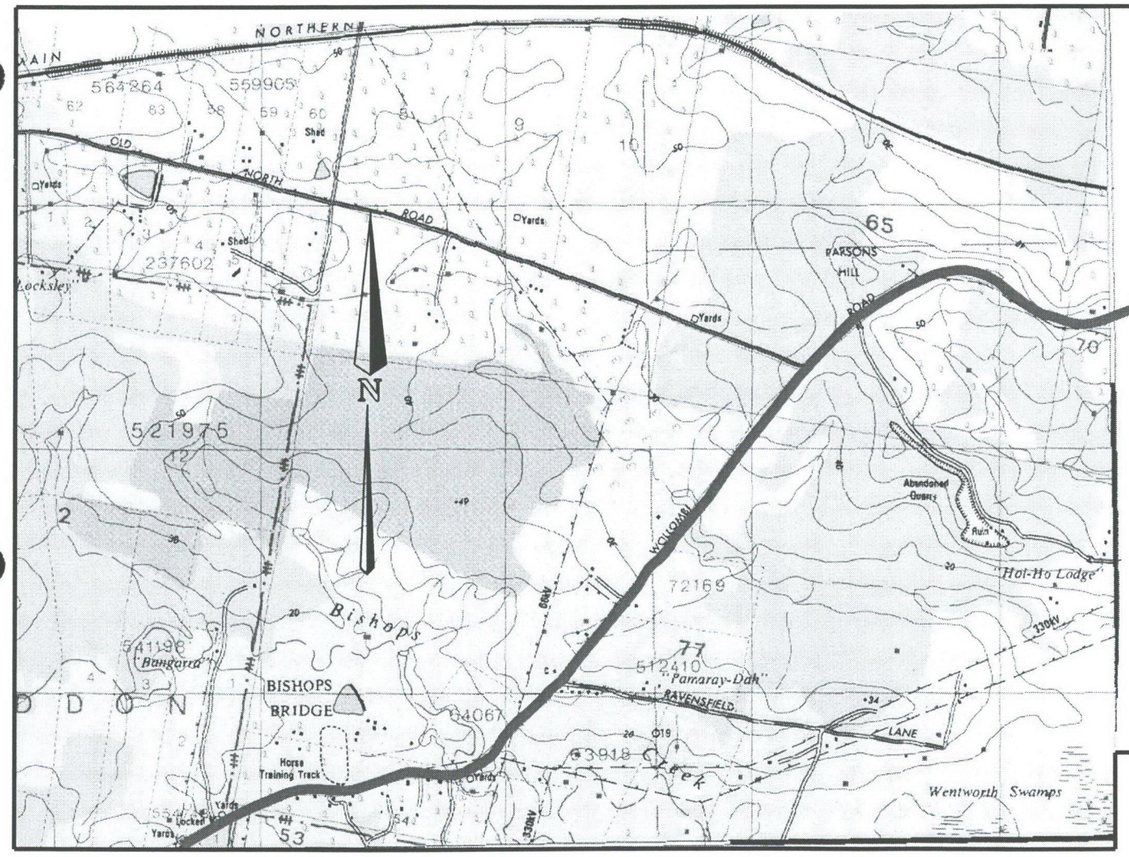
MAP 36 OF 41

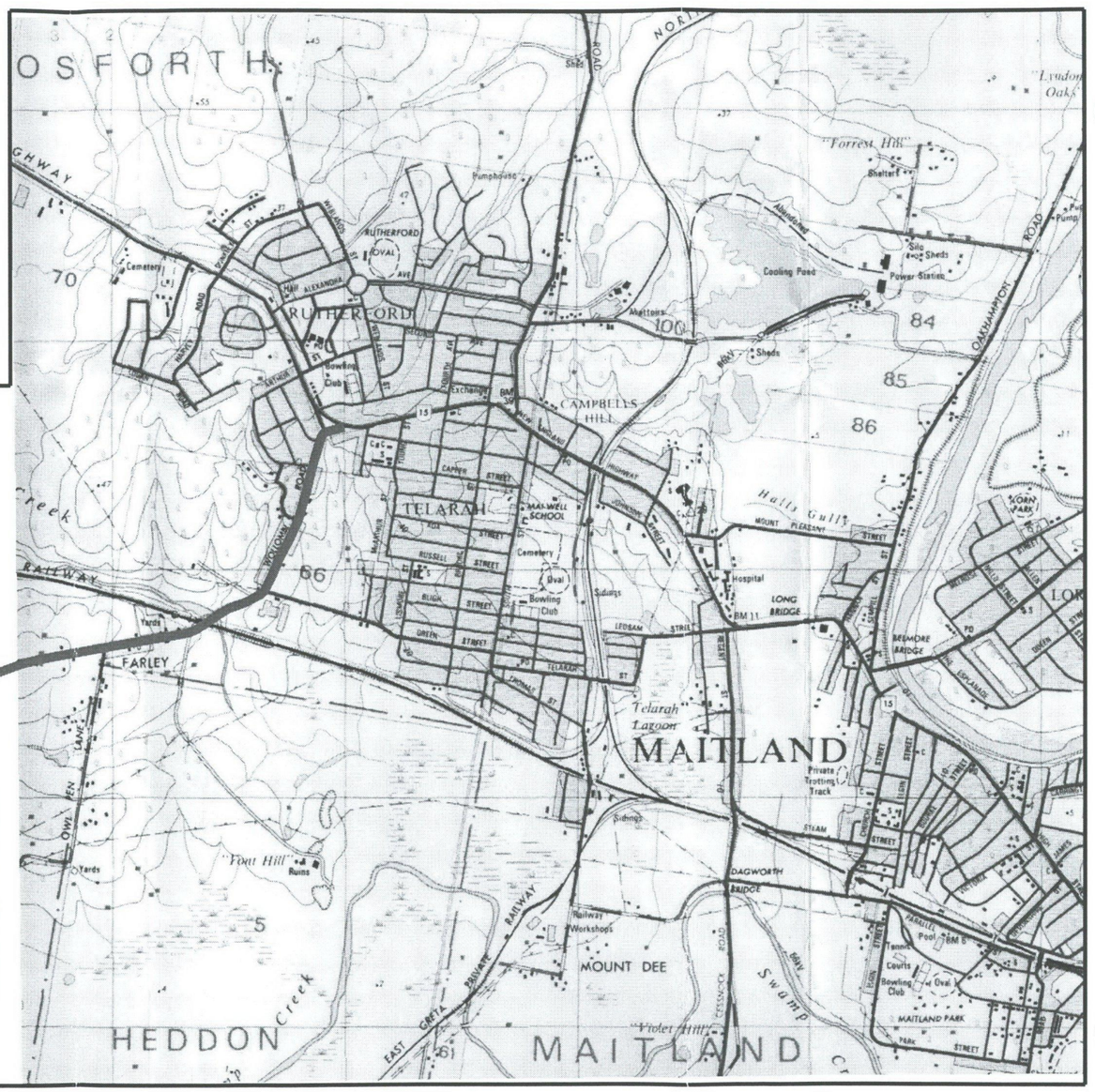
356000E

365000E

6380000N

6376000N





LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION FIVE: WOLLOMBI TO MAITLAND

THIS MAP: BISHOPS BRIDGE TO MAITLAND

GRETA AND MAITLAND TOPOGRAPHIC MAPS

SCALE 1:25000 (Approx.)

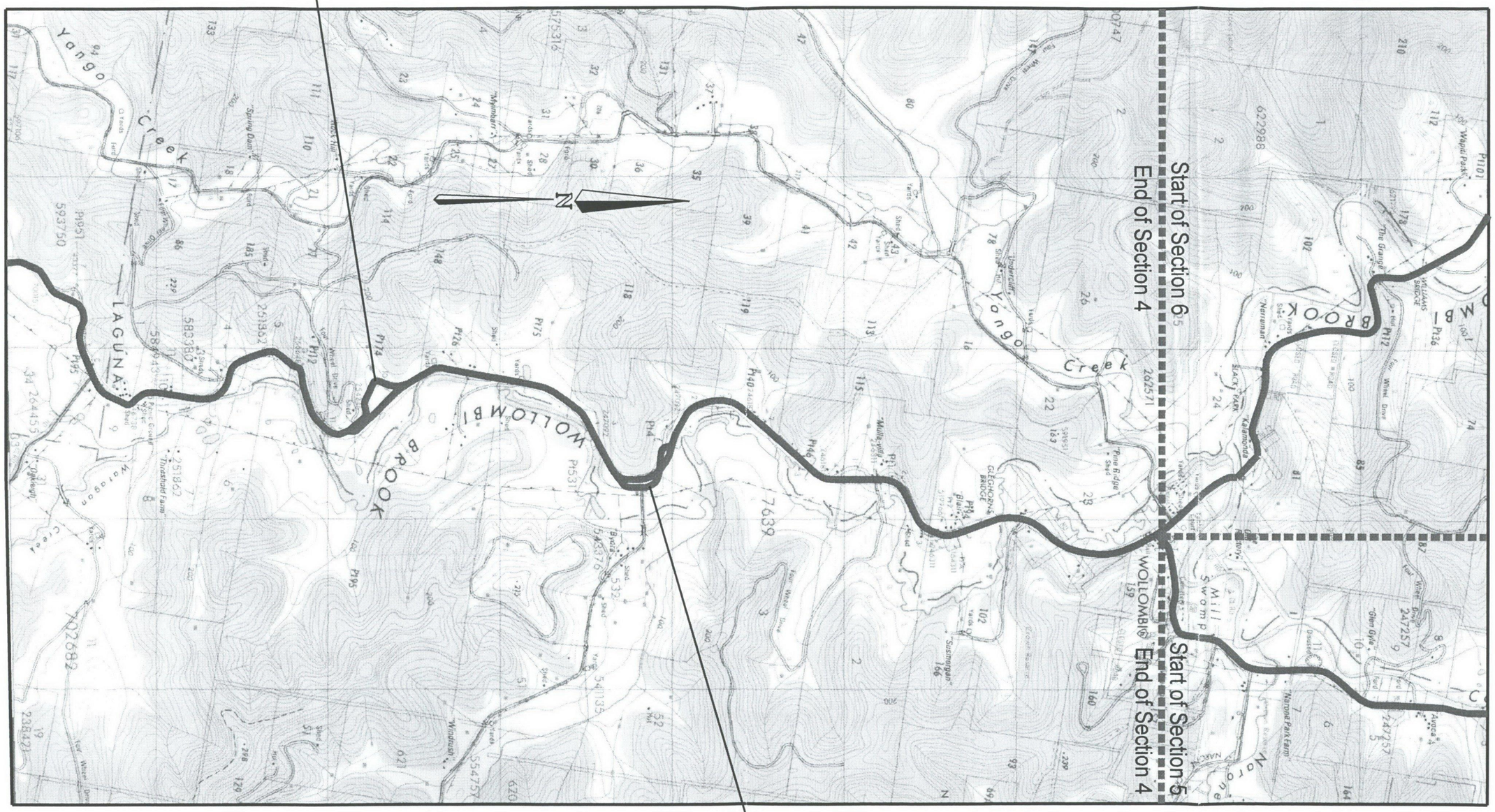
MAP 37 OF 41

SECTION 6

6348000N

6355000N

Abandoned Loop
(Precinct 4.9.0)



Abandoned Loop
(Precinct 4.10.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

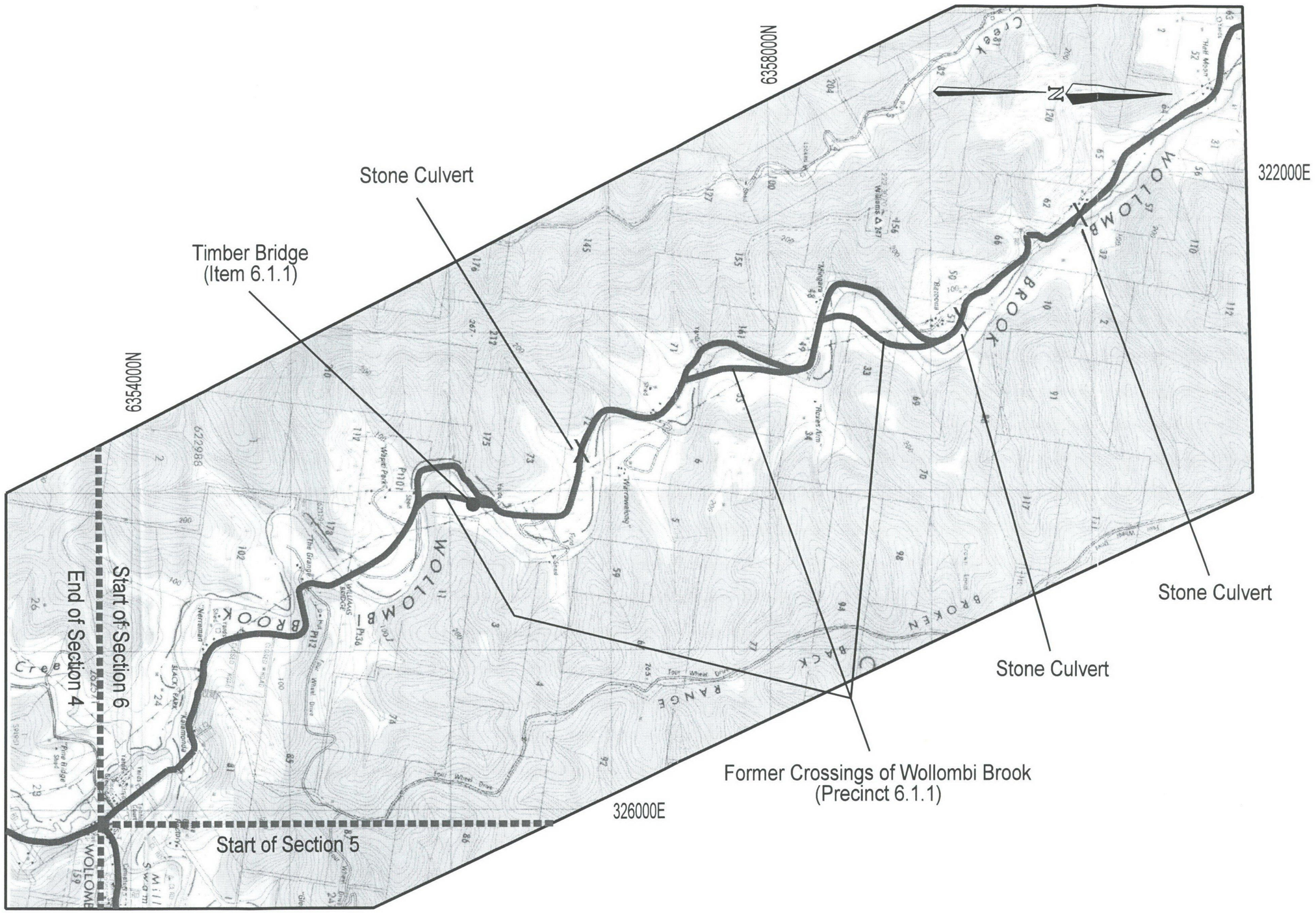
SECTION FOUR,FIVE & SIX: MOUNT MANNING TO WOLLOMBI TO BROKE AND MAITLAND

THIS MAP: LAGUNA TO WILLIAMS BRIDGE

WOLLOMBI TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 15 OF 41



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY:
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION SIX: WOLLOMBI TO BROKE

THIS MAP: WOLLOMBI TO "HALF MOON"

WOLLOMBI TOPOGRAPHIC MAP

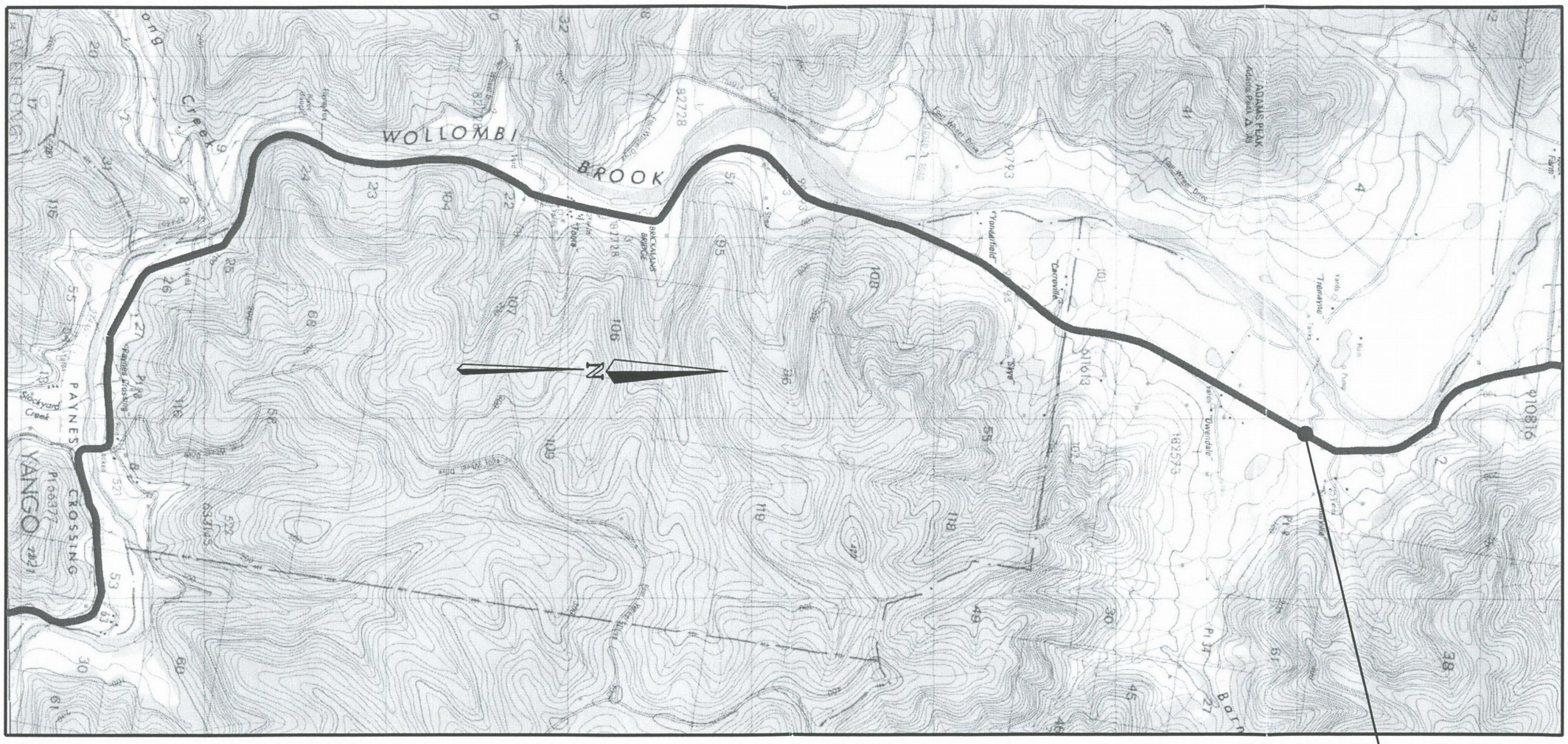
SCALE 1:25000 (Approx.)

MAP 16 OF 41

6362000N

6369000N

318000E



321000E

Stone Bridge
(Precinct 6.2.0)

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION SIX: WOLLOMBI TO BROKE

THIS MAP: PAYNES CROSSING TO "SUMMERVILLE"

BROKEN BACK TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

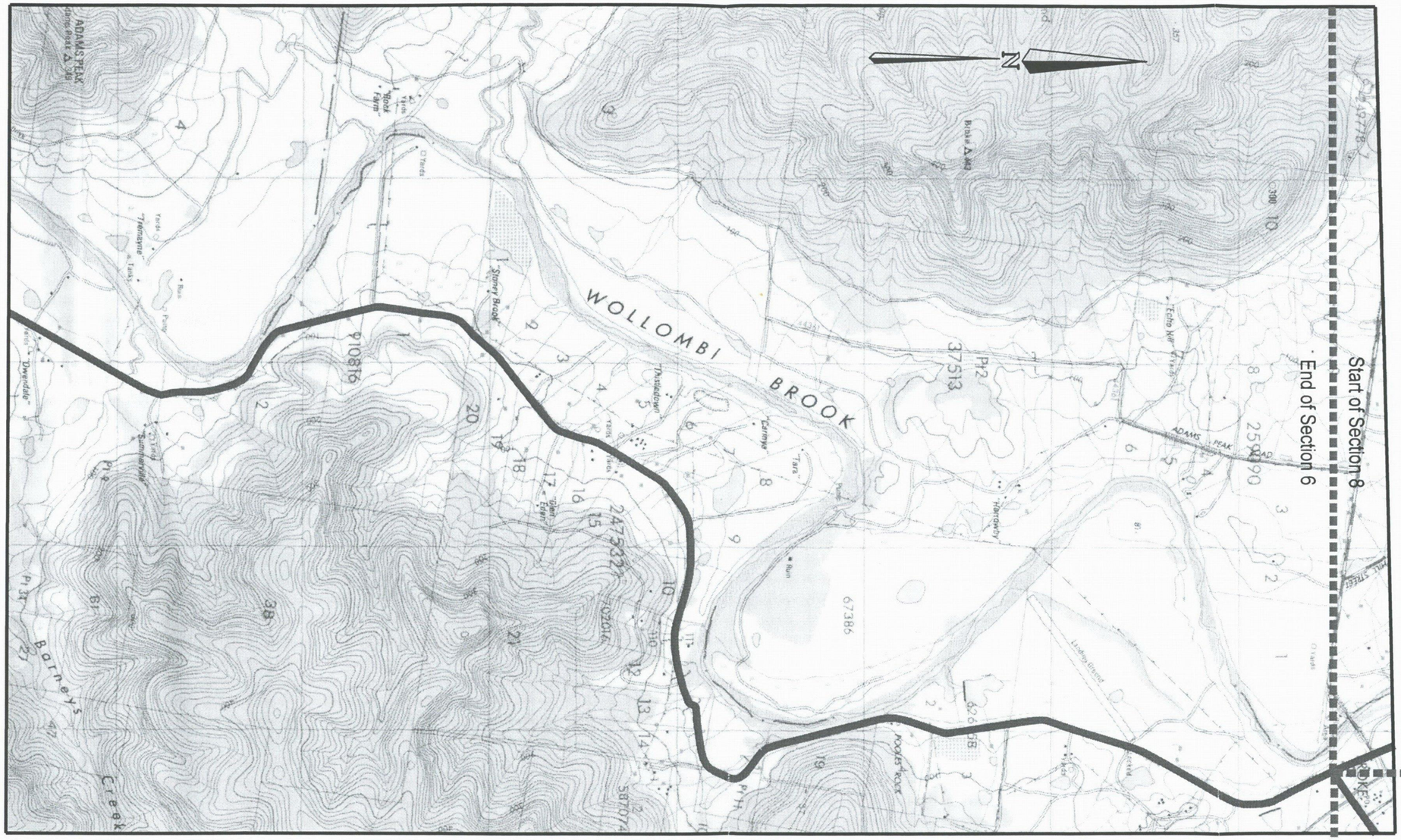
MAP 17 OF 41

6368000N

6374000N

319000E

322000E



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION SIX,SEVEN & EIGHT : WOLLOMBI TO BROKE TO JERRY'S PLAINS & PATRICKS PLAINS

THIS MAP: "SUMMERVILLE" TO BROKE

BROKEN BACK TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 18 OF 41

SECTION 7

322000E

329000E

6377000N

6375000N

Joins
Map 19

Joins
Map 18

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION SEVEN: BROKE TO PATRICK'S PLAINS

THIS MAP: BROKE TO 330kv POWER LINES

BROKEN BACK AND BULGA TOPOGRAPHIC MAPS

SCALE 1:25000 (Approx.)

MAP
38
OF
41

6376000N

6384000N

326000E

329000E

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION SEVEN: BROKE TO PATRICK'S PLAINS

THIS MAP: 330kv POWER LINES TO LOT 100

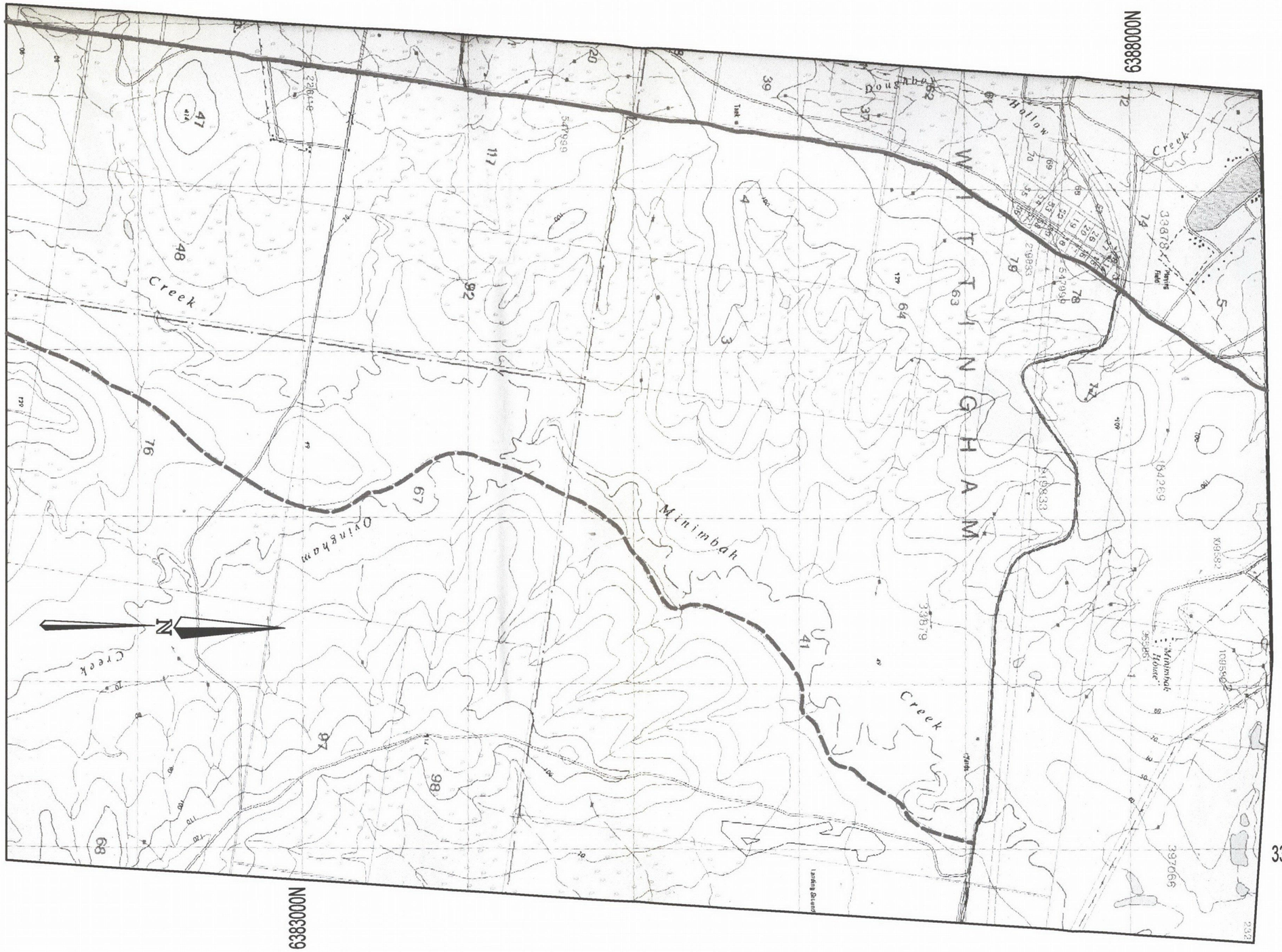
BULGA TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 39 OF 41

6388000N

328000E



6383000N

332000E

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION SEVEN: BROKE TO PATRICK'S PLAINS

THIS MAP: LOT 100 TO HOLLOW CREEK

BULGA TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 40 OF 41

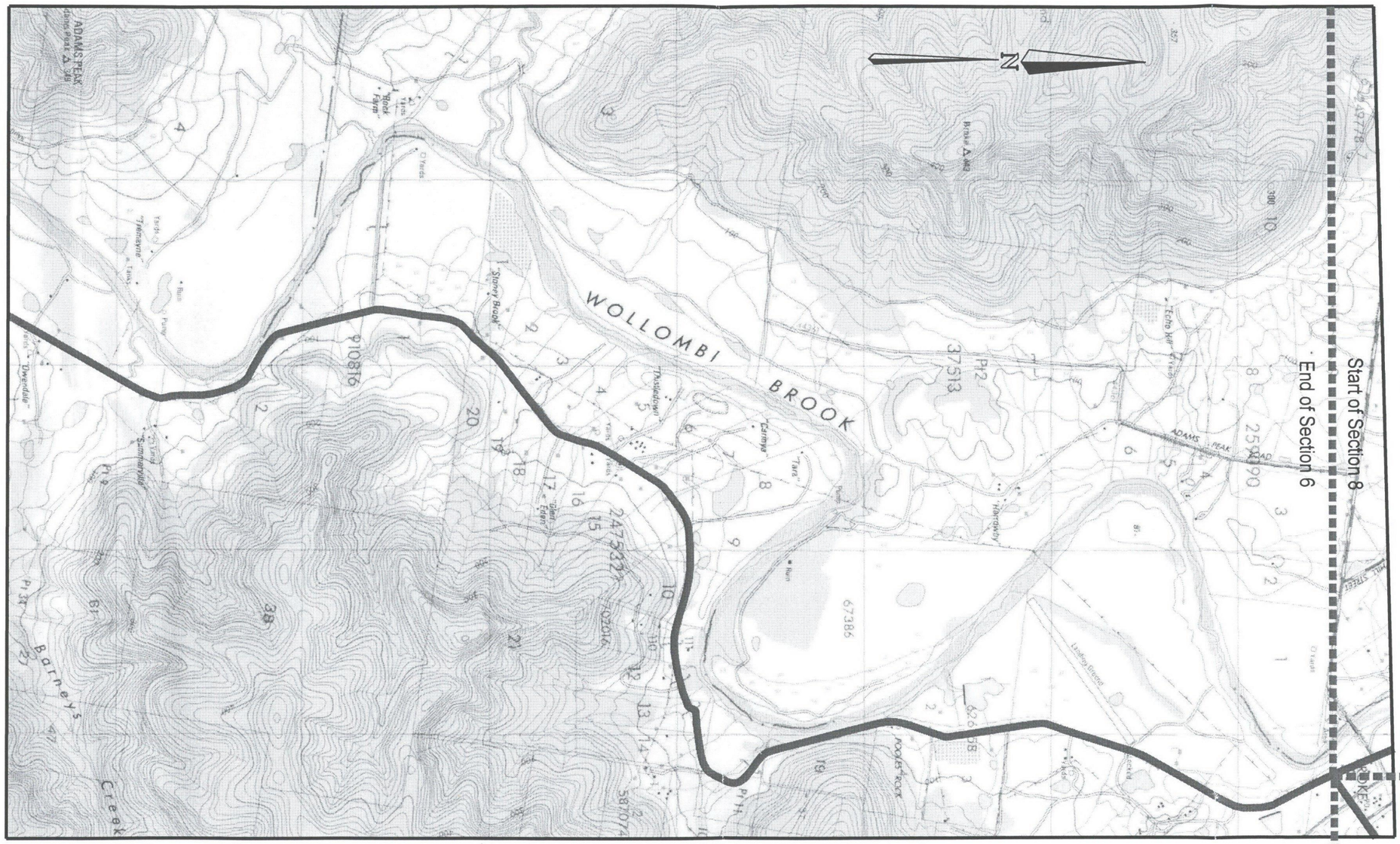
SECTION 8

6368000N

6374000N

319000E

322000E



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION SIX,SEVEN & EIGHT : WOLLOMBI TO BROKE TO JERRY'S PLAINS & PATRICKS PLAINS

THIS MAP: "SUMMERVILLE" TO BROKE

BROKEN BACK TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 18 OF 41

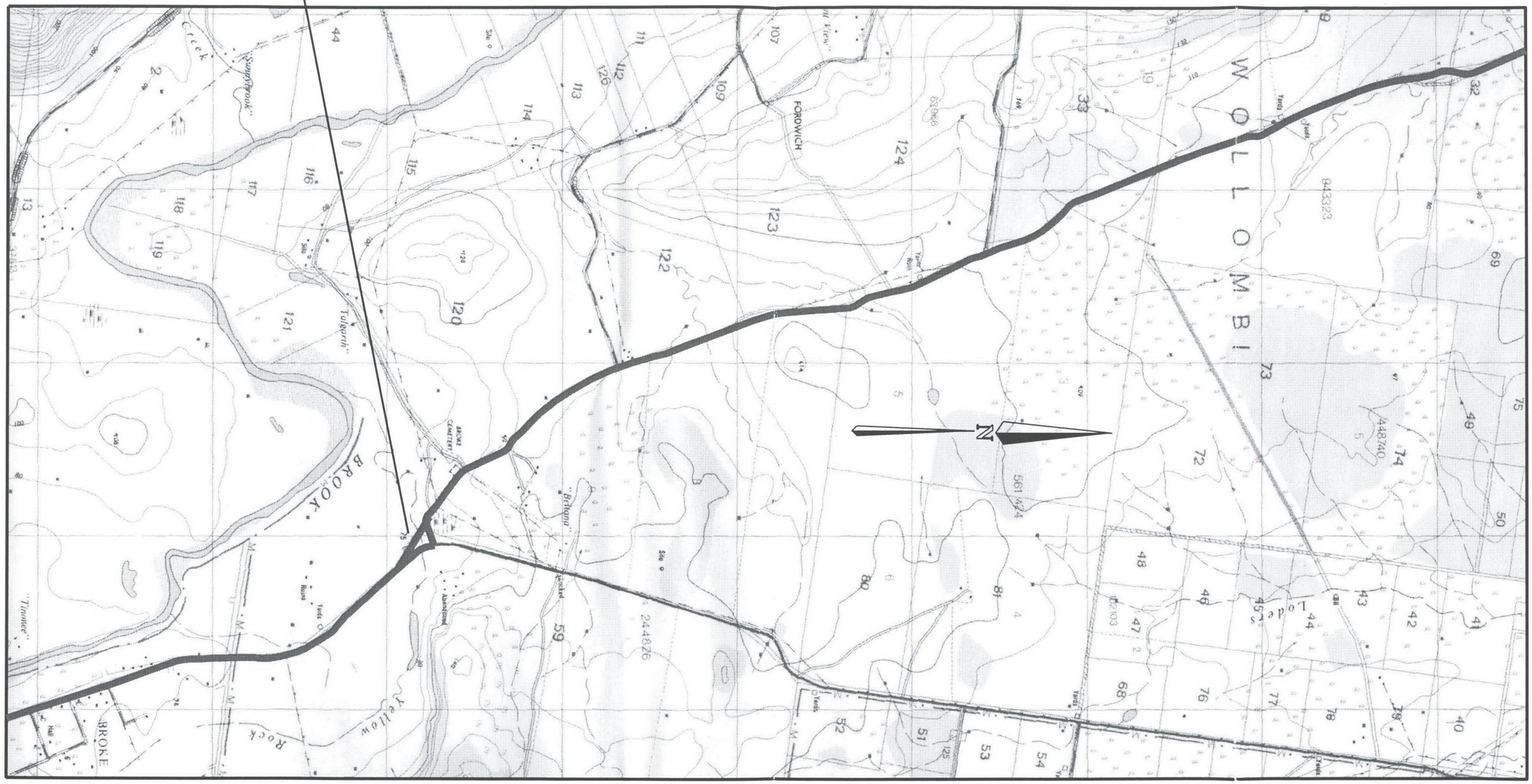
Abandoned Formation
(Precinct 8.1.0)

6375000N

6383000N

319000E

322000E

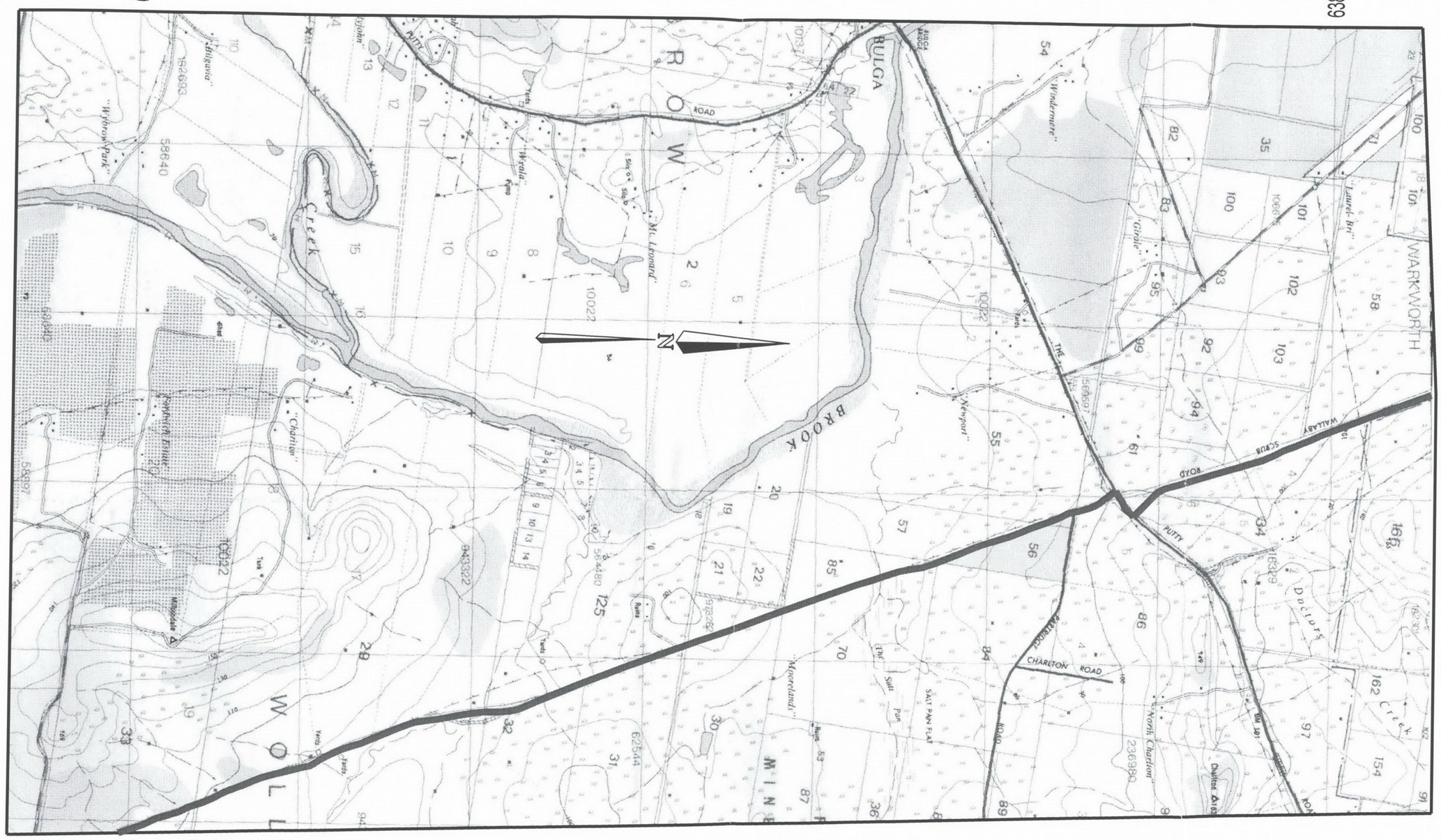

WOLLOMBI
BROOK
BROKE
FORDWICH
Yellow Rock
Tuggerah
Bylong
Tinnulce
Sump Brook
Creek
BROKE CEMETERY
Yards
Ruins
Hall
Site
Tank
Trees
Loders
Lodges
Tanks
Tank
Yards
Yards
Yards

6381000N

6388000N

315000E

318000E



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION EIGHT: BROKE TO JERRY'S PLAINS

THIS MAP: MILBRODALE TRIG TO "LAUREL-BRI"

BULGA TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 20 OF 41

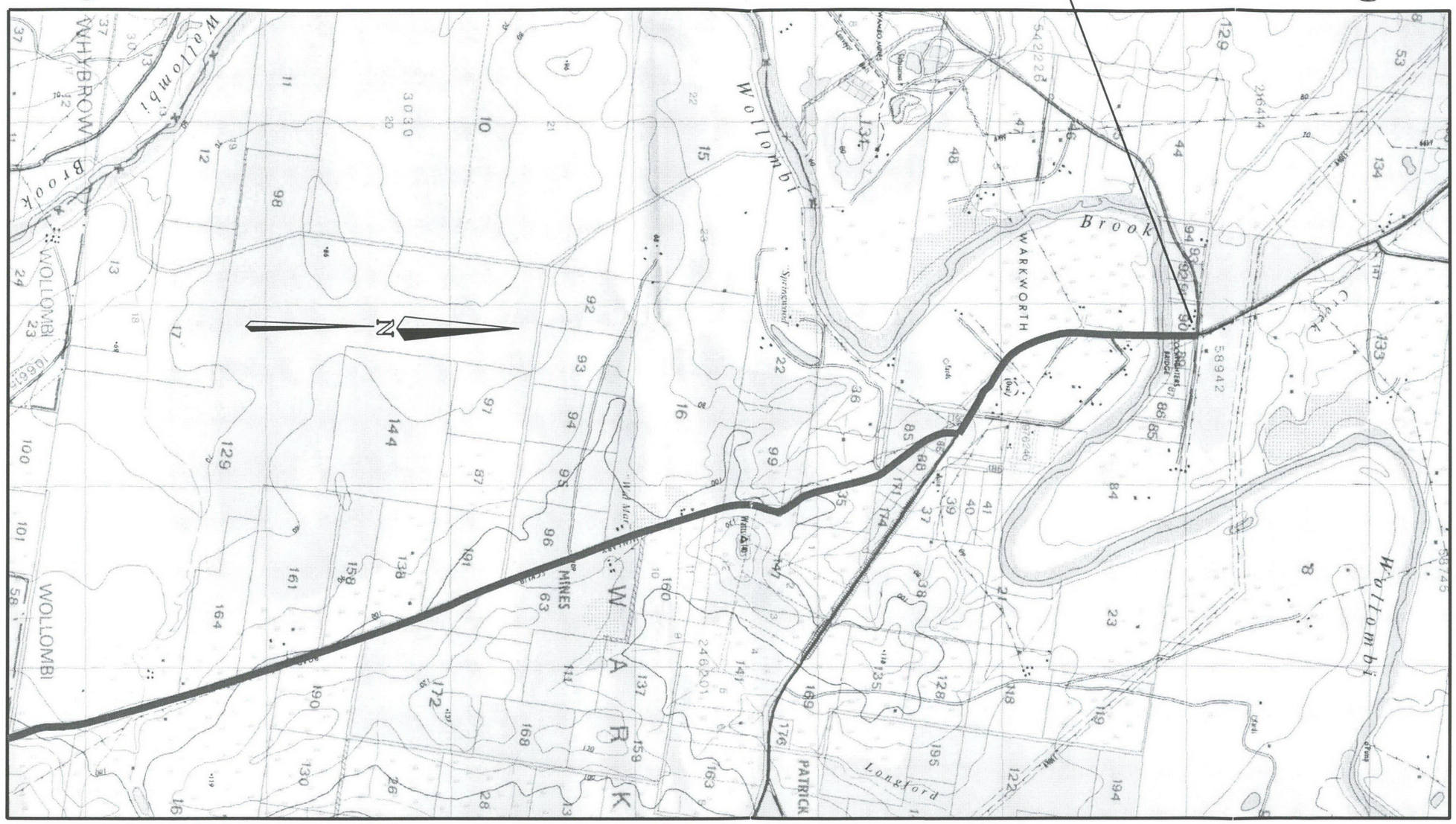
Section Ends at Cockfighter's Bridge

6389000N

6395000N

313000E

316000E



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
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PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION EIGHT: BROKE TO JERRY'S PLAINS

THIS MAP: "LAUREL-BRI" TO COCKFIGHTER'S BRIDGE

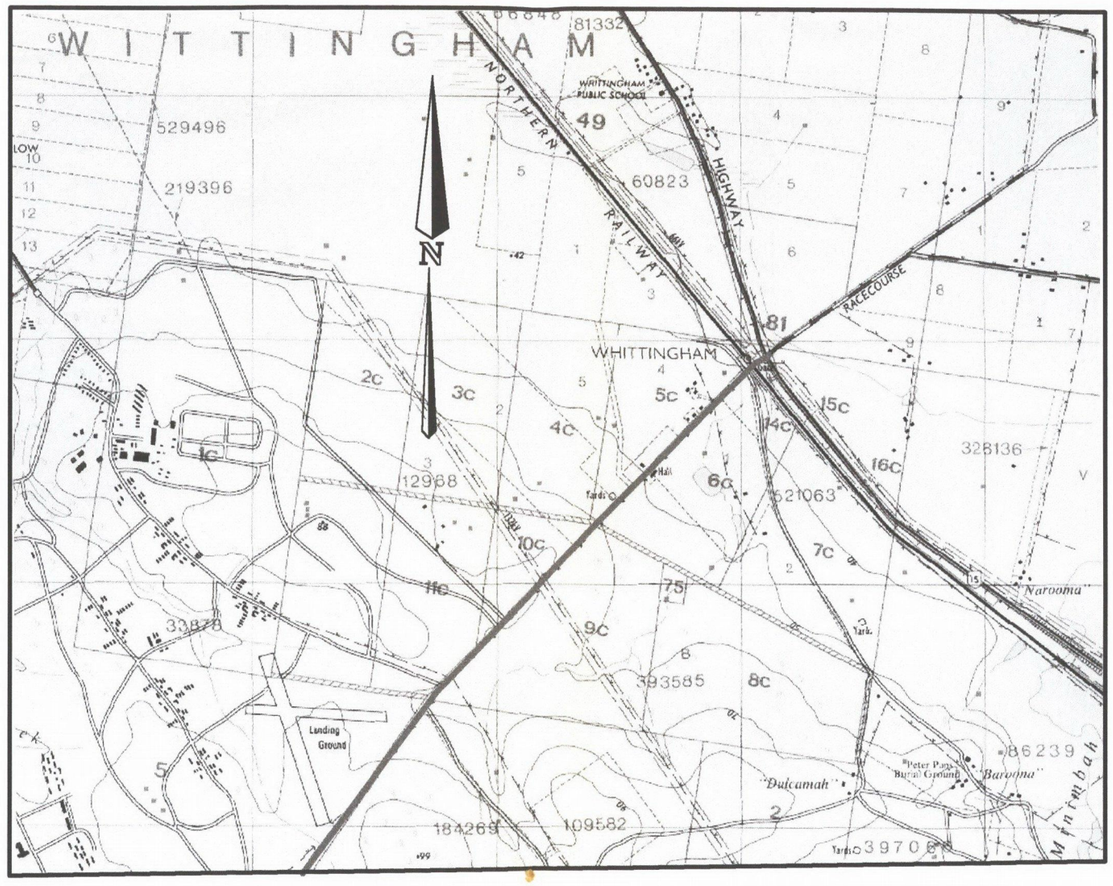
TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 21 OF 41

329000E

332000E



6392000N

6389000N

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SECTION SEVEN: BROKE TO PATRICK'S PLAINS

THIS MAP: "LANDING GROUND" TO NEW ENGLAND HWY

TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 41 OF 41

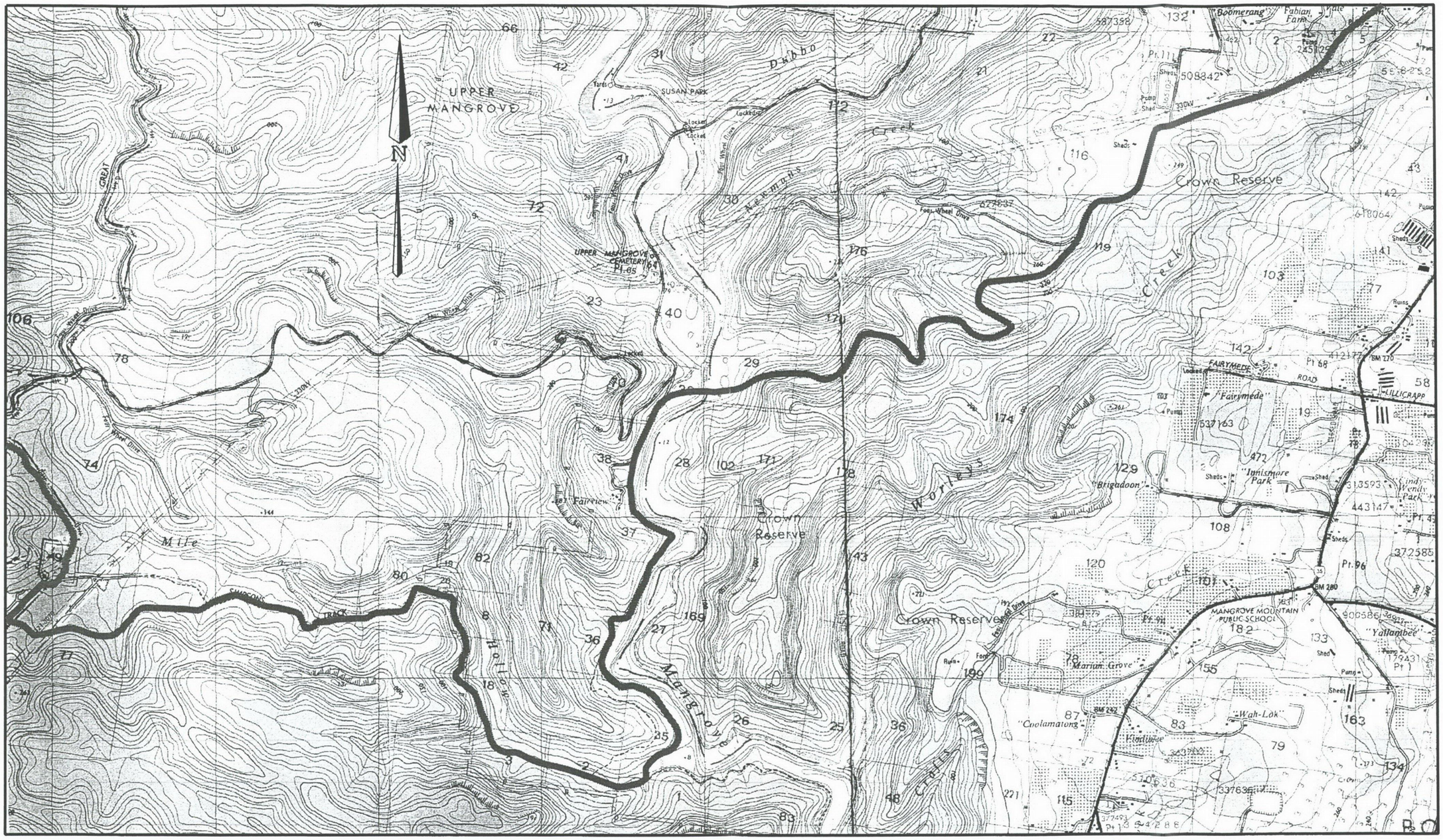
SIMPSONS
TRACK

322000E

330000E

6314000N

6310000N



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SIMPSON TRACK: TEN MILE HOLLOW TO MAITLAND

THIS MAP: TEN MILE HOLLOW TO "WARATAH FARM"

MANGROVE TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 22 OF 41

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SIMPSON TRACK: TEN MILE HOLLOW TO MAITLAND

THIS MAP: "WARATAH FARM" TO QUARRY

MANGROVE TOPOGRAPHIC MAP

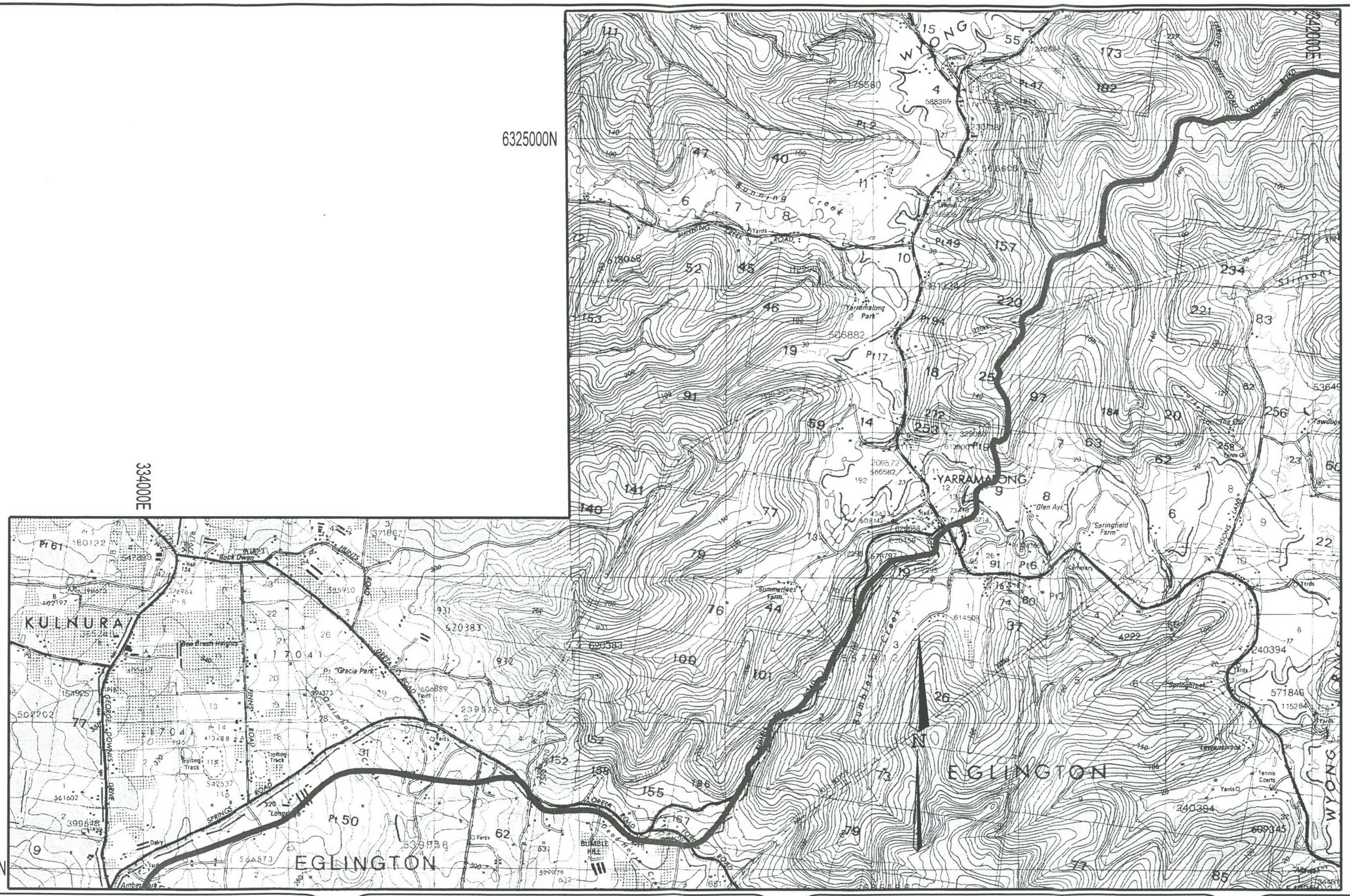
SCALE 1:25000 (Approx.)

MAP 23 OF 41

6325000N

334000E

6320000N



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SIMPSON TRACK: TEN MILE HOLLOW TO MAITLAND

THIS MAP: "AMBER PARK" TO SIDING ROAD

KULNURA AND DOORALONG TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 24 OF 41

6329000N

6325000N

342000E

349000E

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
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PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

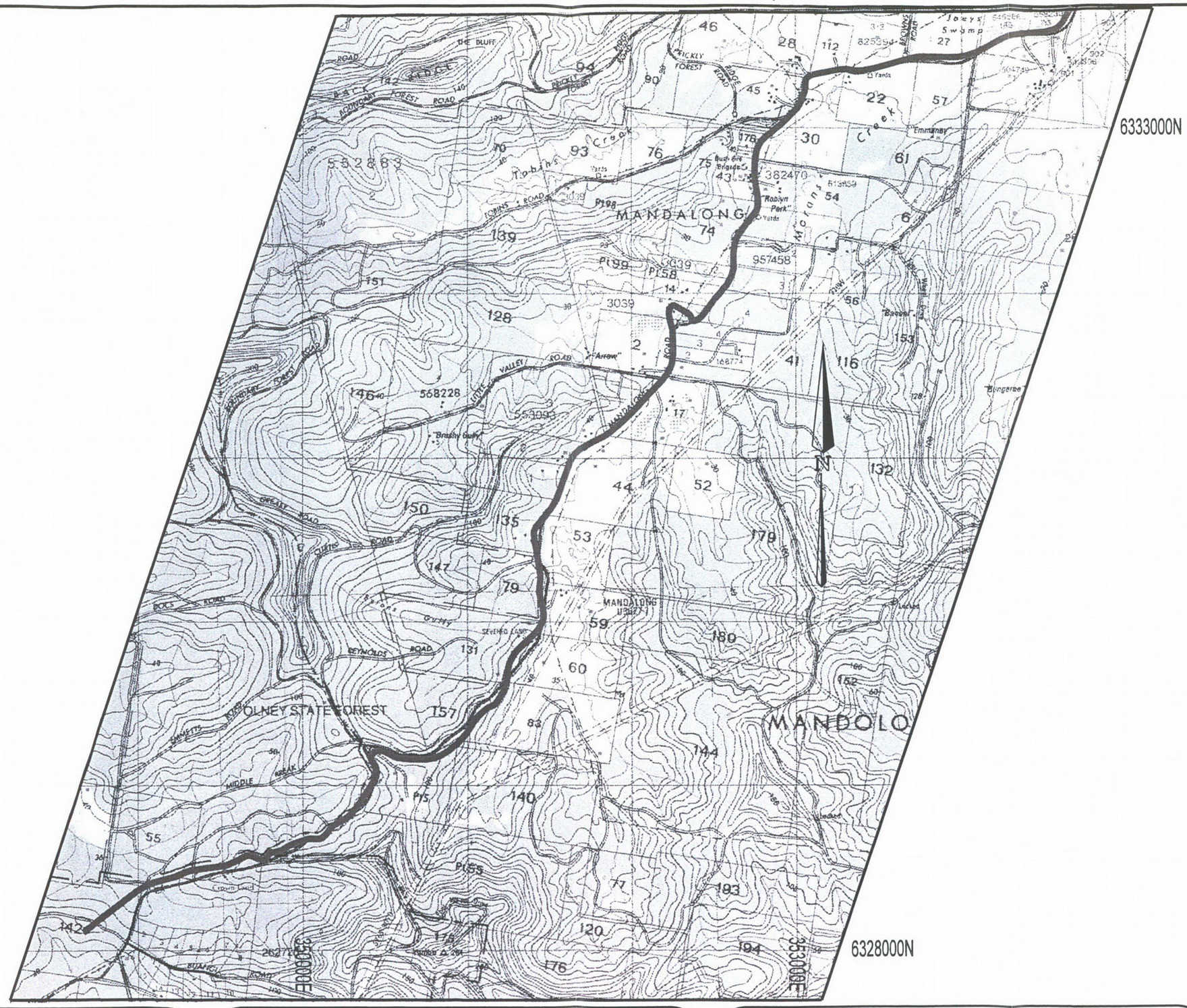
SIMPSON TRACK: TEN MILE HOLLOW TO MAITLAND

THIS MAP: SIDING ROAD TO "MARKS MANOR"

DOORALONG TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 25 OF 41



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail
Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SIMPSON TRACK: TEN MILE HOLLOW TO MAITLAND

THIS MAP: "MARKS MANOR" TO "JOEYS SWAMP"

DOORALONG TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 26 OF 41

6334000N

6342000N

355000E

358000E

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
THE LAND INFORMATION CENTRE
PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SIMPSON TRACK: TEN MILE HOLLOW TO MAITLAND

THIS MAP: MORANS CREEK TO 500kv POWER LINE

MORISSET TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 27 OF 41

6340000N

6347000N

356000E

359000E

LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
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PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SIMPSON TRACK: TEN MILE HOLLOW TO MAITLAND

THIS MAP: COORANBONG TO LORDS CREEK

MORISSET TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

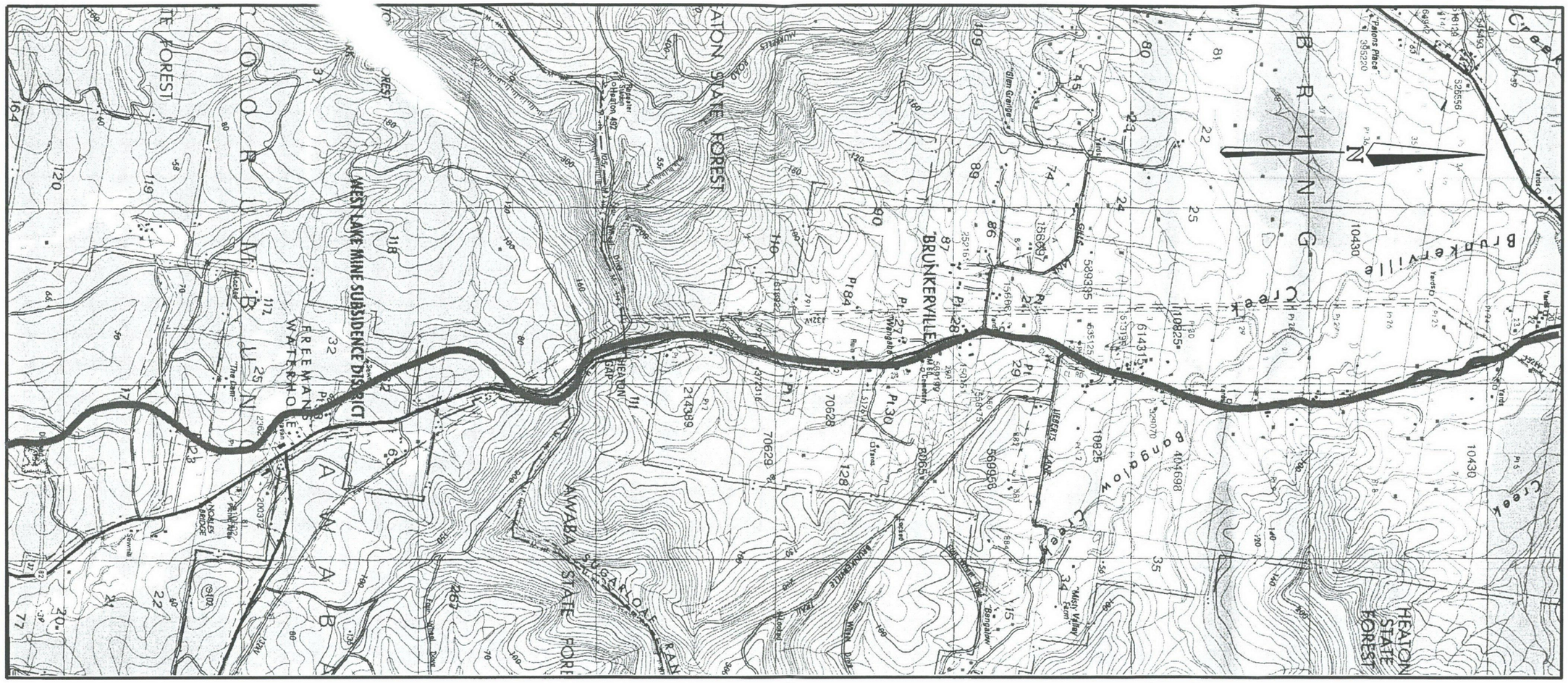
MAP 28 OF 41

6348000N

6356000N

356000E

359000E



LEGEND

CONVICT TRAIL

CONVICT TRAIL SECTIONS

DRAFT (12/1998)

BASE MAPS SUPPLIED BY
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PANORAMA AVENUE, BATHURST 2795

Convict Trail

Great North Road

RTA TECHNOLOGY

PREPARED BY: DR. G. KARSKENS, S. LAVELLE AND RTA TECHNOLOGY

SIMPSON TRACK: TEN MILE HOLLOW TO MAITLAND

THIS MAP: NOBLES BRIDGE TO BRUNKERVILLE CK.

QUORROBOLONG TOPOGRAPHIC MAP

SCALE 1:25000 (Approx.)

MAP 29 OF 41