

Figure 4.22 1886 subdivision of Edward Powell's land into 367 residential allotments. (Source: DP 1835 Department of Lands)

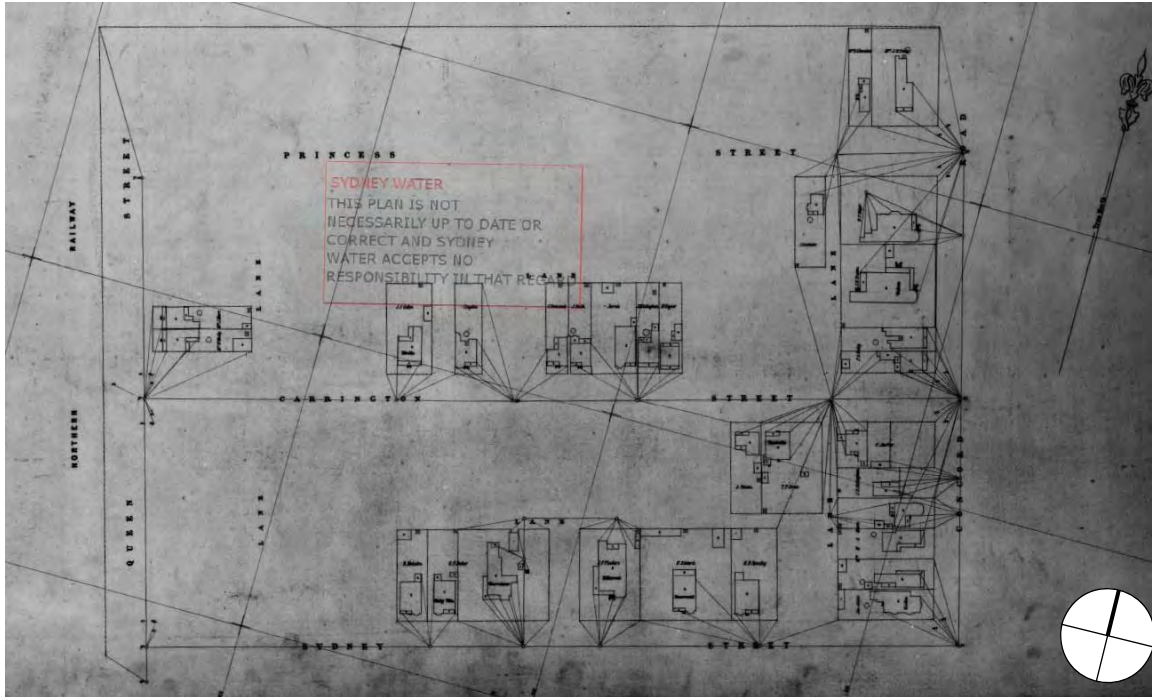


Figure 4.23 1896 Sydney Water plan of part of Powell's land showing development along Concord Road and Sydney, Carrington, Princess and Queen streets. (Source: Sydney Water PWDS Sheet 23 Concord)

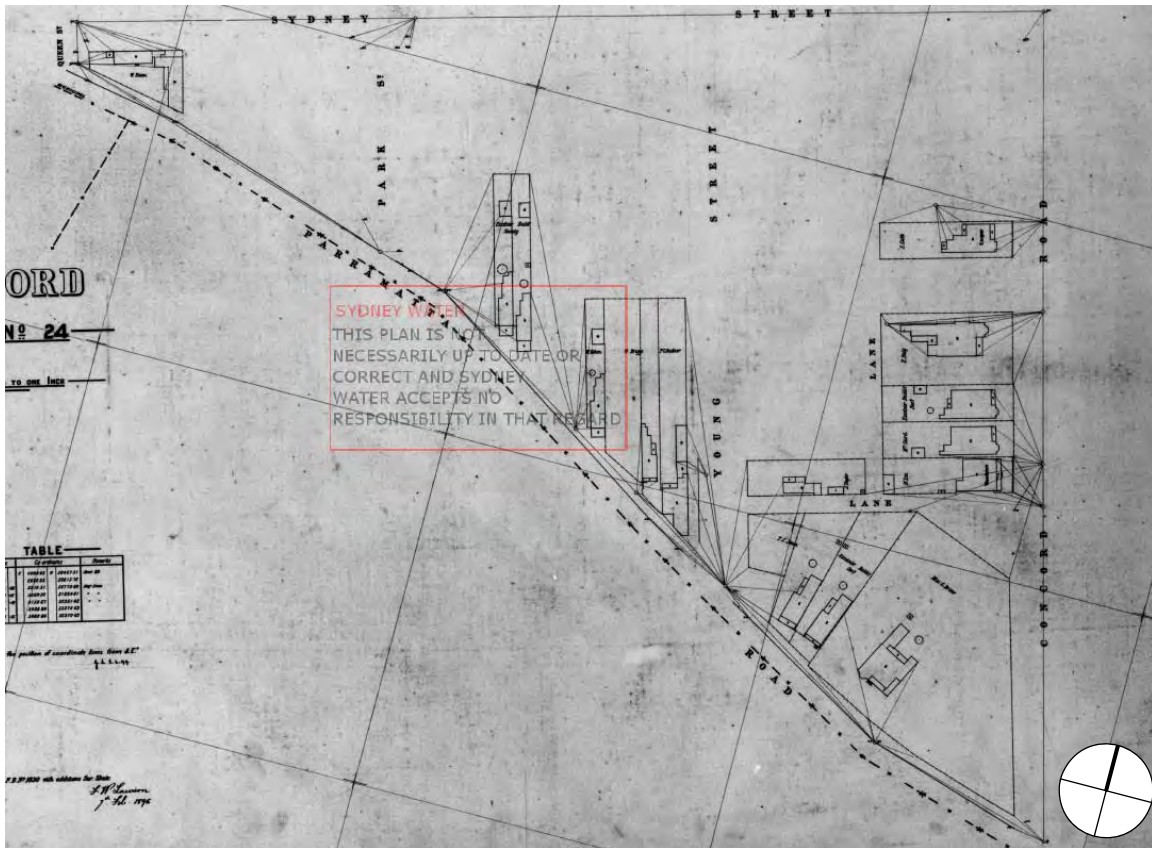


Figure 4.24 1896 Sydney Water plan showing development on part of Powell's land along the southern side of Sydney Street, including Young Street, Park Street, Concord Road and Parramatta Road. (Source: Sydney Water PWDS Sheet 24 Concord)



Figure 4.25 Sydney Water Blackwattle sheet circa 1910–1920 showing development on part of Powell’s land along the southern side of Sydney, Park and Young streets as well as along Parramatta and Concord roads. (Source: Sydney Water Plan Room BLKWTL249 Concord 24)





**Figure 4.26** Sydney Water Blackwattle Sheet (not dated but more recent than Figure 2.25) showing development along the southern side of Sydney, Park and Young streets, and Parramatta and Concord roads. (Source: Sydney Water Plan Room BLKWTL249 Concord 24)



**Figure 4.27** Four Ways Garage which stood on the corner of Parramatta and Concord roads. (Source: Concord Library)





Figure 4.28 1943 aerial view showing development within the Powell's Estate subdivision at this time. (Source: Department of Lands)

#### 4.4.3 Subdivision from Concord Road, east to John Street

##### Village of Concord: 1837–1880s

George Robert Nichols purchased a triangular portion of land from the Rowley Estate in 1835<sup>31</sup> and subdivided this land in 1837 as the Village of Concord (**Figure 4.29**). Several streets were laid out as part of this subdivision and land set aside for two churches and a school but very little development actually occurred. A cottage shown on the 1837 plan, on the corner of Concord Road and Parramatta Road, was most likely Mr Daly's cottage which was known to have stood near this location. Mr Daly was an early resident of Concord and later owned several of the surrounding allotments. The church and school sites do not appear to have been developed – in 1843 only a small structure is shown near the corner of Lloyd George Street (formerly Church Street) and Ada Street (formerly Concord Street) (**Figures 4.29–4.30**). The 1843 plan of the Village of Concord shows a few additional structures. Near Alexandra Street (formerly Victoria Street), several structures are shown with the name Mr Nichols attached, presumably George Robert Nichols who created the subdivision (**Figure 4.30**). A further cottage located between Lloyd George Avenue (formerly Church Street) and Coles Street (formerly Bourke Street) is shown. Names have also been assigned to several other allotments indicating that they may have been purchased.

<sup>31</sup> Primary Application No. 9527, Department of Lands.

In 1859, Terence Daly purchased over seven acres of land from the Village of Concord subdivision which lay between Lloyd George Avenue (formerly Church Street) and Concord Road (Figure 4.32). This land included the area previously occupied by the Nichols' buildings on the 1843 plan. Here, by at least the 1880s, Daly had built a large house known as 'Warwillah' (Figure 4.34). The house sat near to Alexandra Street but had a Parramatta Road entrance and a Parramatta Road address. Margaret Daly inherited the property and lived there until the property was sold and subdivided in the 1920s and the house demolished.

The one acre property, corner of Concord Road and Alexandra Street (formerly Victoria Street) (Lots 39 and 40 of the Village of Concord) was owned and occupied by Miss Love who ran a boarding school from the site between 1884 and the turn of the century (Figure 4.32).<sup>32</sup>

South of Miss Love's land, on the corner of Concord Road and Parramatta Road, was William McDonald's one acre property (Figure 4.32). No occupants are recorded on this land in the Sands Directory in the 1880s but by 1892 a Sydney Water Plan shows several structures near its Concord Road/Parramatta Road corner (Figure 4.34). It is not clear if any of these structures were Daly's original cottage. McDonald's land included lots 33 to 38 and lots 85 and 86 of the Village of Concord subdivision plus part the original site set down for Burwood Street (which was never constructed) and Ada Street (previously Concord Street).

Along Parramatta Road between Concord Road and Lloyd George Street the Sands Directory in the 1880s records Edward McMahon, produce dealer; Mrs Toomy, grocer; Chapman, iron monger; and Daniel Bulman, warehouseman. These premises can be seen on the 1892 plan of the site and were being used for both commercial and residential purposes (Figures 4.32 and 4.34).

### **Further subdivision**

Development within the Village of Concord subdivision mostly took place in the 1920s. Figure 4.34 shows the 1926 residential subdivision pattern laid over the earlier 1892 Village of Concord plan. This plan shows the density of this new residential development. The earlier structures were mostly demolished.

Miss Love's land on the corner of Alexandra Street and Concord Road was purchased by William Cole in 1905. The site was sold to Ellen and John Reid in 1906 and they divided the land fronting Concord Road into three lots which they sold to the Methodist Church (1907), Henry Shaw (1906), and John Milling (1908).<sup>33</sup> By 1910 the Sands Directory records a Methodist Church, Henry Shaw's house and John Millings house, 'Winnelslieen', across these sites. At the rear of the site several houses were also built fronting Ada and Franklyn streets (Figure 4.34).

William McDonald's land on the corner of Concord Road and Parramatta Road was still in the ownership of the McDonald family when in 1923 the land was subdivided into 21 residential allotments (DP 12301) (Figure 4.34 and 4.35).<sup>34</sup> The plan for this subdivision shows a weatherboard structure lying across Ada Street near Concord Road which would have been demolished when Ada Street was extended to Concord Road. This structure is also shown on the 1892 plan. Franklyn Street was created as part of this subdivision.

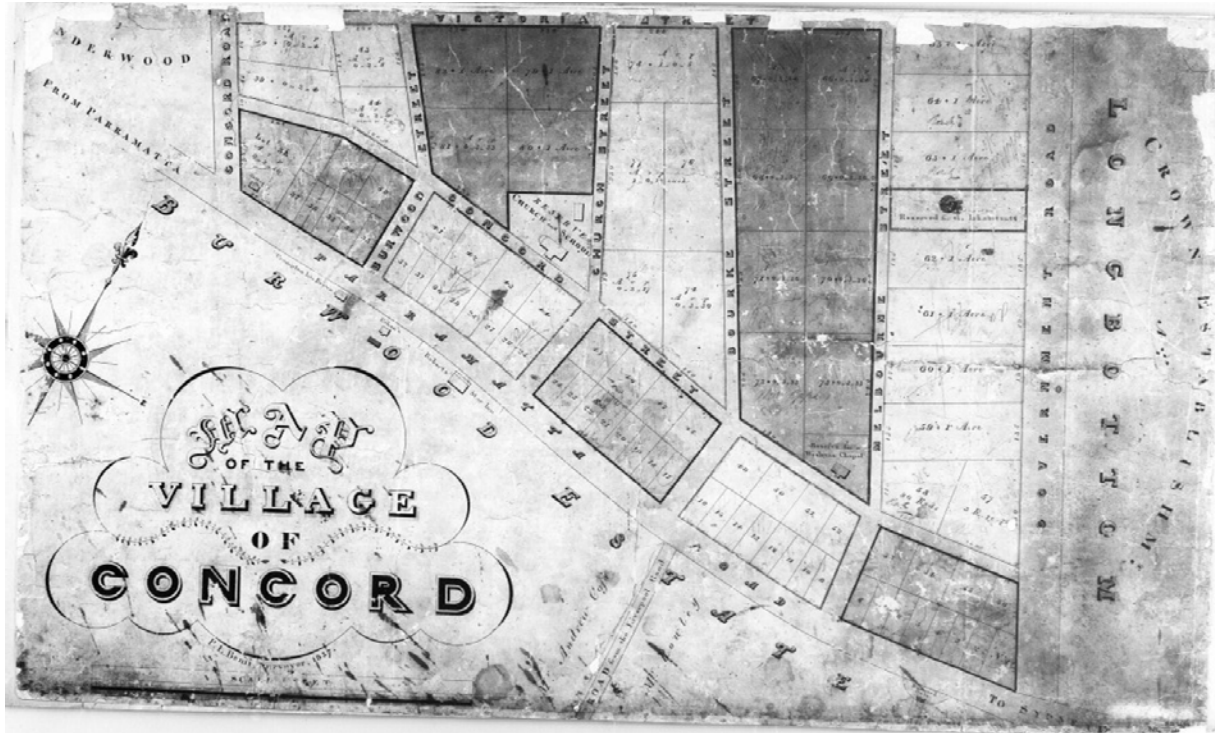
Along Parramatta Road, land continued to be re-subdivided into smaller lots and sold throughout the 1920s and 1930s. Many of the earlier properties were demolished. These sites continued to be occupied by a mixture of commercial and residential establishments.

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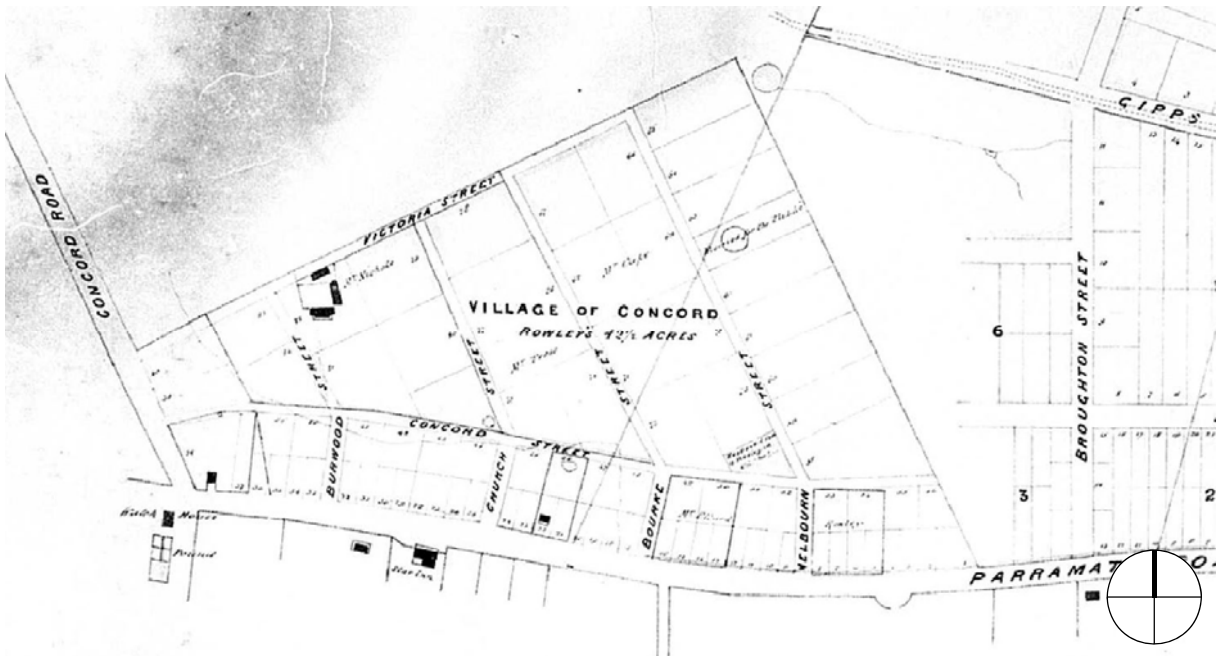
32 Sands Sydney and Suburban Directory.

33 CT 1610-244, Department of Lands.

34 CT 2528-191, Department of Lands.

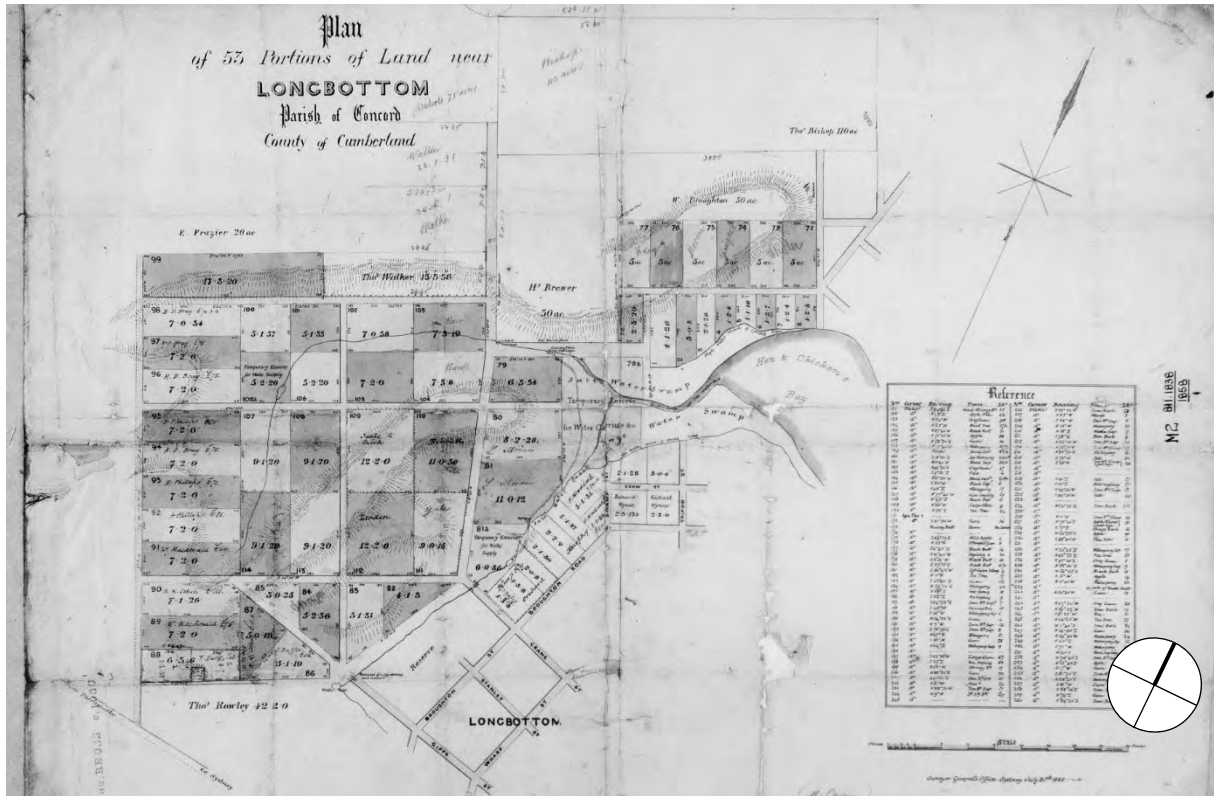


**Figure 4.29** 1837 plan by surveyor PL Bemi of the Village of Concord. This subdivision lies on land that was originally granted to Thomas Rowley in 1803 and purchased by George Robert Nichols in 1835. What is shown as Concord Street is now Ada Street, Bourke Street is now Coles Street and Church Street is now Lloyd George Avenue. Burwood Street was never created but Franklyn Street lies near this location. On the northern boundary Victoria Street is now Alexandra Street. (Source: SLNSW ZM4 811.1838/1837/1)

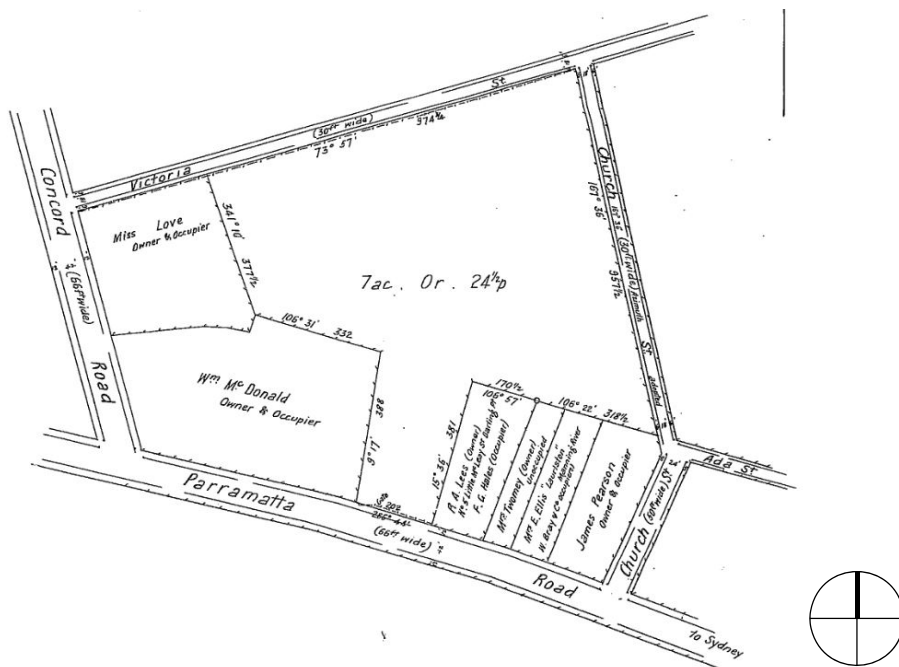


**Figure 4.30** Part of an 1843 surveyor's map showing the Village of Concord. This map shows only a small amount of further development since the village was laid out six years earlier. Broughton Street marks the western boundary of the Village of Longbottom which had recently been laid out. (Source: Village of Longbottom, SRNSW)

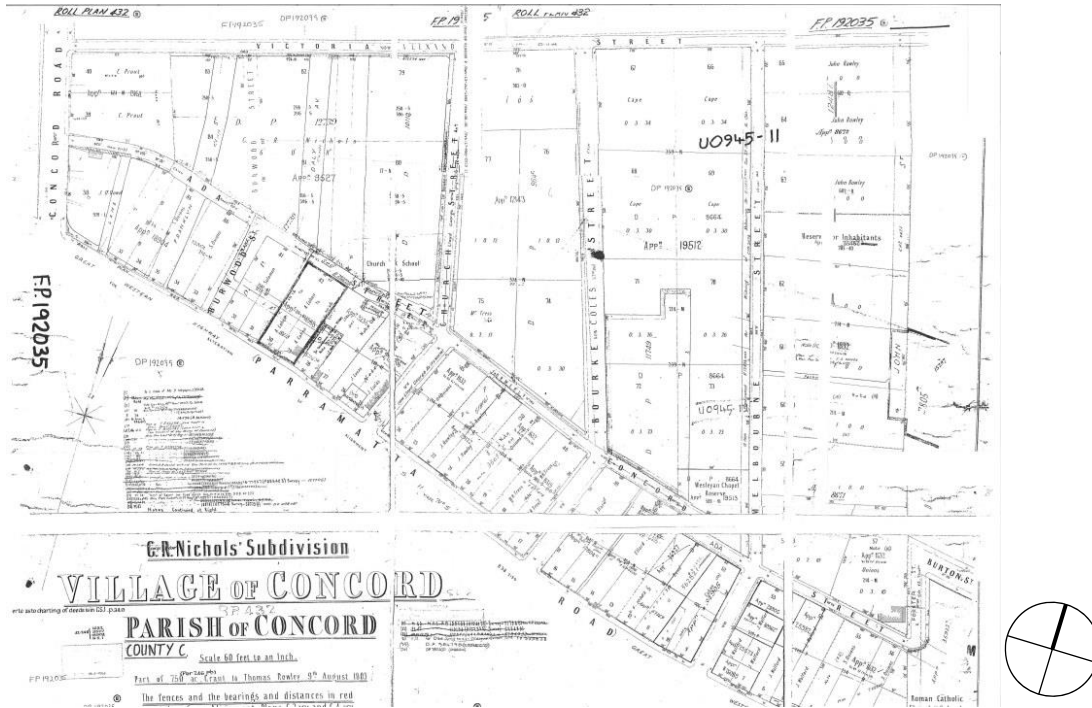




**Figure 4.31** 1858 plan of a subdivision of part of Longbottom Farm into 53 portions. The western boundary of these portions is Concord Road. The road directly above Thomas Rowley's land is Alexandra Street and Portion 88 lies just above it. Above this and to the east are the three portions occupied by Thornleigh House and above that, on the northern side of Patterson Street is Portion 91 occupied by Creewood House. The road at an angle just above Alexandra Street is Gipps Street. (Source: SLNSW ZM2 811.1838/1858/1)



**Figure 4.32** 1894 plan of the subdivision of part of the Village of Concord west of Lloyd George (Church) Street. This plan shows the owners and occupiers of the land surrounding the seven acre site purchased by Terrance Daly in 1859 where the house 'Warwillah' was constructed. (Source: DP 59527, Department of Lands)



**Figure 4.33** Plan (prior to the 1920s residential subdivisions) of the Village of Concord showing the various subdivisions and re-subdivisions that had occurred within the original village boundary. (Source: Roll Plan 432 DP 192035 Department of Lands)



**Figure 4.34** Plan of the Village of Concord 1892 overlaid with the 1926 subdivision pattern. The large house fronting Alexandra Street is 'Warwillah' built by Terrance Daly by the 1880s on land originally occupied by Mr Nichols buildings. Note one of the Nicholls buildings remain. Other development can be seen on William McDonalds land at the corner of Concord Road and Parramatta Road, on the corner of Lloyd George Street and Alexandra Street and also fronting Parramatta Road. (Source: Sydney Water PWDS Sheet 20 Concord – Sydney Water Plan Room)

#### 4.4.4 Land between Alexandra Street and Patterson Street

##### Longbottom Government Farm subdivision

North of the Village of Concord (ie north of Alexandra Street), the land remained as part of the government's 700 acre Longbottom Farm until it was subdivided into small acre farms in 1858 (**Figure 4.31**). Though subdivided in 1858, this land remained sparsely developed until the early years of the twentieth century.

Portion 88 of the 1858 Longbottom Farm subdivision lay immediately to the north of Alexandra Street (formerly Victoria Street), and was purchased by E Daly. This 6.5 acre property was later purchased by William McDonald but not developed. It is shown as vacant land on an 1896 plan of the site (**Figure 4.39**). The land remained undeveloped until 1905<sup>35</sup> when it was subdivided into 42 residential lots and McDonald Street (now Edward Street) was created through the centre of the property (**Figure 4.36**). Development within this subdivision was slow with most construction taking place between 1915 and 1920.<sup>36</sup>

Portions 89, 90 and 87 (north of Portion 88 to Patterson Street) of the Longbottom Farm subdivision, were amalgamated into a single 20 acre site in the early 1870s by Charles Thorne, gentleman, who constructed the house called 'Thornleigh' on the site (near the northeast corner of Concord Road and Sydney Street).<sup>37</sup> Following several mortgages, the property was sold to Charles and Sarah Parnell in 1877<sup>38</sup> and it was the Parnell's who really developed the site. By 1882 the property contained the house, several paddocks, a large orchard, stable and several outbuildings (**Figure 4.37**). Land around the perimeter of the property (along today's Patterson and Gipps streets) was offered for sale in 1882 but none of the lots sold and this subdivision did not go ahead (**Figure 4.37**). The Parnell's sold the 20 acre property to William Monie, railway contractor, in 1883<sup>39</sup> and he leased the house to Edward Row (or Lowe) until 1895 when he moved into the house himself.<sup>40</sup> Additional outbuildings relating to Thornleigh House are shown on an 1896 plan of the site (**Figure 4.39**). In 1913, the 20-acre property was sold to James Bennett and was again subdivided, this time more extensively into 83 residential allotments (**Figure 4.38**).<sup>41</sup> This subdivision created Thornleigh, Keppel and Bell streets (running north-south), and Sydney Street (running east-west). Thornleigh House remained on a large block bound by Concord Road, Sydney and Thornleigh streets until 1926 when the site was purchased by the Methodist Church, the house demolished, and the Concord Wesley Church (now Uniting Church) constructed on the site (**Figure 4.40**).<sup>42</sup> The gates from Thornleigh House remain on Concord Road as the entrance to the church grounds.

Portion 91 of the Longbottom Farm subdivision containing seven acres had Patterson Street as its southern boundary. This was one of many allotments purchased by William McDonald and his family. On this land the house Creewood was constructed fronting Concord Road and was already recorded on the site in the 1884 edition of the Sands Directory. Surrounding the house was a detached weatherboard bathroom and several outbuildings (**Figure 4.40**). The rear of the property was offered for sale and sold circa 1900 (**Figure 4.41**). The remainder of the site was subdivided in 1917 as the Creewood Estate into eight residential lots (**Figure 4.42**). Creewood House remained on the site until 1920.<sup>43</sup>

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35 *Sands Sydney and Suburban Directory* records no occupants in this area.

36 *Sands Sydney and Suburban Directory*.

37 OST Bk 161 No. 19, Bk 126 No. 503 and Primary Application No. 9057, Department of Lands.

38 OST Bk 173 No. 270, Department of Lands.

39 Primary Application No. 9057, Department of Lands.

40 *Sands Sydney & Suburban Directory*.

41 CT 1108-180, Department of Lands.

42 Coupe Sheena 1983, *Concord, a Centenary of History*, The Council of the Municipality of Concord, p131.

43 *Sands Sydney and Suburban Directory*.



## The M4 Motorway

When the section of the M4 from Concord Road to Auburn opened in 1982 the eastern side of Concord Road was also affected. Concord Road was realigned near its intersection with Parramatta Road and the old alignment of Concord Road formed the new entrance onto the M4.<sup>44</sup> As part of this process all the buildings on the eastern side of the original alignment of Concord Road south of Alexandra Street, plus three buildings north of Alexandra Street were demolished. The demolished properties included:

- the commercial buildings constructed on the corner of Parramatta Road and Concord Street as part of the 1923 subdivision of McDonald's land (DP 12301)
- the three properties built on Miss Love's original one acre site (which included the Methodist Church, Henry Shaw's house and John Milling's house)
- three properties north of Alexandra Street built on part of the subdivision of Portion 88 of the Longbottom Farm subdivision in the 1920s (DP 4500) (Figures 4.41–4.42).

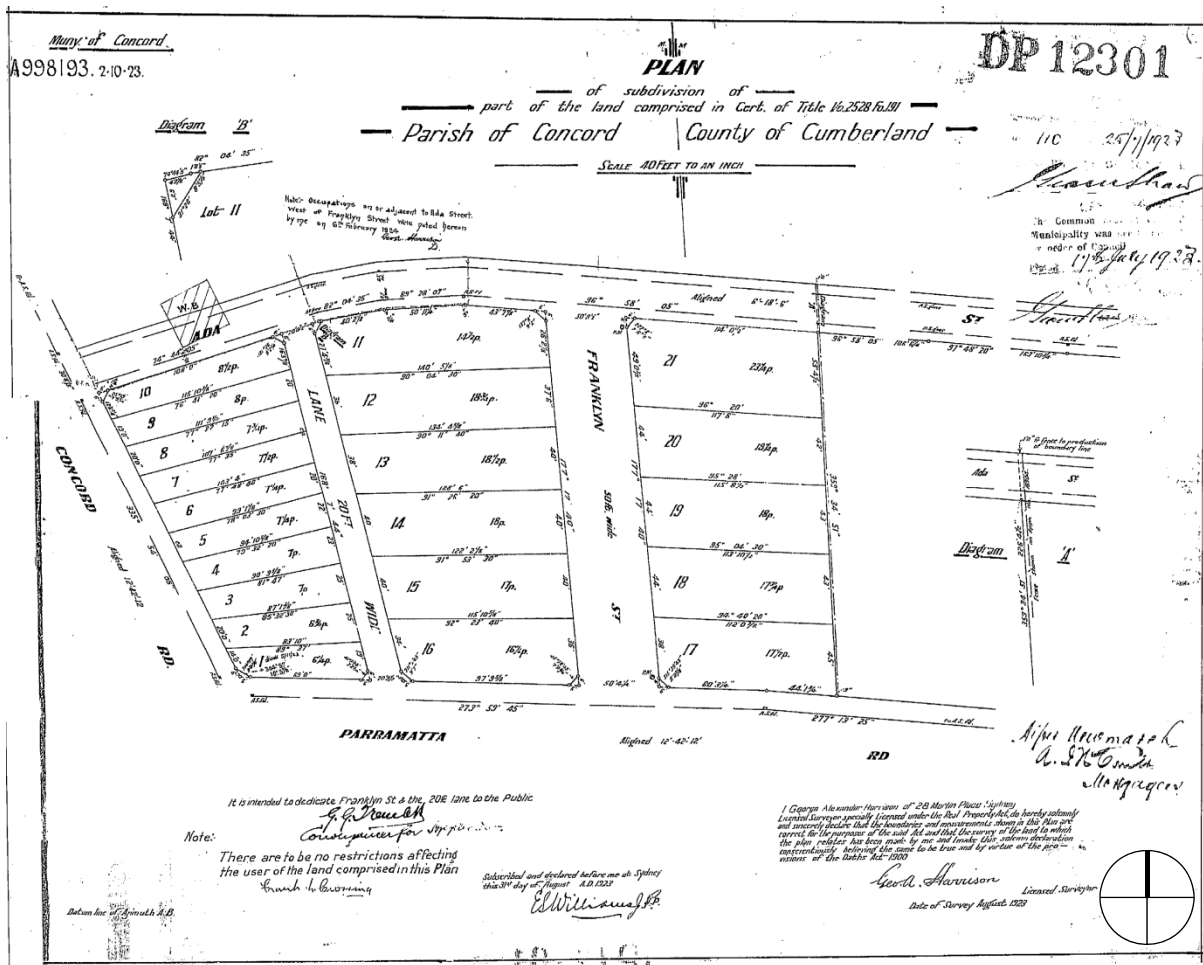
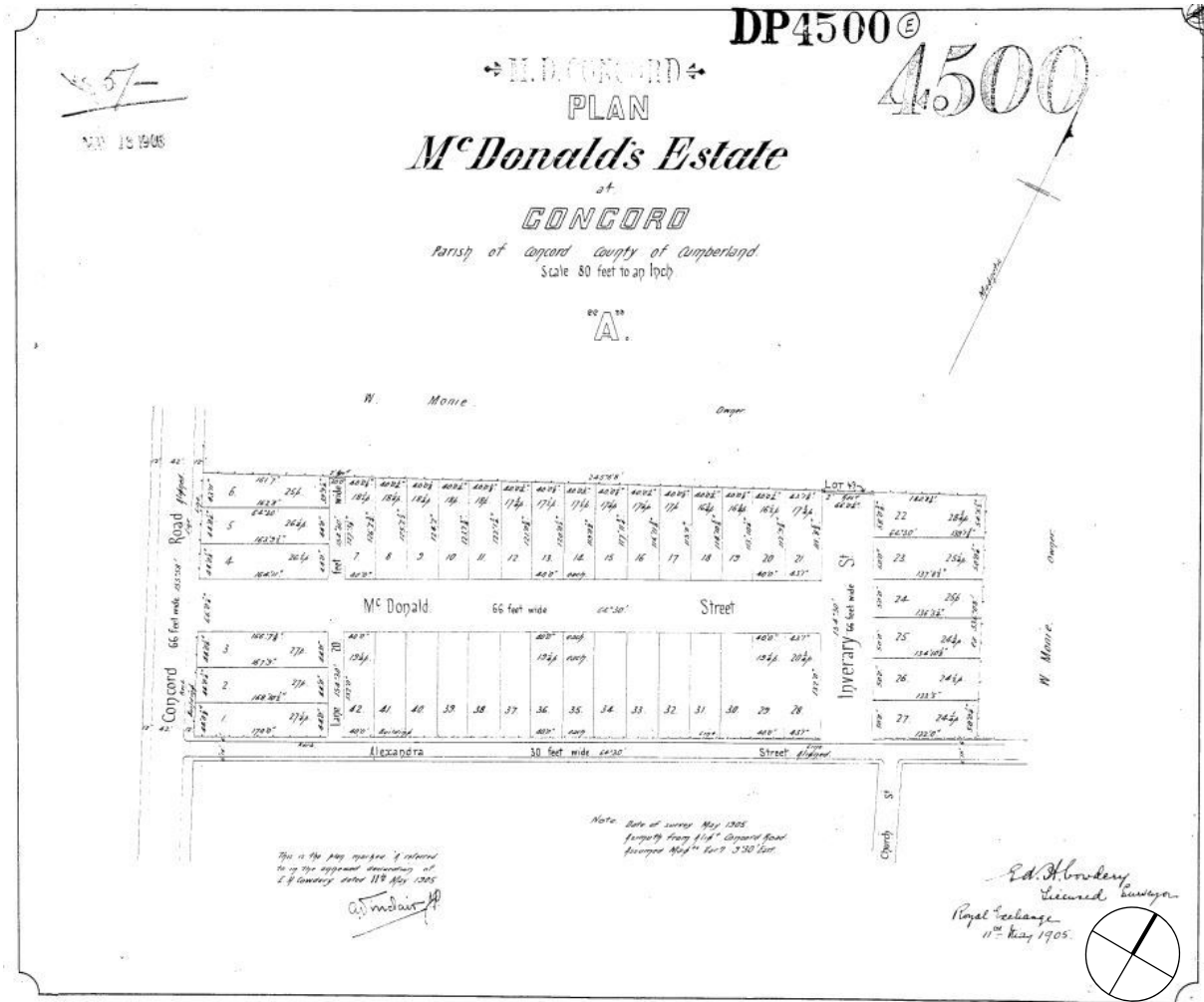


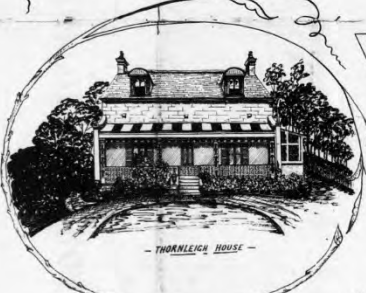
Figure 4.35 1923 plan showing the subdivision of William McDonald's land, bound by Concord and Parramatta roads. A weatherboard cottage is shown over Ada Street as the road had not been formalised in this section. (Source: DP 12301 Department of Lands)

44 'M4 Western Motorway—Construction Information', viewed 15 June 2015 <<http://www.ozroads.com.au/NSW/Freeways/M4/constructioninfo.htm>>.



**Figure 4.36 McDonald's subdivision of Portion 88 of the Village of Longbottom in 1905. (Source: DP 4500, Department of Lands)**

# Thornleigh



## WILLOREE

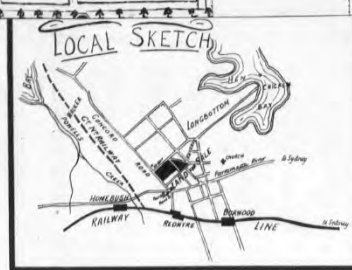
FOR AUCTION SALE BY  
ON THE GROUND **HARDIE & CORMAN**  
ON **SATURDAY** 30<sup>th</sup> SEPTEMBER 1882  
AT 3 P.M.

E. C. BATT Esq.

**WILLOREE ROAD**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26						

Paddock



LOCAL SKETCH

**ST. ELMO ST.**

**'TERMS'**

1/3 CASH DEPOSIT BALANCE  
IN 1 AND 2 YEARS  
WITH 5% INTEREST

**EURIMA ST.**

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20

**GRETA ST.**

**TITLE FREEHOLD**

**MURRAY & JONES**  
LICENSED SURVEYORS  
136 PITT STREET

ROAD 33 FEET WIDE

W. COLES

GIBBS, SHALLARD, & CO., PRINTERS.

SP 311.1838.1...1882/986

**Figure 4.37** 1882 subdivision plan of Thornleigh House. Note the extensive gardens, lawns and orchard plus several outbuildings and a stable. This subdivision did not go ahead. (Source: SLNSW Subdivision Plans Concord)



Elevated and commanding excellent views

Superior Villa Sites. Splendid Train Service.

# THORNLEIGH

NEAR **ESTATE STRATHFIELD**

Torrens Title.

**Richardson & Wrench Ltd.**  
Pitt St, Sydney.

will sell by  
**Public Auction**  
on the  
**GROUND**  
ON  
**SATURDAY**  
**17th January 1914.**  
at 3 o'clock.

**TERMS**  
10% Deposit - Balance twelve quarterly payments - Interest at 5% per annum.

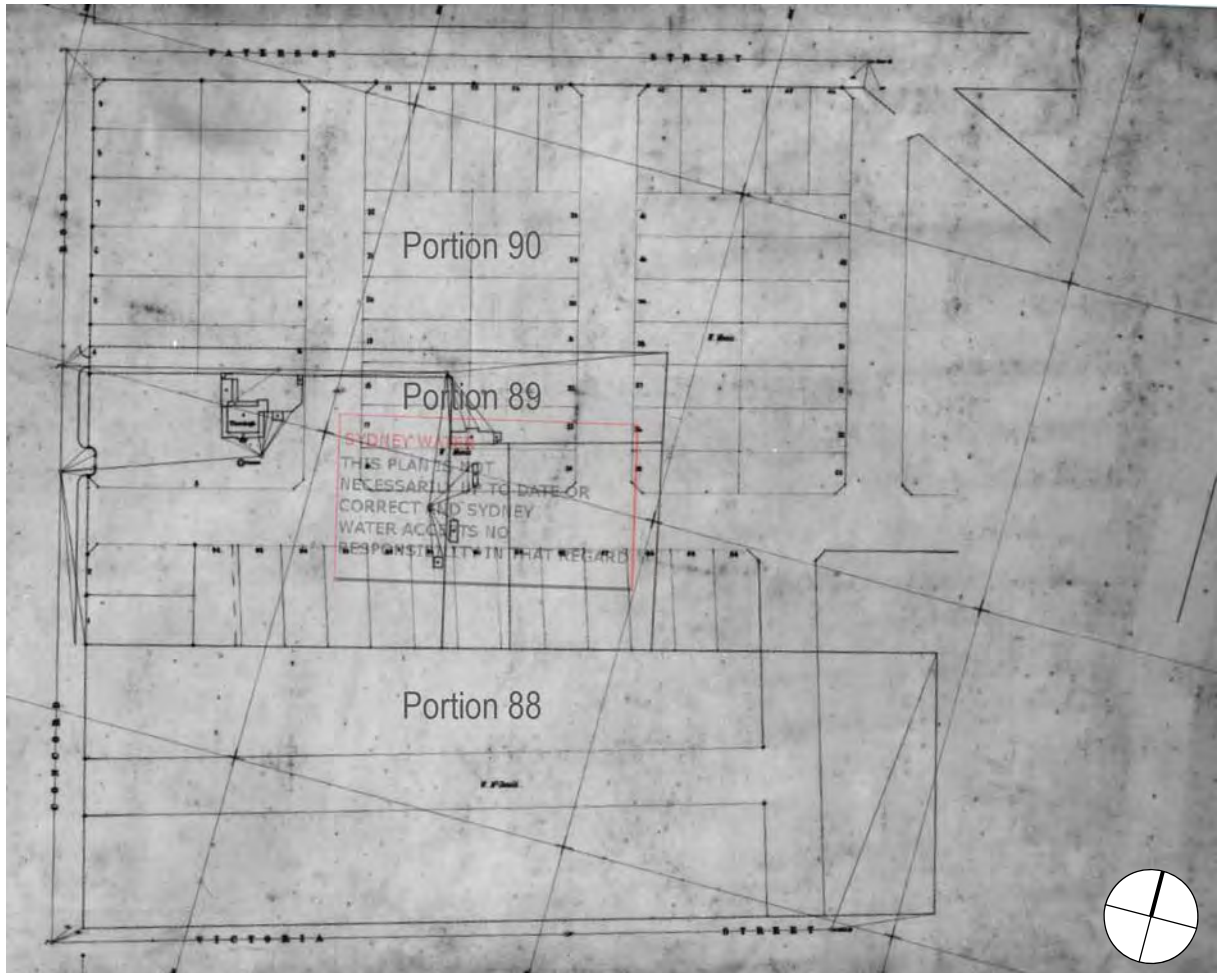
**BOYCE & MAGNEY**  
Solicitors for Wendon  
91 Elizabeth St, Sydney.

**Chapman & Faviell.**  
Licensed Surveyors  
under R.P. Act.  
Lombard Chambers  
107 Pitt St, Sydney.

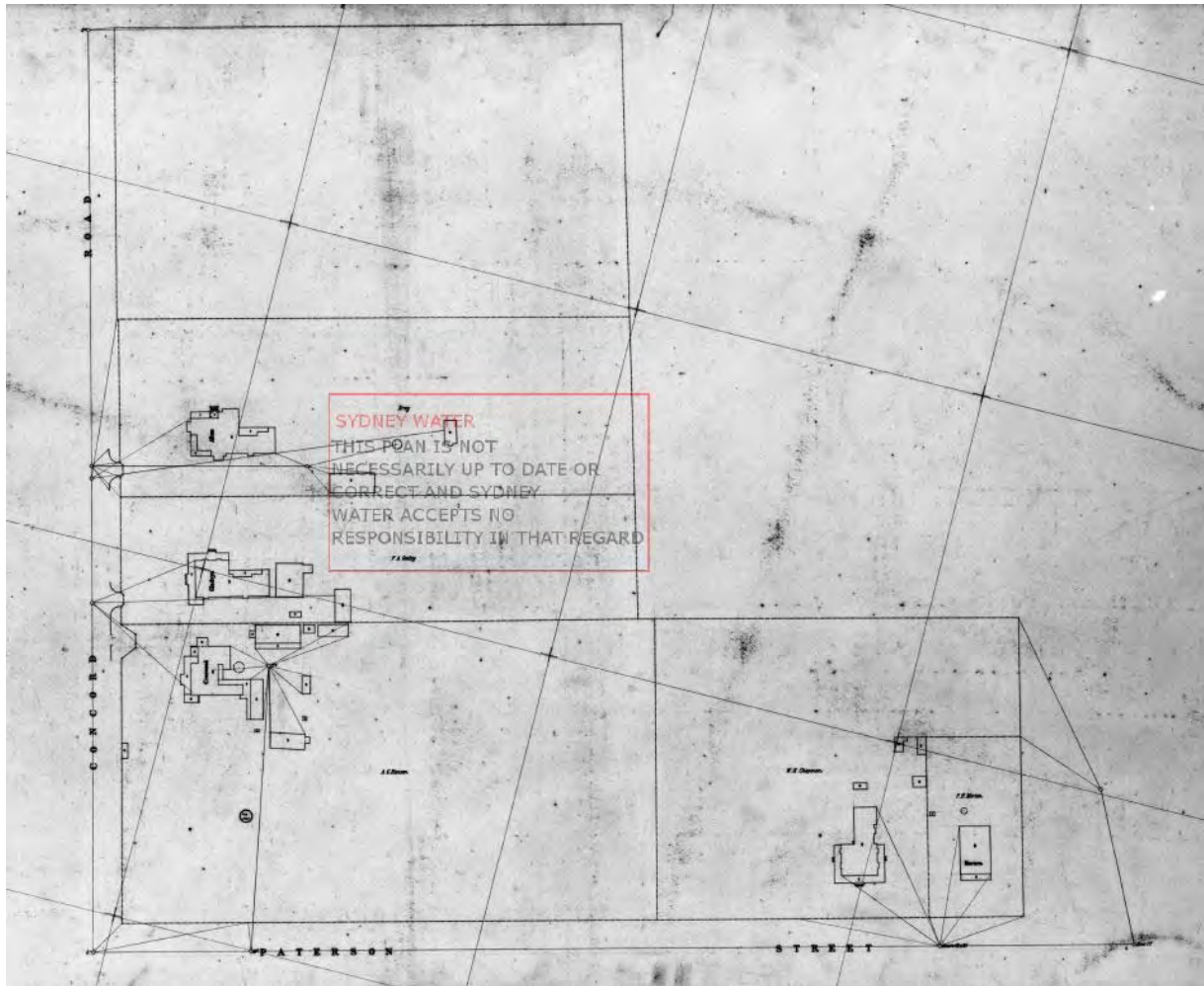
NOTE. All areas, measurements, etc. are subject to Deposited Plan.

John Andrew & Co. Litho.

Figure 4.38 1914 subdivision of the Thornleigh House Estate showing the creation of Thornleigh Avenue, Keppel and Bell streets plus the eastern end of Sydney Street. Note Thornleigh House remains on Lot 3. (Source: SLNSW Subdivision Plans Concord)



**Figure 4.39** 1896 Sydney Water Plan showing Thornleigh House and outbuildings overlaid with the 1914 subdivision plan of both the Thornleigh Estate and also Portion 88 below show here as being owned by William McDonald. (Source: Sydney Water Plan Room)



**Figure 4.40** 1896 Sydney Water Plan showing Creewood House and outbuildings on Portion 91, corner of Concord Road and Patterson Street. (Source: Sydney Water PWDS Sheet Concord 22)

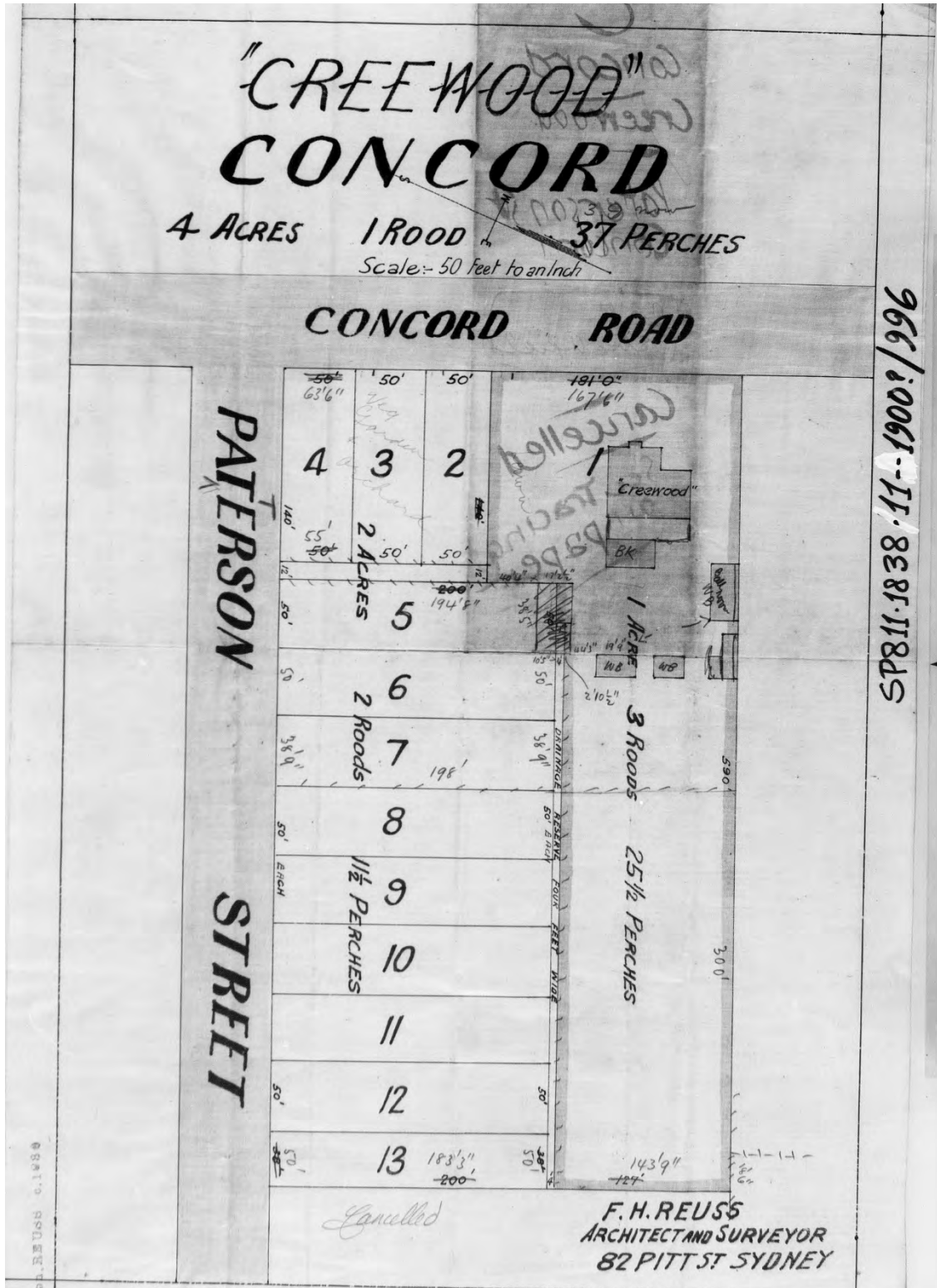


Figure 4.41 1900 Plan of a subdivision of the Creeewood House Estate showing the house plus several outbuildings. (Source: SLNSW Subdivision Plans Concord)



**CONCORD - STRATHFIELD**  
**"CREEWOOD ESTATE"**

Residence and 7 HOME SITES. In close proximity to NEW RAILWAY STATION

AUCTION SALE, ON THE GROUND  
**SATURDAY 28<sup>TH</sup> APRIL 1917**  
 AT 3 · P · M.

**BATT, RODD & PURVES LTD**  
 Auctioneers  
 88 Pitt St., Sydney.

to New Railway Station

**CONCORD**

**R.P.**  
(66' wide)

**PATTERSON** (66' wide) **ST**

LOCAL SKETCH.

H. E. C. Robins  
1900

**THORNLEIGH**

Chapman & Faviell  
Surveyors R.P.A.  
Licensed  
33-35 Hunter St  
Sydney.

**THORNLEIGH**

**ESTATE**

Stephen, Jaques & Stephen  
Solicitors to the Estate  
12-14 O'Connell St Sydney

**EASY TERMS**  
 For Land  
 Deposit 10 Per Cent,  
 and balance in 20 equal quarterly  
 instalments, Interest at 5%  
**TITLE will be TORRENS**

All Dimensions subject to Deposited Plan.

William Brooks & Co<sup>LD</sup> 17 Castlereagh St Sydney.

SP811.1838.11--1917/997

Figure 4.42 1917 subdivision plan of the remainder of the Creewood Estate. (Source: SLNSW Subdivision Plans Concord)



Figure 4.43 1943 aerial photograph showing development on the eastern side of Concord Road. (Source: Department of Lands)



**Figure 4.44** 1978 view of the M4 under construction near the junction of the M4 with Parramatta Road looking east. Concord Road is just out of view at the top of the image. In the foreground to the left is the Arnott's Biscuit factory located on both sides of George Street. On the eastern side of the railway, demolition around Sydney, Park and Young streets can be seen. (Source: RTA)





**Figure 4.45** 1985 view of the M4 Parramatta Road intersection looking west. Ada Street is shown at the bottom centre of the image. Bottom right of the image is Alexandra Street. (Source: RTA)

## 4.5 Area 3 – Cintra Park

### 4.5.1 Longbottom Stockade and Farm

Concord Oval, St Lukes Park and Cintra Park (hockey field) lie on land that was originally part of the government's Longbottom Stockade and Farm (Figure 4.19). The stockade, established in the 1790s, was located at the halfway point between Sydney and Parramatta to serve as an overnight lockup and rest point for the convict road gangs working on Parramatta Road (Figure 4.46–48). David Collins, writing in July 1793, noted that several huts had been built near the road at Petersham (the name given to this area at this time) and in October 1793 described the stockade:

*... nine huts for labouring convicts were built and sixty acres of ground cleared of timber; twenty of which were sown with Indian corn.*<sup>45</sup>

The stockade lay near Parramatta Road, the grandstand in Concord Oval marking its approximate position. Land on the northern side of the stockade was heavily timbered with red gum, blackbutt, stringy bark and mahogany and it became increasingly marshy until it ended in a mangrove near Hen and Chicken Bay.<sup>46</sup> It was the marshy ground that gave the area the name Longbottom from the old English work 'bottom' which described low-lying, swampy alluvial ground.<sup>47</sup>

<sup>45</sup> David Collins, *An Account of the English Colony in New South Wales*, 2 vols, London, 1789–1802 (Libraries Board of South Australia Facsimile Edition, 1971). Vol.1, p317, cited in Coupe, S1983, *Concord: A Centenary of History*, The Council of the Municipality of Concord, p 44.

<sup>46</sup> Coupe, S 1983, *Concord: A Centenary of History*, The Council of the Municipality of Concord, p 44.

<sup>47</sup> Coupe, S 1983, *Concord: A Centenary of History*, The Council of the Municipality of Concord, p 44.



While the stockade was established early, the Longbottom Government Farm did not become operational until 1819 when Crown Land was combined with land returned to the government by D'Arcy Wentworth, in exchange for land at Bringelly, to form the 700 acre government farm.<sup>48</sup> Governor Macquarie's improvements at Longbottom included four weatherboard buildings comprising a house for the superintendent, two overseers' cottages, and barracks for 40 convicts who were employed 'to cut and saw timber for the public buildings' and to tend the 'extensive kitchen garden' which had been enclosed for their benefit. Three paddocks of 20 hectares each had been 'cleared of the standing and dead timber and enclosed with fences for grazing the government working oxen'.<sup>49</sup> Macquarie had also erected an ornamental lodge and gateway entrance from Parramatta Road.<sup>50</sup>

In 1820, 110 convicts were employed at Longbottom, most working as timber fellers, charcoal burners, sawyers and shinglers. By March 1825 the number of convicts at Longbottom had fallen to 38 – reflecting a change in government policy which saw later governors try to reduce the government's role as an employer of convict labour.<sup>51</sup> By this time most of the timber on the land had been felled and the convict huts were occupied by an itinerant road party. In 1828 there were only six men (five convicts and an overseer) living there full time, though Longbottom's population increased when road gangs of up to 40 convicts were temporarily housed there to work on Parramatta Road.<sup>52</sup>

Part of the Longbottom Farm was sold in 1837 and the area under government ownership reduced to some 280 hectares (690 acres). Convict road gangs were still housed in the original stockade buildings (Figures 4.46–4.48) and a small detachment of mounted police were also stationed there to deal with local problems such as the apprehension of escaped prisoners and bushrangers. Much of the land lay unused and derelict but some served the police as an area of horse training and agistment.<sup>53</sup>

### **The Canadian exiles**

The much unused site took on a new role in 1840 when it became the detention centre for a group of French Canadian political exiles. Fifty-eight French-speaking Canadian rebels from Quebec arrived at Port Jackson in February 1840 and were taken to Longbottom. None of the exiles had previous convictions and many were wealthy and well educated. Many were skilled artisans who put their skills to good use. They worked in the stone quarry breaking rocks to improve Parramatta Road, made bricks for public buildings in Sydney, felled trees and sawed the wood into blocks of building timber. Timber was cut and sawn on the spot and conveyed to Sydney in boats via the Parramatta River.<sup>54</sup> Over the months the exiles became quite involved in the everyday life of the community around them,<sup>55</sup> and by the beginning of 1842 were allowed to work for people in the community while remaining at Longbottom. At this time they built for themselves new barracks. Between November 1843 and February 1844, free pardons were awarded to all the Canadian prisoners.

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48 Coupe, S 1983, *Concord: A Centenary of History*, The Council of the Municipality of Concord, p 45.

49 List of Public Works Undertaken during Lachlan Macquarie's Administration. Macquarie to Bathurst, 27 July 1822, *HRA*, 1x, p 695.

50 Bigge JT 1822, *Report of the Commissioner of Inquiry into the State of the Colony of New South Wales*, London, pp24-25.

51 Coupe, Sheena 1983, *Concord, a Centenary of History*, The Council of the Municipality of Concord, p46.

52 Darling to Huskisson, 28 March 1828, *HRA*, I xiv, p 70.

53 Coupe Sheena 1983, *Concord, a Centenary of History*, The Council of the Municipality of Concord, p47.

54 <[http://www.burwood.nsw.gov.au/our\\_burwood/history/local\\_history.html](http://www.burwood.nsw.gov.au/our_burwood/history/local_history.html)> viewed 21 February 2014

55 Coupe, S 1983, *Concord, a Centenary of History*, The Council of the Municipality of Concord, p 58.

## Mounted police

With the Canadians gone, the Longbottom Stockade was allowed to fall into disrepair – its only real purpose being to serve as a lockup for noisy drunkards apprehended on Parramatta Road and for the agistment of police horses. When a new lockup was constructed further west along Parramatta Road opposite Concord Road this took away the use of the stockade as a lockup.<sup>56</sup> Writing about his recollections of the journey from Sydney to Parramatta in 1855, CA Henderson said that the ‘stockade had for many years been known as the police paddocks’ and that here 200 mounted police horses were kept. They ‘patrolled Parramatta Road from Burwood half way to Parramatta and also half way to Sydney at night’. They wore swords ‘which could be heard to clank against their strips’.<sup>57</sup> The police paddocks are shown on an 1881 plan of the site (Figure 4.49).

## Sale and development of the Longbottom Stockade and Farm

A few buildings forming a partial village had grown up around the stockade, especially after Wharf Road (now Burwood Road) was constructed through the farm down to a wharf at Hen and Chicken Bay. In 1843, a formal plan for the Village of Longbottom was laid before the NSW Executive Council (Figure 4.47). The site extended just past Broughton Street to the west, and east to Taylor Street – an area which includes much of the present Municipality of Concord. What is shown as Stockade Street on the plan is now Loftus Street (Figure 4.48). Longbottom connected to the Village of Concord at its western boundary. Neither the Village of Concord nor the Village of Longbottom saw much development until many years later, although an 1881 plan of Longbottom shows names against most of the Longbottom Estate allotments (Figure 4.49).

The 1881 plan shows a Methodist chapel, school and cottage located on the south-eastern corner of Loftus Street and Parramatta Road where the sentry gate had once stood (Figure 4.49–4.50). The Sands Directory does not reference these buildings and they are not shown on the 1896 Sydney Water plan for the site (Figure 4.51) indicating that they were possibly never constructed. The 1881 plan also shows a pound in the south-eastern corner of what is now Cintra Park (Figure 4.49). The pound also appears in a late 1880s plan (Figure 4.50), but was gone by 1896 (Figure 4.51).

In 1858, much of the land surrounding the Village of Longbottom and the stockade which had been part of the Longbottom Government Farm was subdivided into 53 portions, of between six and 11 acres, and sold (Figure 4.31).

### 4.5.2 Creation of St Lukes Park, Concord Oval and Cintra Park

In May 1886, 64 acres of land surrounding the old Stockade was still in government ownership and was dedicated as a recreation area and named St Lukes Park (Figure 4.50). Much of this land was low-lying swampy ground sloping down to the shores of Hen and Chicken Bay – it was many years before reclamation made it possible to develop the land as public parkland and a sporting complex. During this period the stockade and an area of land adjacent to it were rented to William Archer of Burwood. ‘Several well-known racehorses’ were trained there ‘on the small track formed for the purpose’ and the old stockade buildings were occupied by Henry Archer and his family. According to an 1890 report, the buildings had been improved by the erection of fireplaces in the various rooms and the substitution of ordinary dwelling-house windows for the narrow slits of former times.<sup>58</sup> A Sydney Water plan of the park from 1896 shows that all the stockade buildings had been demolished by this time (Figure 4.51). This plan also shows that two pavilions had been constructed on the land now occupied by Concord Oval and Cintra Park (hockey field) indicating the occurrence of sporting activities already by this time. A pumping station and a night soil depot are situated in the northern area of the site (now north of Gipps Street), and a stormwater channel runs through the site and down to Hen and Chicken Bay (Figure 4.51). Later, 25 acres of St Lukes Park was reclaimed for use as a

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56 Coupe, Sheena 1983, *Concord, a Centenary of History*, The Council of the Municipality of Concord, p61–2.

57 CA Henderson, ‘Sydney to Homebush, 1855’ *JRAHSJ* Vol 8, 1923, p237.

58 *Echo*, 11 September 1890.

garbage depot towards the northern end of the park and for sporting facilities including a trotting track.<sup>59</sup>

In 1916, gates were erected as a formal entrance into St Lukes Park in memory of Daniel Zoeller (Alderman 1883–1908) (Figure 4.52). These were originally located at the corner of Parramatta Road and Loftus Street but were moved to their current position in Loftus Street in 1987.<sup>60</sup>

### Concord Oval

Concord Oval lies on part of the 66 acres dedicated for use as a recreation area on 8 May 1886. Concord Oval itself was reconstructed in 1932, at a cost of £8000, and opened by the premier, BSB Stevens.<sup>61</sup> The oval was designed and constructed by the council's engineer, Mr GL White, and included an up-to-date lighting scheme. The Western Suburbs Rugby Union Football club, founded in 1900, played their first-grade games at the oval, and it was the headquarters of the Western Suburbs Amateur Athletic club. It was also used by the Western Suburbs District Cricket Club to play first-grade cricket and was considered equal in quality to the Sydney Cricket Ground (Figure 4.53–4.55).<sup>62</sup>

In 1982, the Western Suburbs District Rugby Union Football Club began negotiations with the Sydney Rugby Union to upgrade Concord Oval into a world-class rugby stadium. The redevelopment was placed in the hands of former Olympian, Ken Elphick. Major changes began in 1985 when the original grandstand was demolished and the ground restructured. While Elphick served a gaol sentence for his part in the redevelopment, the 1987 Rugby World Cup match between Australia and France was held there in front of a crowd of 25,000 rugby supporters. At this time the oval was called the Waratah Stadium.<sup>63</sup>

Today, Concord Oval is a suburban oval – representative rugby matches are now held at the Sydney Football Stadium. The oval is the home ground of the West Harbour Rugby Football Club (The Pirates) which has its origins as the Western Suburbs District Rugby Union Football Club. It is also the training and administrative base for the West Tigers rugby league side. It remains as one of the best suburban ovals in Sydney, but further expansion and increased parking facilities are impossible because of its location. It is an underutilised sports facility.<sup>64</sup>

### Cintra Park

Cintra Park was included in the 66 acres set aside as public parkland by the NSW Government in 1886. In 1889, Concord Council was appointed trustee of this area – an arrangement which continues to this day. Cintra Park was named after 'Cintra', the family home of Mr AG Friend of Croydon, a friend and business associate of councillor Goddard of Concord Council. In the early 1920s, Friend was running Cintra Cricket Club on part of St Lukes Park.<sup>65</sup>

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59 Shaw, GM 1933 *Concord Jubilee 1883–1933: A History of the Municipality of Concord*, Canberra Press, Sydney p 91.

60 <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2890351> viewed 8 April 2014.

61 Shaw, GM 1933 *Concord Jubilee 1883–1933: A History of the Municipality of Concord*, Canberra Press, Sydney p. 90.

62 Shaw, GM 1933 *Concord Jubilee 1883–1933: A History of the Municipality of Concord*, Canberra Press, Sydney p. 90.

63 Blaxell, G 2010, *Pictorial History City of Canada Bay, Drummoyne to Concord*, Kingsclear Books, Alexandria, NSW, pp. 113–114.

64 Blaxell, G 2010, *Pictorial History City of Canada Bay, Drummoyne to Concord*, Kingsclear Books, Alexandria, NSW, pp . 113–114.

65 Concord Council Management Action Plan for St Lukes and Cintra Parks, Croydon, NSW: Parkland Environmental Planners, 2000, pp. 9–10

The 1943 aerial shows one small structure along the western boundary of the site (Figure 2.53), possibly the grandstand shown in Figure 2.50. Apart from that, the site is crossed with paths but there are no signs of development (Figure 4.56). In 1948, Zingari Cricket Club was known to be using Cintra Park, and from the late 1960s the Western Suburbs Hardcourt Tennis Association began to use the park.

Since 1975, the 33 netball courts on the site have been used by the Western Suburbs District Netball Association. A pedestrian bridge was also built at this time, connecting Cintra Park and Concord Oval.<sup>66</sup> Cintra Park is the home ground of the Western Suburbs District Hockey Club, and in 2000 a synthetic hockey field was constructed there.<sup>67</sup> Between 2002 and 2003 the current amenities building on the western boundary of the park was constructed.

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66 Coupe, Sheena 1983, Concord, a Centenary of History, The Council of the Municipality of Concord.

67 Parkland Environmental Planners, 2000, Concord Council Management Action Plan for St Lukes and Cintra Parks, Croydon, NSW, pp. 9–10.



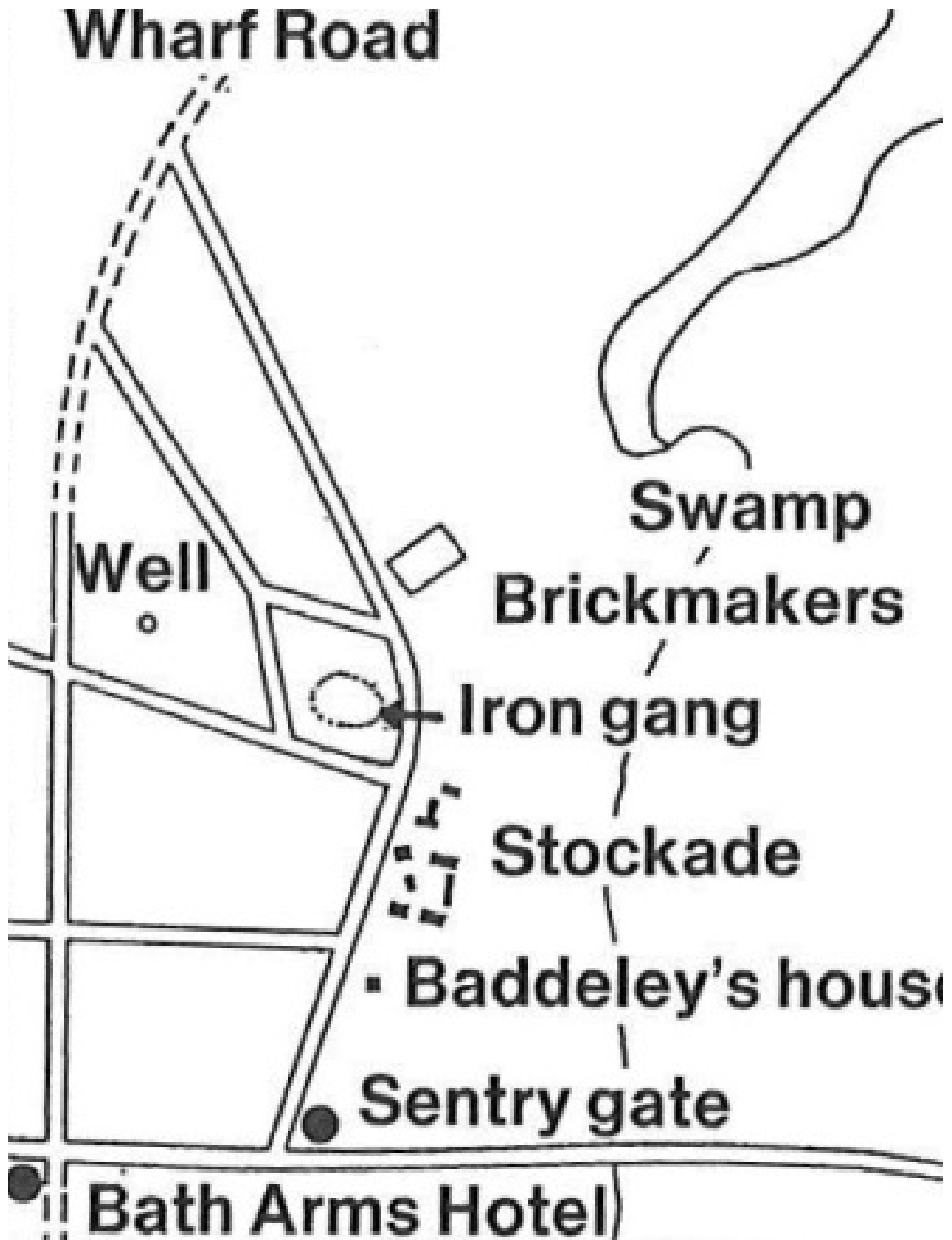


Figure 4.46 Longbottom Stockade in 1841 adapted from the journal of FM Lepailleur – one of the Canadian Exiles. (Source: Greenwood MF, *Land of a Thousand Sorrows*, Melbourne University Press, 1980, pp 3 and 14 cited in Coupe Sheena 1983, *Concord: a Centenary of History*, The Council of the Municipality of Concord, p 51)

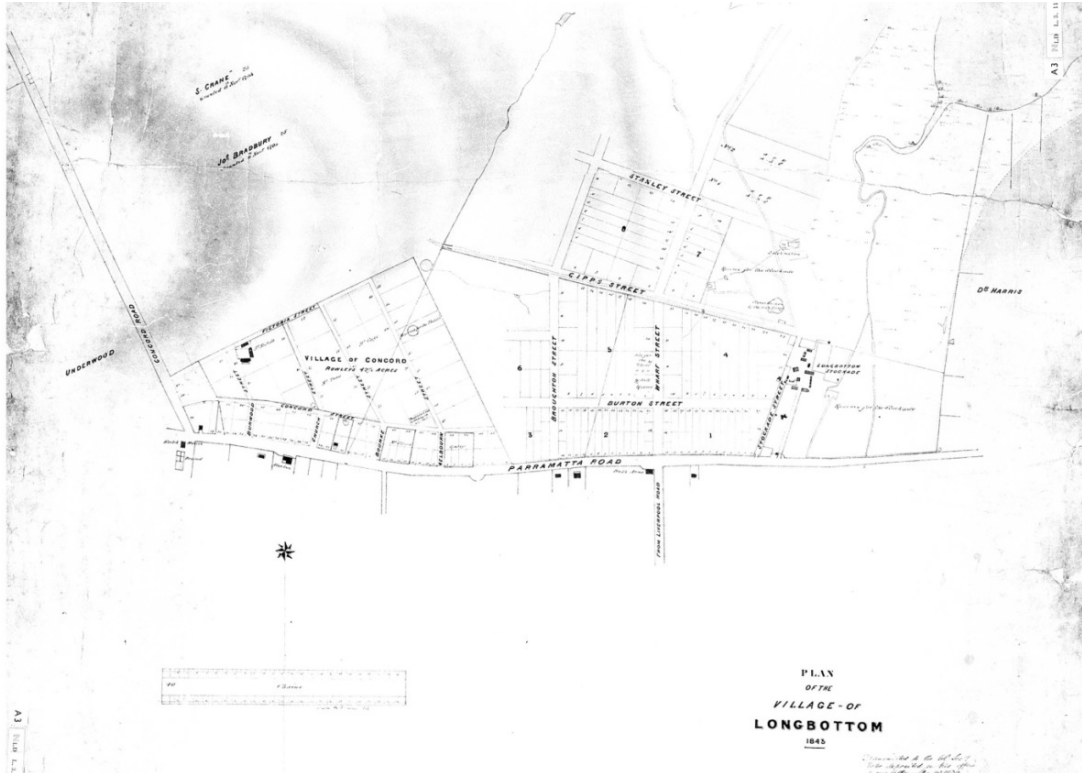


Figure 4.47 1843 plan of the Village of Longbottom also showing the Village of Concord on the left of the image. (Source: SRNSW AO 3383)

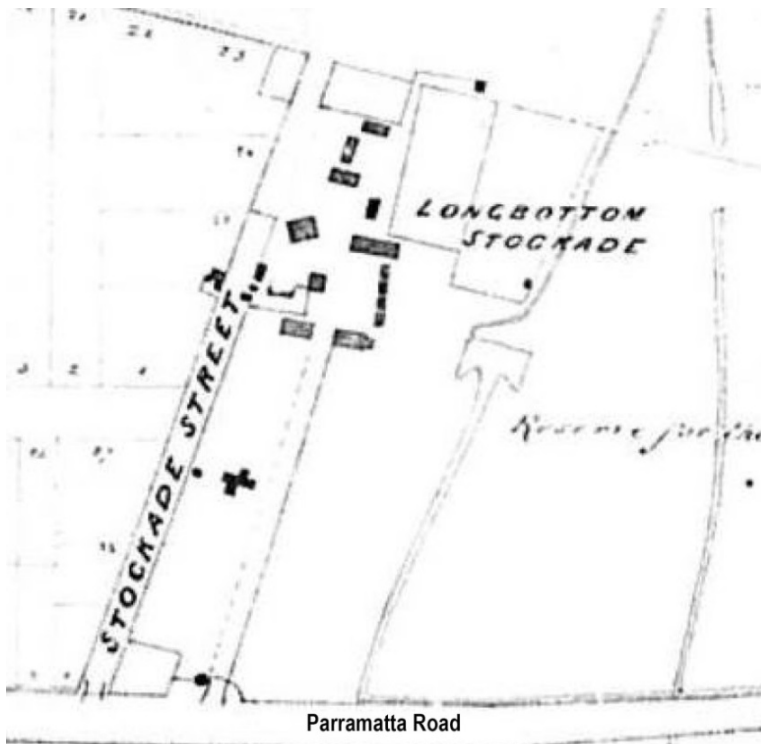


Figure 4.48 Detail of the above 1843 plan showing the structures of the Longbottom Stockade at this time. Note Stockade Street is now Loftus Street. (Source: SRNSW AO 3383)

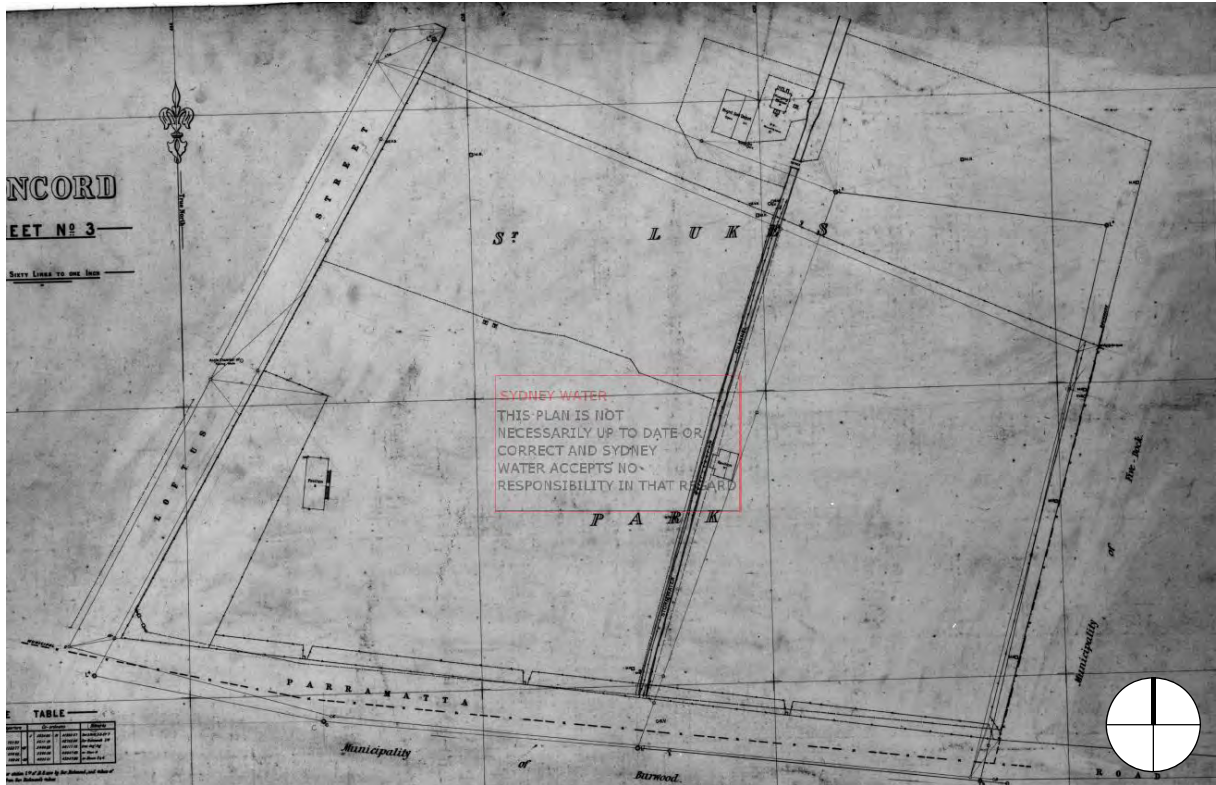


Figure 4.49 1881 plan showing the development within the 1843 Village of Longbottom and use of the Longbottom Stockade 'for police purposes'. On the south-eastern corner of Loftus Street and Parramatta Road, a Wesleyan chapel, school and cottage are noted but they do not appear to have ever been constructed. (Source: SLNSW ZM2 811.183/1881/1).



**Figure 4.50** Part of a map of Concord from the late 1880s showing the area that was dedicated as a public park in 1886, which included the areas that later became Concord Oval and Cintra Park. (Source: SLNSW)

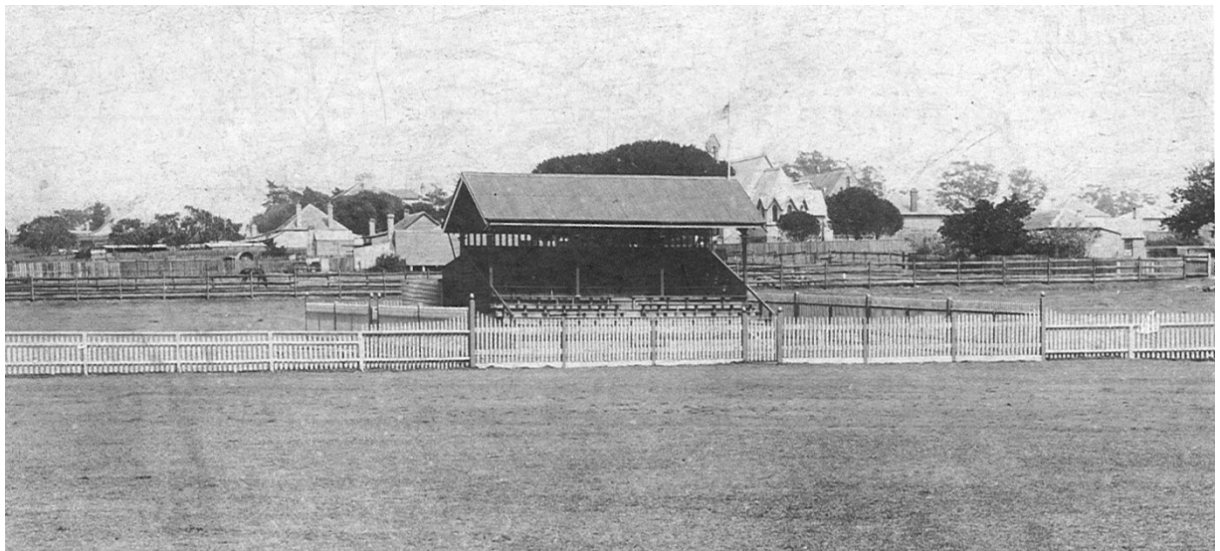




**Figure 4.51** 1896 plan of the area that is now Concord Oval and Cintra Park, then part of St Lukes Park. All of the stockade buildings have been removed on the eastern side of Loftus Street. Two pavilions are shown, one near Loftus Street and another on the western side of the storm water channel on what is now Cintra Park. An early entrance can be seen at the corner of Loftus Street and Parramatta Road. At the rear of the site is a pumping station and a night soil depot. (Source: Sydney Water Plan Room PWDS Concord Sheet 3)



**Figure 4.52** Gates into St Lukes Park dedicated in 1916. These gates are now located in Loftus Street. (Source: *Concord Jubilee 1883-1933: a History of the Municipality of Concord* compiled by George M Shaw)



**Figure 4.53** Early view of St Lukes Park (Concord Oval) not dated. This may be the small grandstand shown in Figure 2.48 which backs onto the area that is now Cintra Park. (Source: Canada Bay Museum)





**Figure 4.54** Concord Oval in the 1930s. (Source: *Concord Jubilee 1883–1933: a History of the Municipality of Concord* compiled by George M Shaw)



**Figure 4.55** Concord Oval in the 1930s. (Source: *Concord Jubilee 1883–1933: a History of the Municipality of Concord* compiled by George M Shaw)





South Wales.<sup>69</sup> During this phase of development the property was used for grazing and agricultural activities, with associated outbuildings situated closer to the Dobroyd residence and farm complex.

An additional house, Yasmar (the surname Ramsay spelt backwards), was constructed in 1855 to the west of Dobroyd House and fronting Parramatta Road<sup>70</sup> (Figure 4.59). Yasmar House still exists today at 185–187 Parramatta Road.

The Dobroyd Estate was divided into large farm blocks for the Ramsay children in 1883 (Figure 4.60), but was not subdivided for residential development until the beginning of the twentieth century.



Figure 4.57 Parish map showing the land granted to the four soldiers of the NSW Corps (at the junction of Parramatta road and Liverpool Road). Land on the northern side of Parramatta Road formed the Dobroyd Estate and is now the suburb of Haberfield. (Source: Department of Lands)

69 Godden Mackay Logan 2012, Yasmar Reserve Conservation Management Plan, draft report prepared for the Catchments and Land Division, Department of Primary Industries, p 6.

70 Godden Mackay Logan 2012, Yasmar Reserve Conservation Management Plan, draft report prepared for the Catchments and Land Division, Department of Primary Industries, p 7.

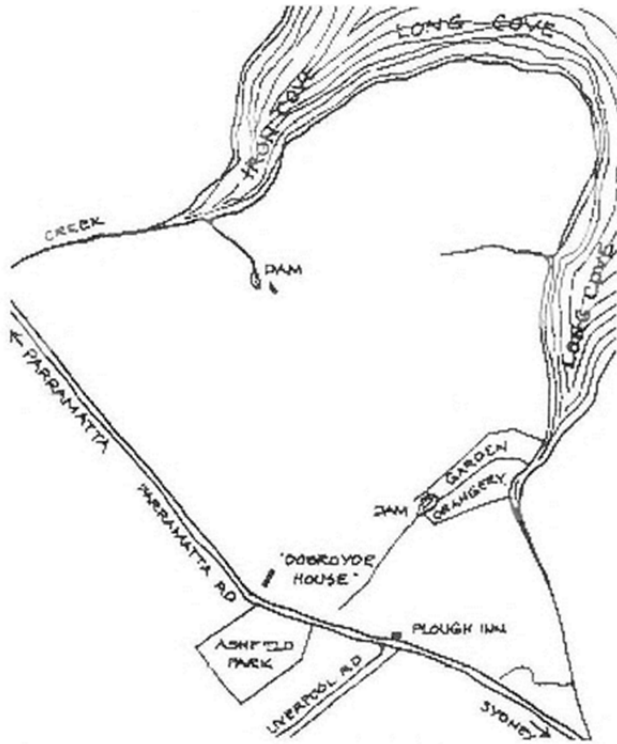


Figure 4.58 1826 sketch showing development on the Dobroyd Estate at this time. (Source: Otto Cserhalmi & Partners 1994, Conservation Analysis for Yasmar, 185 Parramatta Road, Haberfield p 11; reproduced in Yasmar House and Garden Conservation Management Plan 2003, p 22)



Figure 4.59 1856 sketch showing development on the Dobroyd Estate at this time. (Source: Otto Cserhalmi & Partners 1994, Conservation Analysis for Yasmar, 185 Parramatta Road, Haberfield p 11 reproduced in Yasmar House and Garden Conservation Management Plan 2003, p 22)

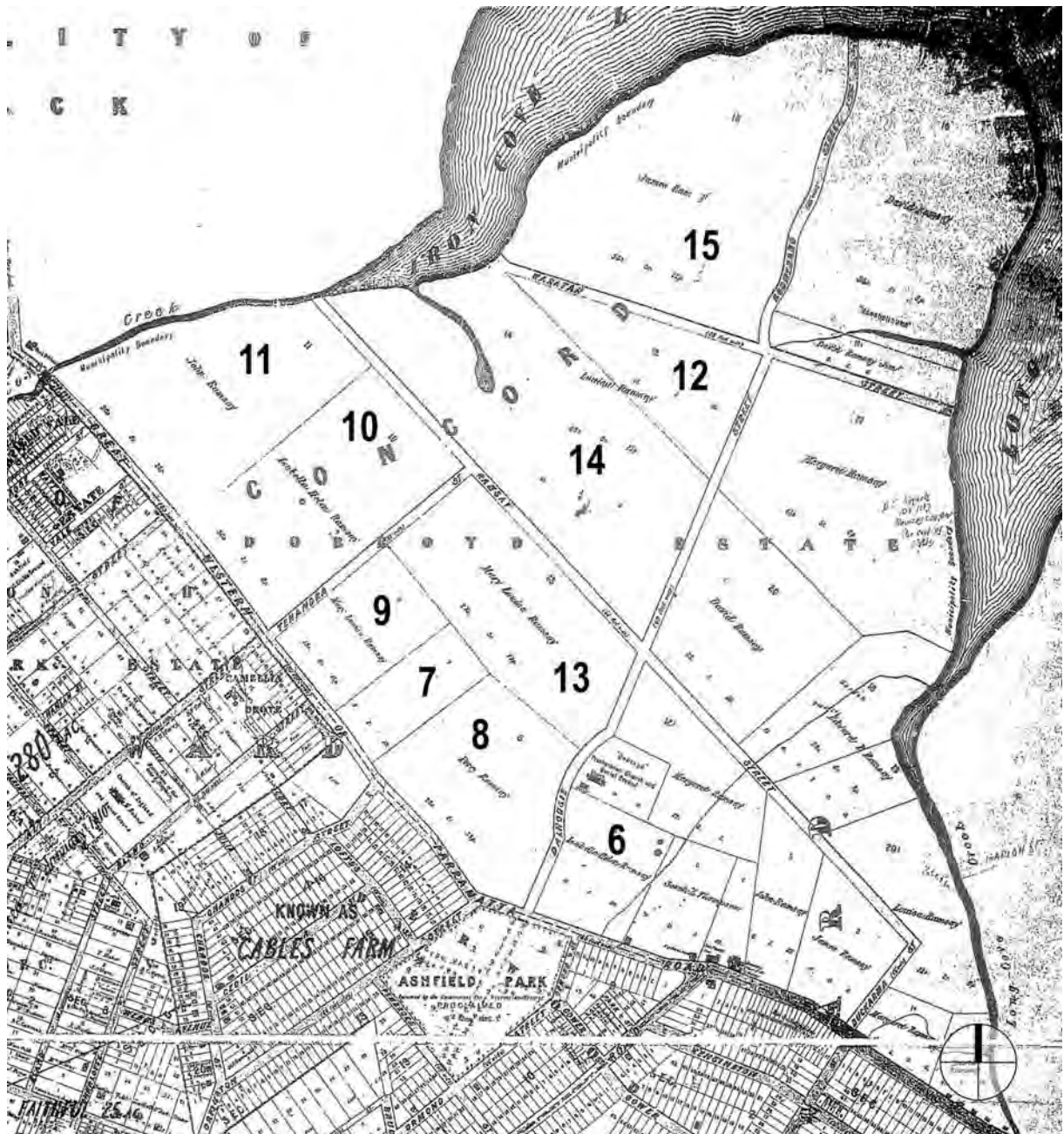


Figure 4.60 1883 plan of the Dobroyd Estate showing its subdivision among the Ramsay children. Dalhousie, Waratah, Ramsay and Tenandra (now Alt) Street have been constructed. Note the density of development on the Ashfield land opposite. (Source SLNSW)

## Subdivision of the Dobroyd Estate

### *1885 subdivision of land bound by Wattle, Ramsay and Alt streets and Parramatta Road*

While most of the Dobroyd Estate remained undeveloped until 1901, two early subdivisions did take place. Land east of Dalhousie Street between St David's Church and Parramatta Road was subdivided in 1885 (this area is outside the study area). A second 1885 subdivision included the land east of Wattle Street between Parramatta Road and Ramsay Street – section 10 of the Dobroyd Estate (**Figure 4.60**). This subdivision included Walker Avenue (then named The Avenue) and Alt Street (then named Tenandra Street) (**Figure 4.69**). A sale notice from October 1885 shows some of the lots shaded, indicating that they had already been sold. However, the *Sands Directory* records only one occupant of the subdivision until 1910 – on Tenandra (Alt) Street. Between 1910 and 1915, a few more occupants appeared in Wattle Street, The Avenue (Walker Avenue) and Tenandra Street (Alt Street). One occupant is listed along the Parramatta Road frontage. By 1915, most of this subdivision had been developed including the properties fronting Parramatta Road, which were all residential at this time (**Figure 4.70**).

### *Subdivision from 1901 and the creation of Haberfield*

From 1901, the Ramsay siblings began selling their land. Local real estate entrepreneur and early town planning advocate Richard Stanton had a vision for this as yet undeveloped land – and initially the Ramsay children sold their land directly to Stanton. Haberfield is the tangible evidence of his vision. The suburb's name arose from Mrs Stanton (nee Nichols) family's connection with Lord Haberfield, Mayor of Bristol in the early nineteenth century.<sup>71</sup>

Stanton was inspired by the City Beautiful town planning movement which sought to regulate uses and building types, examples of which he had seen in England and the USA. He was a co-founder of the Town Planning Institute with John Sulman and the Real Estate Institute. He was also Mayor of Ashfield on three occasions.<sup>72</sup> From the first subdivision in 1901, Haberfield was marketed as the 'Model Suburb' and was also known as the 'Garden Suburb'. This model suburb included sewerage and therefore did not need rear lanes. Public infrastructure – nature strips, public trees, stone curbs and gutters – was also provided. Houses were to have cavity brick walls to rid them of salt damp. Stanton controlled all aspects from subdivision, providing finance, buyer terms and building materials, as well as designing the gardens and houses. His first architect was Wormal, but J Spencer Stansfield is accredited with designing the bulk of all the Stanton Estate houses.<sup>73</sup> By the 1930s, Haberfield had been completed. House types comprise the earlier Queen Ann and Arts and Crafts styles, and early interwar bungalows (**Figure 4.71**).<sup>74</sup> Today, Haberfield retains key garden suburb concepts in its tree-lined streets, neighbourly gardens and period architecture.

### *From Ramsay Street to Waratah Street (between Dobroyd Parade and Wattle Street)*

This land was part of portions 14 and 12 of the Dobroyd Estate (**Figure 4.60**) and contained just over 69 acres (**Figure 2.59**). By 1889, Edward Pierson Ramsay and Margaret Ramsay owned the land, but in 1904 they sold the whole portion to The Bank of NSW.<sup>75</sup> The bank sold the land to the Haymarket Permanent Land Building and Investment Company Ltd the following year and they created several subdivisions within this land holding (**Figure 4.63**).<sup>76</sup>

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71 Ashfield Council, 'Haberfield', viewed 12 March 2014, <<http://www.ashfield.nsw.gov.au/page/haberfield.html>>.

72 Ashfield Council, 'Haberfield', viewed 12 March 2014, <<http://www.ashfield.nsw.gov.au/page/haberfield.html>>.

73 Ashfield Council, 'Haberfield', viewed 12 March 2014, <<http://www.ashfield.nsw.gov.au/page/haberfield.html>>.

74 Ashfield Council, 'Haberfield', viewed 12 March 2014, <<http://www.ashfield.nsw.gov.au/page/haberfield.html>>.

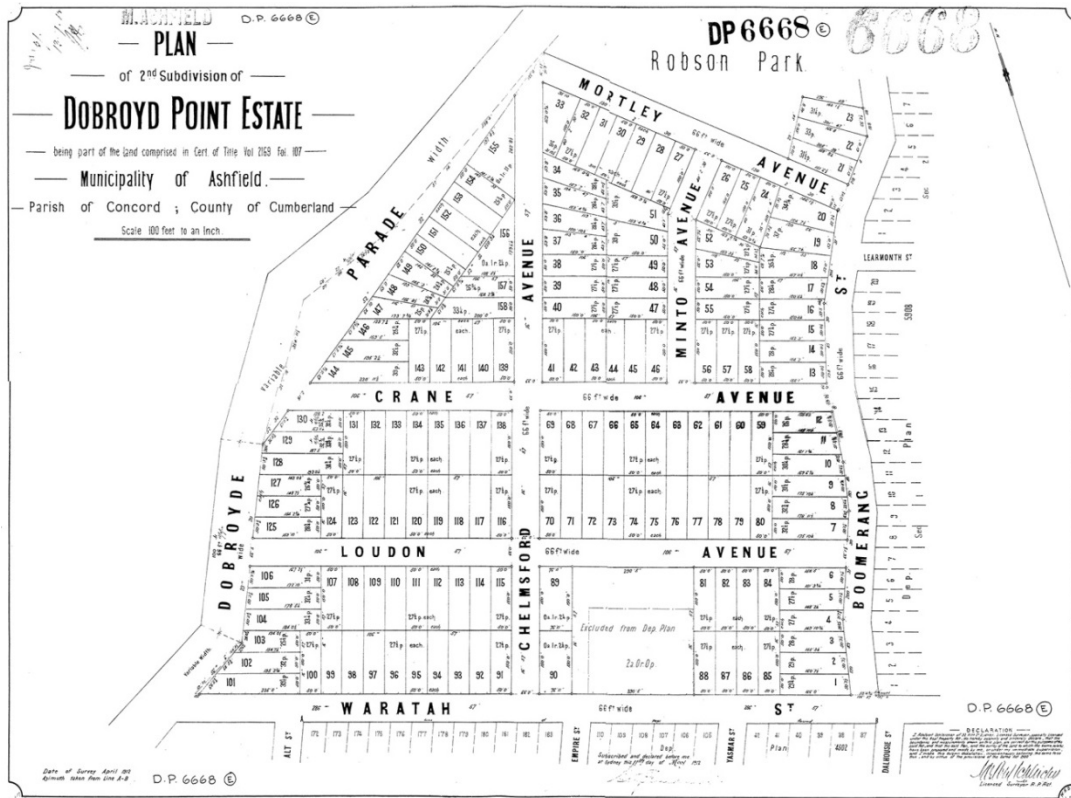
75 CT 920-210 and CT 1555-30, Department of Lands.

76 CT 1845-118, Department of Lands.



In 1907, an area of two acres – bound by Dobroyd Parade (formerly Canal Parade), Ramsay Street and Martin Street (formerly Park Street) – was purchased by Robert Hopping, Tramway Employee (**Figure 4.63**). Hopping built his home, Glen Retreat, on the two acres.<sup>77</sup> Land adjoining Hopping’s land to the east was subdivided in 1905 – as DP 4701 (**Figures 4.63–4.64**). This land included an extension of Wattle Street from Ramsay Street to Martin Street (formerly Park Street) and extended east to Alt Street. Development within this residential subdivision mostly took place between 1915 and 1920.<sup>78</sup> The land on the western side of Wattle Street was re-subdivided in 1922 (**Figure 4.66**).<sup>79</sup>

Land between Martin and Waratah streets, from Dobroyd Parade to Alt Street, was sold as a six acre block to William Lambert, Dairyman, in July 1915 (**Figure 4.63**).<sup>80</sup> At this time, Wattle Street had not yet been extended through this land and ended at the junction with Martin Street (formerly Park Street). Lambert sold the northern portion of his land to Samuel Love (just over two acres) and the southern part (just over three acres) to Alexander Bruce in May 1916.<sup>81</sup> Love sold a portion of his land on the corner of Dobroyd Parade and Waratah Street to Vera Shirley in 1919, and she subdivided this land in 1921 into five residential lots (DP 10383) (**Figure 4.65**). The lots fronting Alt Street, south from Waratah Street were developed with cottages between 1920 and 1923.<sup>82</sup> The remainder of Love’s land was undeveloped. Bruce’s land was sparsely developed with just two cottages fronting Alt Street and some light industry (**Figures 4.66–4.67**). The construction of the City West Link, completed in 2000, saw Wattle Street extended through this land to connect to Dobroyd Parade. At this time the western part of Love’s and Bruce’s land was converted into parkland and is now Reg Coady Reserve.



77 CT 1555-30, Department of Lands; *Sands Directory* 1910.

78 *Sands Sydney and Suburban Directory*.

79 DP 11178, Department of Lands.

80 Transfer No. A193524 dated 8 July 1915 and CT 2709-202, Department of Lands.

81 CT 2709-202, Department of Lands.

82 *Sands Sydney & Suburban Directory*.

**Figure 4.61** 1912 Subdivision of Portion 15 of the Dobroyd Estate between Waratah Street and Mortley Avenue. (Source: DP6668, Department of Lands)



**Figure 4.62** Portions 14 and 12 of the Dobroyd Estate sold to the Bank of NSW in 1904. (Source: CT 1555-30 dated 1904, Department of Lands)



**Figure 4.63** 1911 plan of Portions 14 and 12 of the Dobroyd Estate showing the subdivision within this area by the Haymarket Permanent Land Building and Investment Company. This plan shows the land purchased by Robert Hopping at the western end of Ramsay Street and the subdivision DP 4701 adjoining this land. Development on the northern side of Park Street (now Martin Street) is the six acres purchased by William Lambert in 1915. (Source: CT 1212-143, Department of Lands)

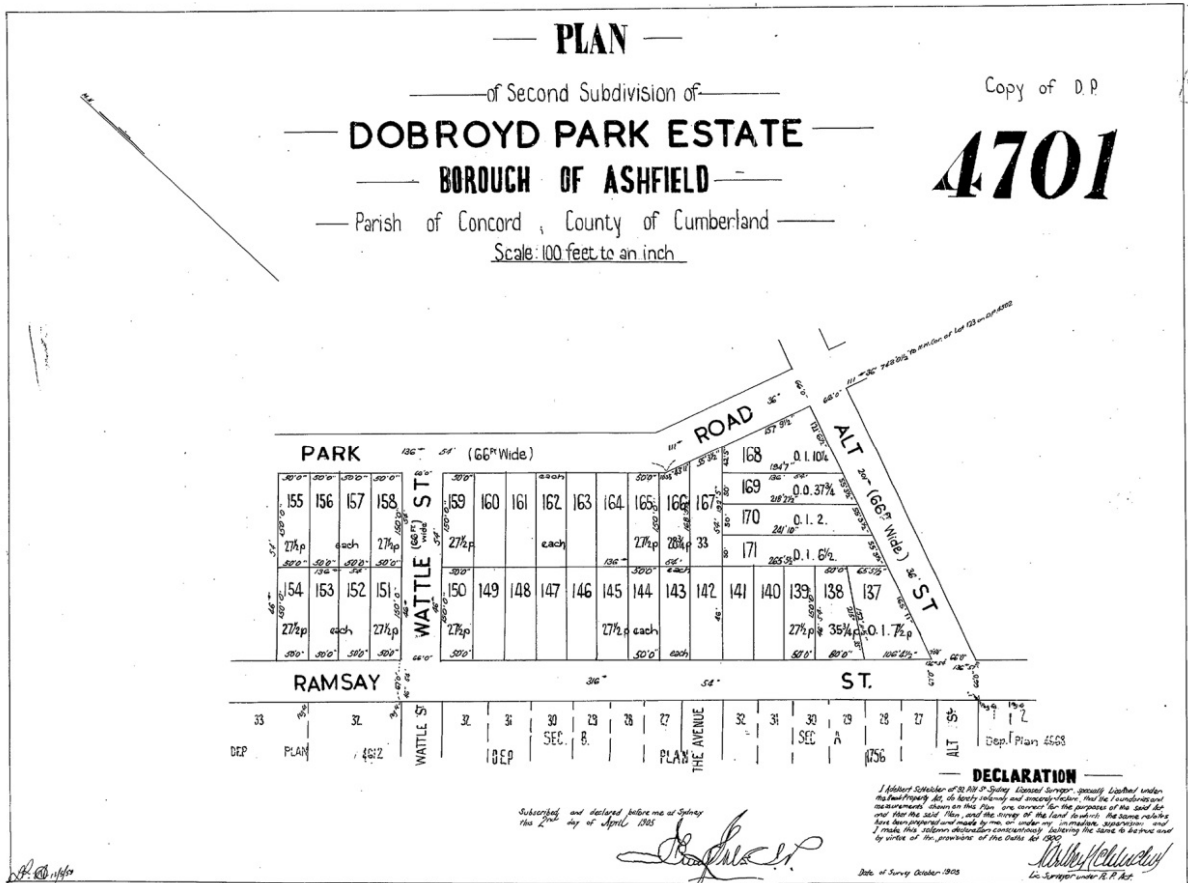


Figure 4.64 1905 subdivision DP 4701 also shown on the above plan. (Source: Department of Lands)

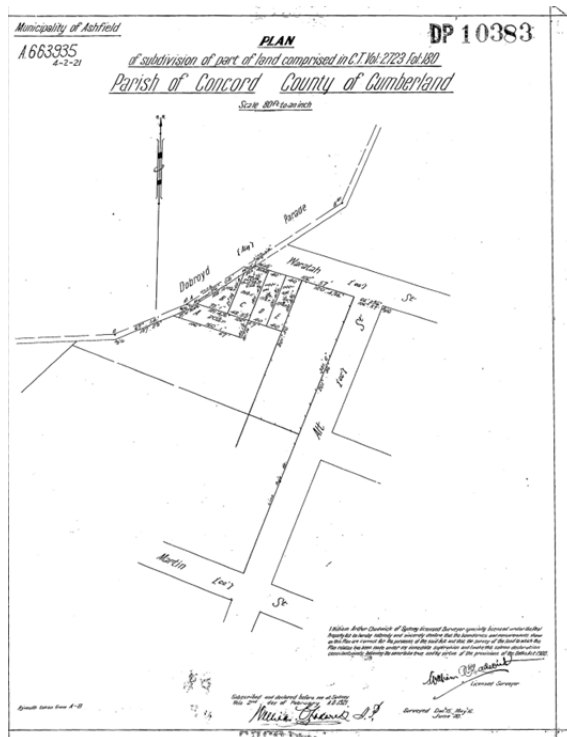


Figure 4.65 1920 subdivision of land on the corner of Dobroyd Parade and Waratah Street. (Source: DP 10383 Department of Lands)





**Figure 4.66** 1943 aerial showing development between Ramsay Street and Waratah Street. The cottages fronting Martin Street have not yet been constructed. (Source: Department of Lands)



**Figure 4.67** Sydney Water Blackwattle Sheet circa 1950 showing development within DP 10383 above plus Robert Hopping's two acres, the corner of Ramsay Street and Dobroyd Parade and part of DP 4701 which was developed between 1915 and 1920. The cottages fronting Martin Street are now shown. (Source: Sydney Water Plan Room)



*From Dobroyd Parade to western side of Wattle Street between Parramatta Road and Ramsay Street*

In 1905 Portion 11 of the Dobroyd Estate containing 50 acres (**Figure 4.60**) was subdivided as the Northcote Estate (DP 4612) (**Figure 4.68**). Dobroyd Parade (originally Canal Parade) follows the eastern side of Iron Cove Creek and forms the western boundary of the Dobroyd Estate. The Sands Directory records that by 1915 much of this subdivision had been developed. Properties fronting Parramatta Road were a little slower to develop, with only five properties recorded between Wattle Street and Iron Cove Creek up until 1924 – including one grocery store run by Mrs Miller. By the late 1920s the Parramatta Road frontage was fully developed, mostly with residential properties, though between Northcote Street and Wolseley Street there was a fruiterer, butcher, mixed business and a public telephone.<sup>83</sup>

*From the eastern side of Wattle Street to western side of Alt Street between Parramatta Road and Ramsay Street*

This area was one of the 1885 subdivisions mentioned earlier. It included Portion 10 of the Dobroyd Estate containing 30 acres which had been inherited by Isabella Ramsay (**Figure 4.66**). While this area was first subdivided in 1885, hardly any development took place until the early decades of the twentieth century with most development occurring between 1910 and 1915 (**Figures 4.69–4.70**).

### **Post–1980s development along Parramatta Road**

With increasing car ownership in Sydney, and the resulting spread of suburbs, dealerships and garages began to increase along Parramatta Road. Much of the land along Parramatta Road at Haberfield was redeveloped from the 1980s as industrial sites, including several car dealerships which remain the main businesses in this area.

### **City West Link**

In 1991, work began on the City West Link to take traffic from Parramatta Road (at Wattle Street) to Victoria Road and the city. This new road opened in 2000. As part of this development the alignment of Wattle Street was slightly altered near Parramatta Road, requiring the demolition of seven properties on the western side of Wattle Street and two properties fronting Parramatta Road. On the northern side of Frederick Street, opposite Bunnings, a further two properties were demolished for road widening. Wattle Street was extended further north at this time to connect with Dobroyd Parade – which again saw some demolition including one property on the north-eastern corner of Wattle and Martin streets.

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<sup>83</sup> Sands Sydney & Suburban Directory.