

Attachment A7(c)(i)

**Non-Indigenous Heritage Study – 3
Documentary Analysis – Part 1 – Botany
Road Precinct**

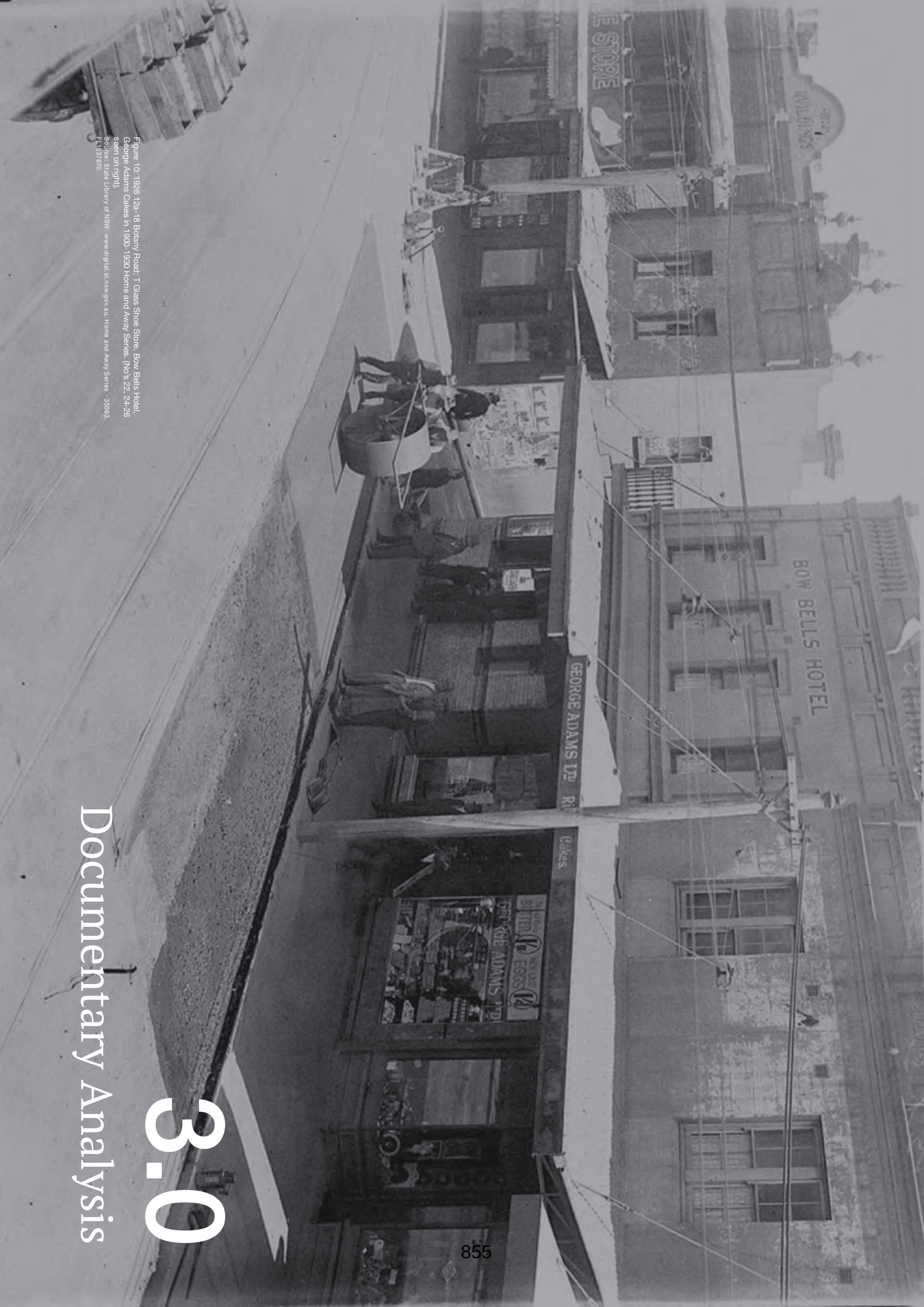


Figure 10: 1926 12a-18 Botany Road, T Glass Shoe Store, Bow Bells Hotel, George Adams Cakes in 1900-1930 Home and Away Series. (No's 22, 24-26 seen on right).
Source: State Library of NSW: www.digital.slnsw.gov.au, Home and Away Series - 35083, FL637670.

3.1 Introduction

This site forms part of the land of the Gadigal people, the traditional custodians of land within the City of Sydney council boundaries.¹ Information about the original topography, Aboriginal occupation and early contact between Aboriginal people and first European settlers has been provided by UHPS. Further details are included in the Botany Road Corridor Strategic Review: *Aboriginal and Torres Strait Islander Community Engagement and Cultural Heritage Research Project Report Body*, October 2020, prepared by Cox Inall Ridgeway. The historical overview 1788-2020 that follows takes the form of a thematic history and has been prepared by Nick Jackson, historian.

3.2 Topography

The study area is located within the Botany Lowlands dune system. The original topography was a mix of gently undulating sand dunes running in a north-south direction, rising in elevation from twenty to forty metres towards the north, bordered by the low-lying wetlands and waterways of Waterloo Swamp to the south and east.

The topography was significantly modified throughout the 19th century through earthworks and land reclamation associated with residential and industrial developments. Installation of the trainline to the north-west of the subject area in 1884 also necessitated significant levelling and excavation works.

3.3 Vegetation

Prior to European occupation of the subject area, it is likely to have been positioned in a transitional landscape between the sclerophyll eucalypt and apple woodland of the Tuggerah soil landscape and tall open-forest and open-woodland of the Blacktown soil landscape. This supposition is based on the underlying geology and soil landscapes.

The majority of the subject area therefore falls within former sclerophyll eucalypt and apple woodland. Dominant tree species included smooth-barked apple *Angophora costata*, Sydney peppermint *Eucalyptus piperita*, and old man banksia *Banksia aemula*. The shrubby sclerophyllous understory contained many species including bracken *Pteridium esculentum*, Christmas bush *Ceratopetalum gummiferum*, woody pear *Xylomelum pyrifolium*, and prickly mosses *Acacia ulicifolia*.

The open-forest and open-woodland to the west contained Sydney blue gum *Eucalyptus saligna* and blackbutt *E. pilularis* within wetter areas and forest red gum *E. tereticornis*, narrowleaved ironbark *E. crebra* and grey box *E. moluccana* in drier areas.

Native vegetation communities have been almost completely removed from the subject area due to the intense urbanisation and industrialisation that occurred from the 19th century onwards.²



Figure 11: One of the earliest maps of the area, from approx. 1820-1840. The map shows Botany Road including bridges over creeks which feed into the swamps and waterways. The area show includes the area which today includes Redfern Station and The Block to the west of the road, Alexandria Park to the south, Redfern Street and Redfern Park to the east, and the Waterloo Estate (near the location noted as the 'Waterloo Mill').

Source: HLPV, Parish of Alexandria, County of Cumberland

1: For information about the Aboriginal history of the local area also see the City's Barani website: <http://www.sydneycitybarani.com.au/>

2: UHPS, Archaeological Assessment included in Cox Inall Ridgeway, Botany Road Corridor, Indigenous Cultural Heritage Study, 2020.

3.4 Aboriginal History

3.4.1 Pre Contact

The traditional owners of the land in the study area are the Gadigal (or Gadigal) clan, one of twenty-nine Aboriginal clans that lived around the Sydney basin and make up the Eora nation. Eora means 'people (of this place)' and their land is documented to extend from the Hawkesbury River plateau margins in the north to Botany Bay and the Georges River in the south.^{3,4,5} The Gadigal were believed to occupy the south side of Port Jackson, from South Head to Long Cove (now Darling Harbour).⁶ This area incorporates the Eastern Suburbs, Central Business District and parts of the Inner West.

Prior to European colonisation and development, the lands of the Gadigal people, also known as the spear grass people, were abundant in resources. The study area and surrounds were a waterscape of permanent and semi-permanent wetlands supporting waterbirds, freshwater fish and turtles, forests of paperbark and swamp mahogany, sedges, reeds, ferns and lilies. The Kangaroo Grounds (around present-day Summer Hill) were on the western border of their land, a border shared with the Wanegal. This was a hunting ground abundant with macropods, which could be used not only for food but also for their hides.⁷

Activities such as hunting, fishing, harvesting native plants and collecting fresh water were common occurrences that supported a diet which comprised primarily of fish, shellfish and other aquatic animals.⁸ The Gadigal crafted spear shafts from Casuarina trees and glued them with resin from Gulgaद्या (the grass tree). The archaeological record also provides evidence for the use of stone materials to create tools and weapons.⁹ Whilst they were adept and skilled at living and hunting on the land, the land was also the sacred container and the blank canvas for their stories, artistry and culture.

3. Urbis, Archaeological Assessment included in Cox Inial Ridgeway, Botany Road Corridor, Indigenous Cultural Heritage Study, 2020.
4. Kohen, J. 1993. The Darling and their neighbours: the traditional owners of the Sydney region. Darling Link in association with the Sydney City Council, 1993.
5. Hughes, R. 1987. The fatal shore: the epic of Australia's founding. New York: America.
6. Tindale, N. 1974. Aboriginal Tribes of Australia, Their Terrain, Environmental Controls, Distribution, Limits and Proper Names. ANU Press, Canberra Australia. See also Turbett, 1988.
7. Arnhem & Daniel Historical Society, 1996. "A Short Walk Through the Past", 1996.
8. Trench, W. 1789. A Narrative of the Expedition to Botany Bay, p. 53. Cited in Finney, 2012. Watkin Trench: 1788. The Text Publishing Company, Melbourne, Australia.
9. Attenbrow, V. 2002. Sydney's Aboriginal Past. University of New South Wales Press, Sydney, Australia.



Figure 12: Aboriginal woman in a canoe (maw) fishing with a line, c1805
Source: Attributed to George Charles Jenner and W.V. (William Waterhouse), Mitchell Library, State Library of NSW - 'Natives of New South Wales', drawn from file in Botany Bay - PAB 513).



Figure 13: 1804, Penninwy - 'Pimboy: Native of New Holland in a canoe of that country' engraving on sheet, 208 x 26.0 cm. Samuel John Neale (1758-1824).
Source: State Library of Victoria, available online: <http://handle.slv.vic.gov.au/103617259501>



Figure 14: Aborigines hunting waterbirds in the rushes, c1817.
Source: Lyeell, Joseph, watercolour, 17.5 x 27.7 cm, Mitchell Library, State Library of NSW, Call Number: PIC MS STRONG ROOM 12/714 #R5675.



Figure 15: Aborigines hunting waterbirds in the rushes, c1817.
Source: Lyeell, Joseph, watercolour, 17.5 x 27.7 cm, Mitchell Library, State Library of NSW, Call Number: PIC MS STRONG ROOM 12/714 #R5690.

3.4.2 Post Contact

Though increasingly displaced from their traditional lands by the expanding colonial settlements, in the early days of the Colony, the Gadigal people continued to live in the wetlands, forests and banksia shrubs of the sandhills which would also have provided them with an abundant source of food.

It is estimated, however, that by 1790 over half of the Aboriginal population in the region were lost to the effects of smallpox and the dispossession of their land and resources by Colonial settlers.¹¹

While interactions and exchanges of various natures and degree with the colonists were not uncommon, the Eora people continued to practice a traditional way of life into the first decades of the nineteenth century, with the Gadigal culture still surviving today.¹⁰

Despite their displacement and losses, the study area continued to provide the stage for many events and was an important meeting point for Aboriginal people throughout the 1790s. The area is surrounded by known sites where Aboriginal people camped, held ceremonies and resolved disputes. These included near what is now Redfern Park, Victoria Park and at Prince Alfred Park where Aboriginal ceremonies were often witnessed by hundreds of spectators from the nearby township.^{12, 13}

At the time of first contact, a traditional Aboriginal trading route roughly followed the route of today's Botany Road and was an important corridor for trade and movement for Aboriginal people in early Sydney. This track connected Aboriginal clans and nations between Port Jackson and Botany Bay. Redfern Street is also likely to have been formed on another early route that ran along the ridge and high ground which tracked the movement of Aboriginal people travelling east-west across the study area.¹⁴

There is abundant archaeological evidence throughout Sydney of contact between the local Gadigal people and early European settlers. This evidence exists in the form of contact sites, with material remains including knapped ceramic and glass, European materials in middens, and rock engravings depicting the arrival of Europeans.¹⁵

The development of Redfern and the surrounding suburbs during the late nineteenth and early twentieth centuries attracted Aboriginal people back to the area. Many found employment in the Eveleigh Railway Workshops and other factories nearby. Aboriginal Redfern was a place where Aboriginal people came together from many NSW nations.



Figure 16: Turning the first sod for the new railway station at Prince Alfred Park, Sydney, N.S.W. 3rd July 1850.
Source: John Raab, 1850, Mitchell Library, State Library of New South Wales, viewed 2 August 2017, <http://archival.slnsw.gov.au/Details/archive/110314731>

10: Farnery, T. 1999, *The Birth of Sydney*, p. 22.
11: Alenxow, 2010, OCP Architects – New Southern Corridor, EIS Chapter 2002, in Redfern Station Upgrade – New Southern Corridor, EIS Chapter 15, May 2020.
12: Collins, D. 1798, *An Account of the English Colony in New South Wales*, London.
13: Collins, D. 1802, *An Account of the English Colony in New South Wales From its First Settlement*, in January 1788, to August 1801, Volume 2, Oct 1796, T. Cadell Jun, and W. Davies, London.
14: Hunter, J. 1793, *An Historical Journal of the Transactions at Port Jackson and Norfolk Island*, printed for John Stockdale, London.
15: Lampert, 1986, *Excavation Report on Mary Bond Store*.

3.5 Historical Overview 1788-2020

3.5.1 Sydney Borderland (grants and land use)

The line of Regent Street/Botany Road transects the Crown grants made to William Hutchinson and William Chippendale. Hutchinson's grant is located south of Boundary Street, while Chippendale's grant is to north, and the west of Botany Street. (Figure 17)

The earliest of these grants was the one made to William Chippendale in January 1816 (confirmed in 1819), and it comprised an area of 95 acres. Chippendale (1781-1839) had arrived in the colony in 1815 as a free settler and his grant comprised land north to Paramatta Road inclusive of frontage to Black Watlie Creek. By 1817 Chippendale and his family were residing near the creek, running cattle and raising crops.¹⁶ The Chippendale grant comprises Wianamatta Shale derived soils, which are suitable for some agricultural uses.¹⁷

In 1822 Chippendale sold the grant to Solomon Levey for 380 pounds.¹⁸ Levey (1794-1833) in contrast was one of the former convicts in the colony that had made the most of their misfortune and amassed wealth. Levey returned to London in 1826 and died there in October 1833. Levey sold most of the land (62&1/2 acres) to merchant William Torkington in 1833 for 312 pounds 10 shillings.¹⁹ In 1834 Torkington sold the same land to William Hutchinson for exactly the same amount.²⁰ Hutchinson was the grantee of the Waterloo estate discussed below, and also the grantee of the Golden Grove estate (Darlington), comprising 52 acres granted in 1819.

The largest of the grants comprised an area of 1400 acres and was made to William Hutchinson in May 1823. Hutchinson (1772-1846) had arrived in the

colony in 1799 to serve a penal sentence. On arrival he was sent to Norfolk Island, and in 1809 became overseer of Government stock, and in 1809 became the Superintendent of Convicts for this island colony. Hutchinson came to Sydney in 1814 and was appointed to the position of Principal Superintendent of Convicts and Public Works for the colony of NSW. By then Hutchinson was already a wealthy and influential man, although he remained on the government's pay roll until 1823.

Hutchinson probably had acquired the 1400 acres prior to 1823, and certainly had possession by 1819 it seems when he was building a water powered flour mill, which had commenced production by early 1820.²¹ Hutchinson's Waterloo in its natural state comprised sand hills with banksia scrub, water courses and swamps. Without significant soil improvement the grant was ill-suited to agriculture, but the water resource was good for stock grazing and agistment, and represented liquid gold for the industrialist of the colonial era. In 1820 Hutchinson went into partnership with Samuel Terry, Daniel Cooper, George Williams, William Leverton, and Tom White Melville Winder as part owner of the mill now called the Lachlan and Waterloo Flour Mill.²²

In 1823 the mill was expanded to distill sugar for the production of rum.²³ The water used in these processes was pooled within a system of reservoirs known as the Big Waterloo Dam, the Little Waterloo Dam, Upper Dam, etc.

In 1825 Hutchinson sold his share in the company, and with it the Waterloo estate, to Daniel Cooper (1785-1853) and Solomon Levey (1794-1833) in 1825; two emancipist merchants who had entered into a

business partnership in that year. In 1826 the pair founded the firm Cooper and Levey and opened the large Waterloo Warehouse at the corner of Market and George-streets, Sydney. Hutchinson and Cooper however continued in business together for in 1829 the pair purchased John Thomas Campbell's (1770?-1830) neighbouring Mount Lachlan grant comprising 185 acres. After the death of Levey in 1833 the Waterloo estate was under the sole ownership of Daniel Cooper, although ensuring legal proceedings were not resolved in Cooper's favour until 1843.



Figure 17. A survey prepared in 1838 showing the land grants made to William Redfern (100 acres), and William Chippendale (95 acres) beside Regent Street. South of these was William Hutchinson's grant (1400 acres). Image reorientated for reproduction in this report.
Source: State Library of NSW (M2 811/1819/1838/1)

16: Fitzgerald S. Chippendale, *Beneath the factory wall*, Halestead Press, 1930, p.16.
17: Benson, D and J Howell, *Taken for Granted. The bushland of Sydney and its suburbs*, Kangaroo Press, 1980, p.9 and p.68.
18: Chippendale, William, *Chippendale's Diary*, 1816-1819, pp. 22-23.
19: Old System Leases and Releases (Conveyance) Book G No. 246.
20: Old System Leases and Releases (Conveyance) Book G No. 253.

21: NSW State Archives and Records Index to Colonial Secretary's Papers 1788-1825. Reel 6048, 4/1742 p.360 & Reel 6007; 4/3501 pp. 172-3.
22: NSW State Archives and Records Index to Colonial Secretary's Papers 1788-1825. Reel 6048, 4/1742 p.360 & Reel 6007; 4/3501 pp. 172-3.
23: NSW State Archives and Records Index to Colonial Secretary's Papers 1788-1825. Reel 6056; 4/1765 pp. 168-186.



Figure 18: Detail from William Henry Walls' 'Sketch shewing the water reserve and the country between Sydney and Botany'. The survey recorded the focus of industry at the centre of the Waterloo estate and Botany Road was routed to intersect with that industrial undertaking. Also recorded was that Regent Street/Botany Road was the division line between Redfern and Chippendale.
Source: State Library of NSW (MS 8118/1850/1)

3.5.2 Botany Road

Road access between Sydney and the northern shore of Botany Bay was important in the early colonial era, and a road, the Old Botany Road (Anzac Parade), between the two bays was formed in 1813.²⁴ This new road commenced at South Head Road (Oxford Street).²⁵

Botany Road was built probably in the late 1810s as a private venture to connect the mill on the Waterloo estate to the government stores at Sydney. The original northern alignment of Botany Road merged into George Street leading to the Waterloo Warehouse, and onto the government stores at Sydney Cove (Circular Quay). The mill and dam were located just south of Bourke Street in Waterloo. The road quite possibly followed an existing Aboriginal track leading through the sand hills to the food source of the swamp lands.

Botany Road was not scheduled for maintenance paid by the government under the roads act passed in 1833 (4 William IV No. 11).²⁶ and up keep of maintaining it was met by the local land owners. The maintenance of the road was improved from late 1844²⁷ after the establishment of a road trust and collection of a toll from local and owners and users of the road under the provisions of Parish Roads Act of 1840. The first road in the colony to become a parish road following the enactment of this Act was the Old Botany Road (Anzac Parade).²⁸

Preliminary to the dedication of Botany Road as a parish road the alignment was surveyed by Captain Wilson in January 1842.²⁹ The toll bar between 1844 and 1863 was located at the entry to Botany Road opposite the intersection with Redfern Street.³⁰

The maintenance of Botany Road was poor and consequently one of the first actions of Redfern Council was to have that section of the road north of Boundary Street transferred to its care.³¹

Consequently, the toll bar was relocated south in 1863 to a new location near Boundary Street, and another toll bar was erected in the vicinity of present day Green Square railway station.³² The old road trust at that time was disbanded as a temporary measure and the upkeep of the parish road through Waterloo became the responsibility of the Cook's River Road Trust (King Street/Princes Highway).³³ The length of Botany Road north of Boundary Street was renamed Regent Street in about 1875.

In 1886 the toll was abolished entirely, and maintaining Botany Road south of Boundary Street became part responsibility of Waterloo Municipal Council and Alexandria Municipal Council.³⁴ As the government tramway also utilised the roadway, the NSW Government contributed a third of the annual maintenance cost.

Reform of the maintenance and building of public roads in NSW was undertaken in 1925 with the establishment of the Main Roads Board (Department of Main Roads from 1935, and many other names since). Botany Road was then scheduled Main Road 170 and the new statutory authority was responsible for maintaining it.³⁵ Prior to this, between 1922 and 1926 a re-constituted Botany Road Trust (under the Botany Road Trust Constitution Act) was responsible for the management of the road, and it reconstructed part of the road within Waterloo/Alexandria with a concrete road surface.³⁶

Traffic along Botany Road probably increased incrementally from the mid 1880s; initially owing to the emerging housing estates within Alexandria and Waterloo, and the railway works at Eveleigh; then the beginning of light industry and warehousing in the southern part of Sydney from the 1910s and opening of the Alexandria Goods Yard in 1917.



Figure 19: 1929 Botany Road resurfacing concrete slab.
Source: State Library of NSW: www.digital.sl.nsw.gov.au/L, GPO 1-14192, F1.1810163



Figure 20. Detail from the government map of the parish of Alexandria. Not dated, but mid-1830s. This survey recorded the alignment of Regent Street/Botany Road within the study area as it is today. The alignment north of Cleveland Street changed later owing to the railway developments. The road surface evidence was formed and it included bridges/culverts for the creek crossings.

Source: NSW State Archives and Records (Map 165)

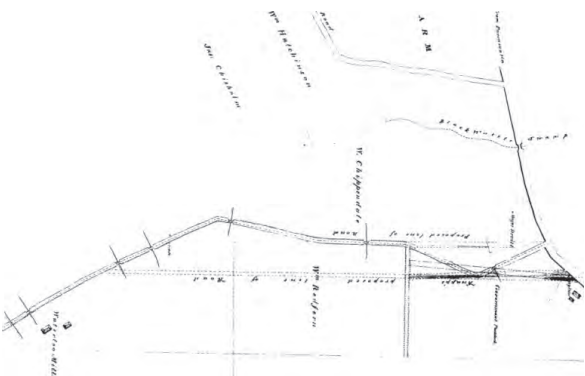


Figure 2-1. The alignment of Regent Street/Botany Road is shown in this plan of January 1842 prepared by Captain Wilson. The survey was undertaken to dedicate the road a parish road. Wilson recorded an existing alignment that was continued with, and another alignment following the future Botany (Cape) Street south to the Waterloo Mill recommended by Edward Knapp.

Source: NSW State Archives and Records (Map 5259).



Figure 22: Detail from Woolcott and Clarke's commercial map of Sydney published in 1854. It recorded the toll gate of the Botany Parish Road. Introduced in 1544, it was relocated in 1863 to beside Boundary Street. The 1544 toll gate also included a dwelling for the toll collector that encroached onto the road. Later historical accounts noted the impediment and danger to traffic this dwelling caused.

Source: Sydney City Archives Map Atlas, available online.

3.5.3 Emerging Villages (1842-1860s)

Redfern

The first subdivision at Redfern in freehold for closer settlement of the early colonial era grants occurred in 1842 with the sale of Dr William Redfern's grant of 100 acres issued in 1817.³⁷ Redfern's grant is located east of Botany (Cope) Street and outside the study area. (Figure 23)

Another portion of Chippendale's grant, comprising an area of about four acres, was sold in October 1833 to James Foster and James Norton by Lavey for 40 pounds.³⁷ who in turn sold the property to William Charles Wentworth in June 1835 for 145 pounds.³⁸ This land comprises the triangle shaped block between Botany (Cope) and Regent-streets, bounded on the south by the Waterloo Estate.

Subdivision in freehold of this area commenced in 1842 at the time of the Redfern sale,³⁹ but most sales seem to have occurred in the early 1850s. The early subdivision plan has survived.⁴⁰



Figure 23: Detail from the plan of Redfern's grant, subdivided into allotments for sale by auctioneer Thomas Stubbs in March 1842. This subdivision formed Botany (Cope) Street. Also shown west of Redfern's grant is the triangle shaped block owned by William Charles Wentworth discussed in this report. Image reorientated for reproduction in this report. Source: State Library of NSW (Z/M3 811.18193/1842/1)

Figure 24: (Right) This sketch survey of the subdivision of WC Wentworth's portion of the Chippendale estate between Regent and Botany (Cope)-streets was prepared probably about 1842 when sales commenced, and after the Redfern estate was subdivided. Image reorientated for reproduction in this report. Source: State Library of NSW (Redfern Subdivision Plan No.118)

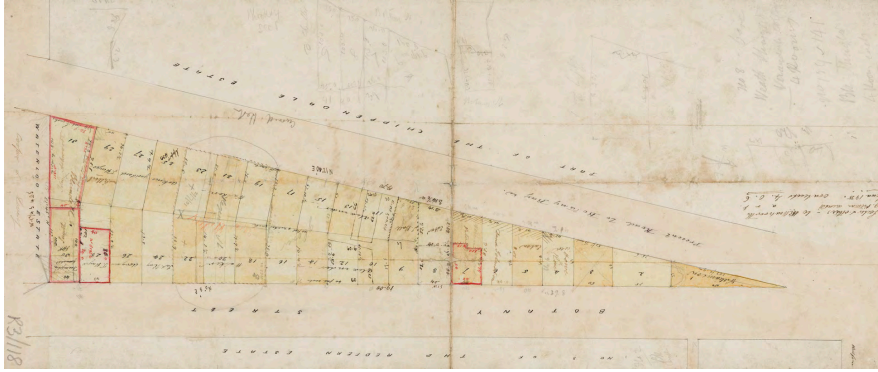


Figure 25: Detail from Woodcock and Clarke's commercial map of Sydney, published in 1854. This map recorded development within Wentworth's subdivision located between Regent Street and Botany (Cope) Street. Source: Sydney City Archives, Map Atlas.

37: Old System Lease and Release (Conveyance) Book G No 239.
38: Old System Lease and Release (Conveyance) Book H No. 389.
39: Lots 2 & 3 sold in May 1842. Old System Conveyance Book 3 No. 540
40: State Library of NSW Redfern Subdivision Plan No. 118.

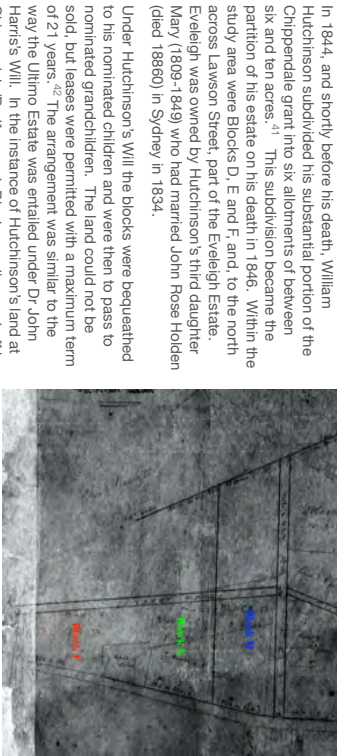


Figure 26: A tracing of the subdivision of William Hutchinson's property at Chippendale/Redfern under the terms of his Will. Marked up to show the three blocks between Lawson and Boundary streets. Image reprinted for reproduction in this report, and best reproduction quality possible.
Source: National Library of Australia (Map F 553).

The streets between Regent Street and the railway to the southern boundary (Boundary Street) were formed either in the partition (Rose Hill) or later in the subdivision of the Blocks (inclusive of Marian, and Gibbons (originally Pleasant)).

The subdivision of the Hutchinson family land commenced in the mid 1850s and continued into the early 1860s. The timing of these land sales in leasehold resulted from the opening of the railway in 1855 with the terminus then being located across Cleveland Street and the opportunities that provided. This contrasts with the 1842 sale of the Redfern Estate that was a consequence of economic downturn.

47: State Library of NSW Map ZM4 811 :18194/1844/1.
42: Reprinted in Hutchinson Estate Act of 1884.

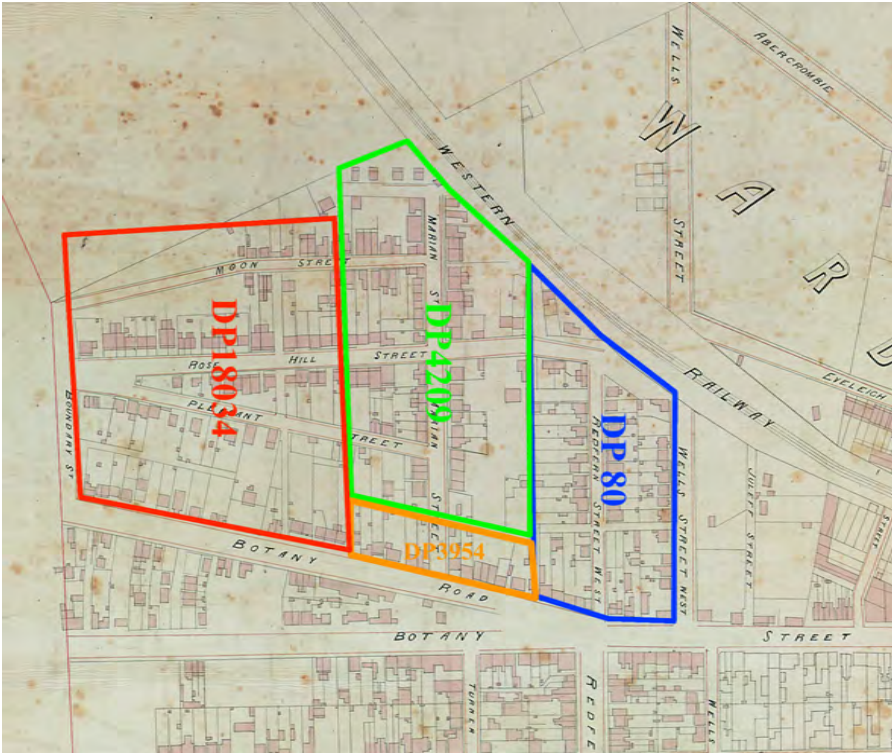


Figure 27: (Left) Detail from a survey of Redfern dated 1865. Marked up to show the boundaries of Block D (later subdivided in Deposited Plan 80), Block E (later subdivided in Deposited Plan 4209 and contemporaneous Deposited Plan 3954), and Block F (later subdivided in Deposited Plan 18034).
Source: Sydney City Archives (A-0088370).

Block D was inherited by Mrs Sarah Nichols for the duration of her life, and after her death to be only son William Charles Nichols (1830-1857).⁴³ Mrs Nichols (1812-1870) was one of William Hutchins's daughters, and wife of Isaac David (1807-1878), the eldest son of Isaac Nichols (1770-1819), the first Postmaster General of NSW. In 1849 Mrs Nichols leased Block D to solicitor Joseph Yeomans for a term of 21 years with an annual rental of 40 pounds.⁴⁴ Yeomans died in 1852, and his executor, John Yeomans (possibly sibling), commenced subdivision and sales in 1854.⁴⁵ By 1864 most of Block D had been developed.

Mrs Nichols died in 1870, the year when Yeomans' lease expired. In 1871 a new slightly amended subdivision was formed (Deposited Plan 80) and sales of the allotments commenced in freehold title. It is not documented (no rate books available) if the 1850s developments were cleared, or if they were retained following the 1871 sales.



Figure 28: The plan of subdivision of Block D (Deposited Plan 80) offered for sale in 1871. This plan recorded the extent of development undertaken in leasehold from 1854. Wells Street is the present day area of Lawson Square.



Figure 29. Newspaper notice published in 1871 describing the sale of Block D in freehold. It noted the 'great number of .. cottages thereon'.

43. Recited in Primary Application 10497 Sketchbook.
44. Old System Lease Book 33 No. 771.
45. Lease of Lot 5 Old System Book 34 No. 381.
46. 'Plan of Pechim Municipality by George Fenwick', State Library of NSW Maps 0311.

Block E was inherited by another Hutchinson daughter, Mrs Martha Ann Drummond Roberts (1815-1901), for the duration of her life, and after her death to her children by her marriage to Joseph Roberts.⁴⁷ Mr Roberts died in 1849, and in 1851 Martha married the much younger John Lackey (1830-1903).

In December 1860 Mrs Lackey leased Block E to her father in law, William Lackey (1801-1880), for a term of 21 years with an annual ground rent of 70 pounds.⁴⁸ On the following day, William Lackey assigned the lease back to Mrs Lackey's husband, John, on the same terms.⁴⁹ John Lackey earlier in 1860 had entered the NSW Legislative Assembly representing the seat of Parramatta, where he resided. Lackey was the secretary (minister) for public works between 1875-1877, and 1878-1883 when many of the colony's railways were being built and the Eveleigh works was under construction. He was knighted in 1894. John Lackey subdivided Block E and commenced sales in leasehold in about 1861.⁵⁰ By 1864 most of Block E had been developed.⁵¹ After the death of Lady Lackey in 1901, Block E was subdivided for sale in freehold in 1902 (in Deposited Plan 4209 and Deposited Plan 3954) with a new subdivision pattern.

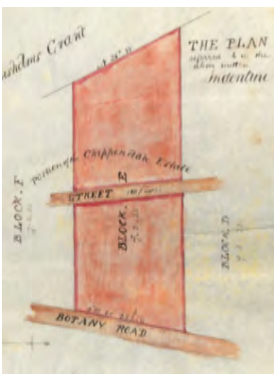


Figure 30: This sketch survey of Block E was prepared in 1860. It recorded no existing development. The area was subdivided in 1861 with the allotments offered for sale in leasehold. Image reorientated for reproduction in this report.
Source: NSW Land Registry Services (Old System Book 71 No. 56).

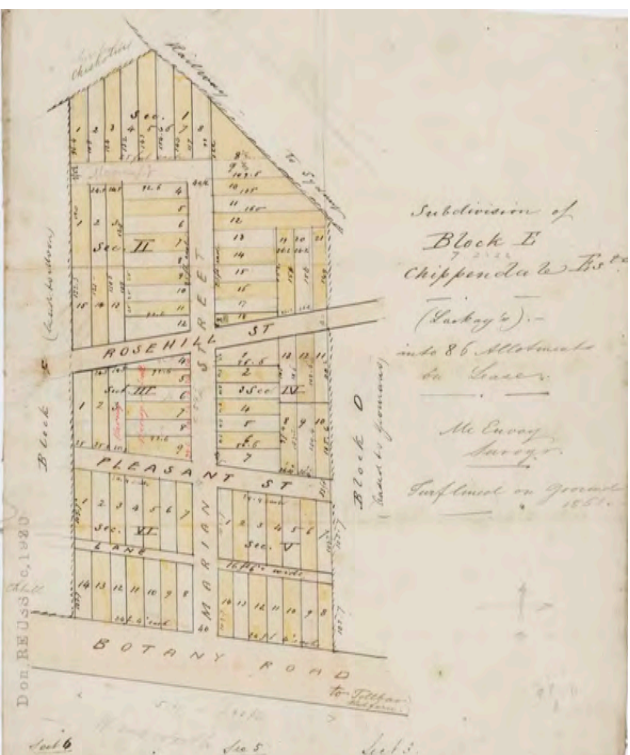


Figure 31: Not dated, but probably 1861 and recording the subdivision in leasehold undertaken by John Lackey. Image reorientated for reproduction in this report.
Source: State Library of NSW (Modern Subdivision Plan No. 80)

NEEDY SUBDIVISION.
There are
VACANT LANDS.
Others have Temporary Cottages.
SPLENDID BUILDING CHOICE OF THE HILL,
fronting ROBERT STREET,
ROSEHILL, QUEENSTOWN VILLAS
and MOON STREET,
just beyond Redfern street.
CLOSE TO EVELEIGH STATION.
People like to rent all buyers.
BUILDERS, INVESTORS, HOME SITE SEEKERS
will have a chance to acquire good land
for FRANCHISES or COTTAGES.
FOREBEN TITLE. — TORRENS TITLE.
1st. BUNNEMONG HOTEL.
At corner of main Botany-road and Martin-street,
and built of brick, two-story, with full accommodation.
Let on 1 YEAR, about 15 months yet to run.
At 1500 PER ANNUM, 1500 PER ANNUM.
LEASE on terms, 1000 PER ANNUM.

Figure 32: Newspaper notice published in 1903 describing the sale of Block E in freehold. The sale included the Bunnemong Hotel.
Source: Sydney Morning Herald 5/12/1903, p.19.

47: Reprinted in Primary Application 10497 Sketchbook.
48: Old System Lease Book 71 No. 56.
49: Old System Assignment of Lease Book 71 No. 57.
50: Lease of Lots 2-6, Section 2, Block E in Old System Lease Book 101
51: Plan of Redfern Municipality by George Remwick, State Library of NSW Map0311.

Waterloo and Alexandria

The area south of Boundary Street is part of Cooper's Waterloo Estate. That Daniel Cooper in his lifetime let parts of the Waterloo is apparent by historical newspaper advertisements, but no plan of these seems to have survived. In 1853 Cooper died and his Point Piper Estate (Woolahra) was inherited by the first born son of his nephew, (later Sir) Daniel Cooper (1821-1902), who also bore their name, Daniel Cooper (1848-1909). His nephew's second son, William Charles Cooper (1852-1925), inherited the Waterloo Estate, and another nephew, John Cooper (1830-1915), inherited the Thrupp Estate (Neutral Bay) on the north shore.

The Cooper family after 1853 in general managed their lands in leasehold where it was disposed of at a low ground rental to lessees on terms of 99 years with the lessee in-turn entering into sub-leases. Changes in the taxation system introduced from the mid 1890s placed a heavy financial burden on the Cooper family as owners, and from about 1912 the Waterloo Estate was broken up through subdivision in freehold title.

William Charles Cooper was an infant when he inherited Waterloo, and his affairs were administered by his trustee Daniel Cooper (1821-1902) who entered into a number of leases of portions of the Waterloo Estate from 1855. The leases were made piecemeal with the site area reflecting the requirements of the lessee. Resulting from this was a subdivision pattern that was irregular in comparison with the orderly subdivisions in Redfern.

The original (up to 1888) leaseholders of the allotments fronting Botany Road between Boundary Street and McEvoy Street are shown in Table 1:



Figure 36: Detail from a sketch survey by surveyors Dawson and Dawson of the leaseholds on the Waterloo Estate made prior to 1888.
Source: NSW Land Registry Services (Old System Book 385 No 757)

WEST SIDE OF BOTANY ROAD		EAST SIDE OF BOTANY ROAD	
Here Boundary Street			
No. 107	No. 42	No. 41	Nos. 40 & 40a
1/1/1858	1/12/1856	25/10/1855	1/4/1857 & 1/7/1857
George Wilson	Charles Gains	Henry Bryan	William Powell
54ft by 86 ft	1 acres 0 rood 0 perch	1.0.0 & 1.0.0	1.2.37 and 1.2.0
	(hereafter 1.0.0)	No. 40b	
		1/4/1856	
No. 114	No. 39	William Powell	
1/1/1865	1/1/1855	0.3.12	
Isaac Gane	Charles Wilkes	No. 67	
0.0.24	0.2.5	1/10/1855	
		Thomas Gallot	
No. 133	No. 26	1.0.0	
1/7/1865	28/1/1857		
William Fairs	Thomas Pendergast	Here Kirkland Street	Here Wellington Street
0.0.12	1.0.0	No. 111	No. 54
		1/4/1865	24/7/1856
Here Chapel Lane		George Siddons	James Giffin
No. 154		0.0.21&1/2	1.0.8
1/4/1868		No. 132	
William Dart		1/7/1865	
107ft by 97ft		Emanuel Carey	
No. 127		0.0.12&1/2	
1/4/1864		No. 134	
Edmond O'Neill		1/7/1865	
0.0.9		William Reid	
		0.0.12&1/2	
No. 115		No. 136	
1/10/1861		1/7/1865	
Robert Gault		John Baker	
0/0.21&3/4		0.0.13&1/2	
No. 64			
1/1/1856		No. 49	
William West		1/4/1861	
1.0.0		George Edward Woods	
Here Henderson Road	Here Raglan Street	1.0.0	

Table 1: Detail from a sketch survey by surveyors Dawson and Dawson of the leaseholds on the Waterloo Estate made prior to 1888.
Source: NSW Land Registry Services (Old System Book 385 No 757)

3.5.4 Local Government

When the early colonial era land grants were cut up for suburban development in the 1840s and 1850s there was no municipal government to provide basic services inclusive of health and sanitation. The City Council was established in 1842 with its southern boundary being Cleveland Street. The area beyond Cleveland Street therefore was open to the carrying of unregulated noxious trades and the like.

Prior to 1949 the length of Regent Street/Botany Road under review was administered by three local councils. The first area incorporated was Redfern in 1859, followed after by Waterloo in 1860, and then Alexandria in 1868. Prior to incorporation in 1859 the area west of Botany (Cope) Street was considered part of Chippendale. The boundary between Redfern and Waterloo/Alexandria was Boundary Street, and the boundary between Waterloo and Alexandria was Botany Road. None of these councils elected their chambers on Botany Road.

These councils were absorbed by the City Council in 1949.



Figure 37: Detail from a plan of the Redfern local government area published by Higinbotham and Robinson. Not dated, but about 1889.
Source: Sydney City Archives.



Figure 38: Detail from a plan of the Alexandria local government area published by Higinbotham and Robinson. Not dated, but about 1889.
Source: Sydney City Archives.



Figure 39: Detail from a plan of the Waterloo local government area published by Higinbotham and Robinson. Not dated, but about 1889.
Source: Sydney City Archives.



Figure 40: 1954 Richard Power Memorial Gates, Alexandria Park.
Source: City of Sydney Archives: www.archives.cityofsydney.nsw.gov.au, City Engineer's Photographic Negatives, ID 03/1034902.

3.5.5 Railway termini and their impact

The historical development of Redfern as a suburb on the city's inner-fringe commenced in the 1850s following the building of the railway linking the two principal population centres in the colony – Sydney and Parramatta. The railway had been under discussion since 1846 with the site for the first Sydney terminus to the north of Cleveland Street being settled on in 1848. This terminus was opened in 1855 and continued in service until the opening of Central Station in 1906, where it is today.

The suburban station at Redfern opened in 1878 (then named Eveleigh after the Hutchinson/Holden family's Eveleigh House, and renamed Redfern in 1906). Also in 1878 land at Redfern was resumed for the building of the centralised railway workshops called Eveleigh. By 1883 a number of timber sheds had been completed. The first locomotive runnings sheds were completed in 1887, and many other workshops, offices and stores were built after. By the late 1880s Eveleigh was one of the largest employers in the colony. There was further expansion in the late 1890s for facilities to maintain railway carriages. In the late 1900s Eveleigh commenced construction of locomotives necessitating use of specialised machinery and additional employment of trained engineers and tradesmen.

The building of Eveleigh encouraged development of surrounding areas such as Redfern and Darlington as places of residence for the workers employed there. It also encouraged commencement of private industrial enterprise supplying the needs of the railway. Hudson Brothers for example, although located at Clyde from 1882, commenced building railway stock in 1876 at their original workshops on Regent Street (outside

study area). The Eveleigh complex comprised facilities north (Darlington) and south (Redfern) of the railway line. As the southern half developed around 1900 further properties were resumed;⁵⁸

A little recognised aspect of Eveleigh was the expansion in 1917 of the goods yard at Alexandria. This large covered complex replaced the goods yard near Devonshire Street that had opened in the 1860s and, although expanded as recently as 1890, had limited capacity. Intended as the central yard for all incoming and outgoing goods for the Sydney market (the yard at Darling Harbour mostly was for the coastal trade), carners accessed the large covered shed from Henderson Road.⁵⁹ Carriers and agents dealing and storing these goods are likely to have sought new premises closer to the new goods yard.

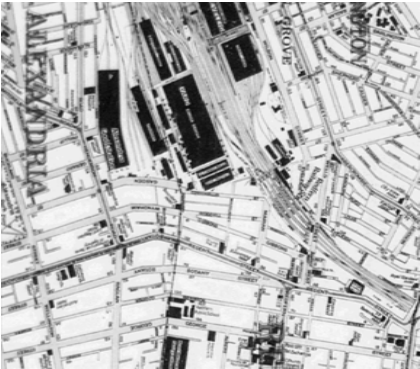


Figure 41: Detail from Craigie's district map of the City of Sydney and immediate environs published in 1923. It recorded the vast scale of the railways works at Eveleigh, and to the south of it the Alexandria Goods Yard opened in the form depicted in 1917. Close by to the east is Botany Road.
Source: State Library of NSW (Z/M4 811.17/1923/2).



Figure 42: Detail from an aerial photograph by Milton Kent looking south along Gibbons Street in the late 1930s. At left is Lawson Square.
Source: State Library of NSW (c0832700/0)

58. North Eveleigh Concept Plan HIS, 2008.
59. Alexandria Goods Yard, Daily Telegraph, 12/7/1916, p.11.

The importance of Eveleigh declined from the 1960s (the last of the facilities at the complex closed in 1980) and with it the demand for housing and other traditional services for the workers in suburbs nearby inclusive of Botany Road.

Railway development also impacted on areas west of Gibbons Street and its southern end owing to the protected, on/off progress of the building of the Eastern Suburbs Railway. This area was resumed, and the sites were being cleared by the late 1940s. The Eastern Suburbs Railway opened in 1979.



Figure 43: Detail from City Council aerial photograph dated 1948. By this date some area west of Gibbons Street had been cleared for the building of the Eastern Suburbs Railway.
Source: Sydney City Archives.



Figure 44: Detail from NSW Government aerial photograph dated 1951. By this date the clearances necessitated temporary realignment of Gibbons Street.
Source: NSW Land Registry Services.

The NSW Government returned to the business of building urban railways in the 2010s. As part of the new Sydney Metro City and Southwest an underground station is being built at Waterloo on an entirely new route beside Botany Road. Construction of the new railway commenced in 2017, with 2024 being the projected completion date pre COVID-19. The new station at Waterloo has necessitated clearance of the whole block fronting Botany Road south of Raglan Street, aside from the Congregational Church.

3.5.6 Tram services

From the early 1860s private horse drawn omnibuses ran along Botany Road into Redfern, although a service to areas further south seem not to have operated. In 1871 the newly formed Sydney Omnibus Company commenced a service to Waterloo via Redfern with a frequency of six per hour.⁶⁰

Commencement of government owned transport services came in 1882 with the opening of a steam tramway from the then railway terminus in the vicinity of Devonshire Street to Redfern Street and then along Botany Road to the terminus at Botany via Waterloo. This service was upgraded to electric operation in 1903 when a more direct route to the city along Regent Street within Chippendale was introduced. The trams were replaced by buses in 1959.⁶¹

The coming of the tramway evidently influenced the staging of development fronting Botany Road where the initial residential and light industrial developments were replaced by commercial shops over the 1880s and 1900s.



Figure 45: Detail from a plan of 1894 showing the route (in red line) of the first (post 1882) tram service into Redfern. Source: State Library of NSW (Map 811.12gme).



Figure 46: Detail from a plan of 1920 showing the extent of the tramways then servicing Redfern and Waterloo. Source: National Library of Australia (Map G897.2.S9P33).



Figure 47: East side of Botany Road, Waterloo, looking north from the intersection of Henderson Road in 1957 showing tram and shops. Source: Sydney City Archives (035706 Les Stone Collection).



Figure 49: Map of Sydney & suburbs showing tramway lines and stopping places. Source: State Library of NSW. Call number M2744.811/6971392.1. Available online: http://digital.slnsw.gov.au/delivery/DeliveryManagerServlet?embedded=true&toolbar=false&ps_id=IE3739207



Figure 48: East side of Botany Road, Waterloo, looking south from the intersection of Henderson Road in 1957. At right is the Commercial Bank of Sydney branch at No. 60 Botany Road, Alexandria. Source: Sydney City Archives (044291 Les Stone Collection)

60: MacAuslan, D. *Phlewy, How the horse buses transformed Sydney*. Transit Australia Publishing, 2016
61: Keenan, DR. *Tramways of Sydney*, Transit Press, 1979.

3.5.7 A residential precinct

Housing

The historical development of the areas fringing Regent Street/Botany Road as a place of residence commenced in 1842 with the subdivision of William Redfern's grant. This area is outside the study area. However, a portion of the Chippendale grant, between Nos. 131-199 Regent Street and Botany (Cope) Street, was subdivided also in 1842 by the then owner William Charles Wentworth. Dwellings within this subdivision were recorded in surveys prepared from 1854.

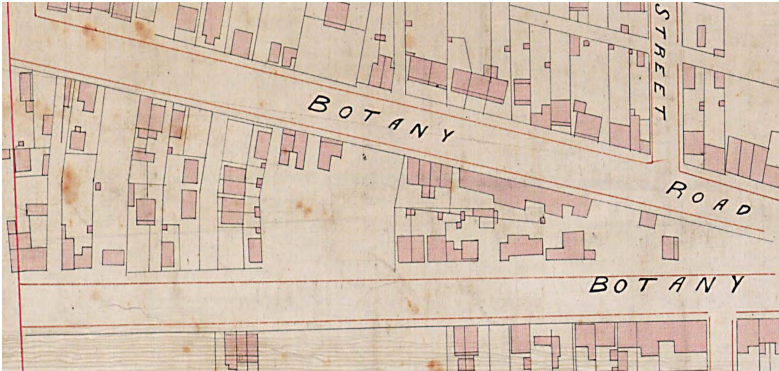


Figure 50: Detail from a survey of Redfern dated 1855. It recorded the developments undertaken from the early 1840s within WC Wentworth's portion of the Chippendale estate.
Source: Sydney City Archives (A-0088370).

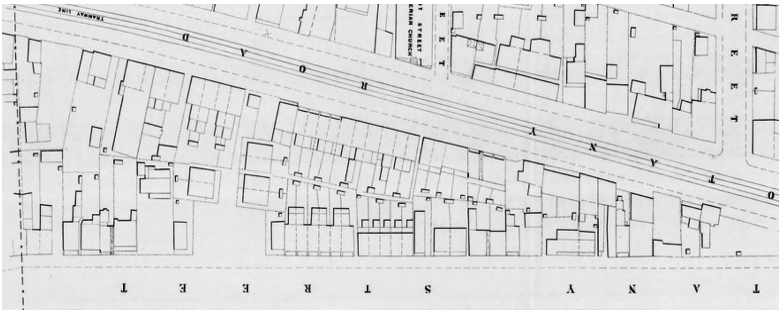


Figure 51: Detail from a survey of Redfern dated 1888.
Source: State Library of NSW (Z M Ser 4 811.171-Redfern Sheet 18).

The area north of Boundary Street west of Regent Street to the railway property was subdivided in stages between 1854 and 1861. The earliest of these is the area between Lawson Square and No. 68 Regent Street. When subdivided the title was leasehold for a term of between 18 and 21 years. By 1864 nearly all of these subdivisions had been developed, with the majority of the development being residences. Owing to the short-term of the leases, the dwellings are likely to have been insubstantial, and of weatherboard construction mostly.

The opportunity to redevelop these properties occurred in 1870 (between Lawson Square and No. 68 Regent Street), in 1902/03 (between Nos. 70-106 Regent Street), and 1937 (between No. 108 Regent Street and Boundary Street). When developed, the new development was of a commercial use.

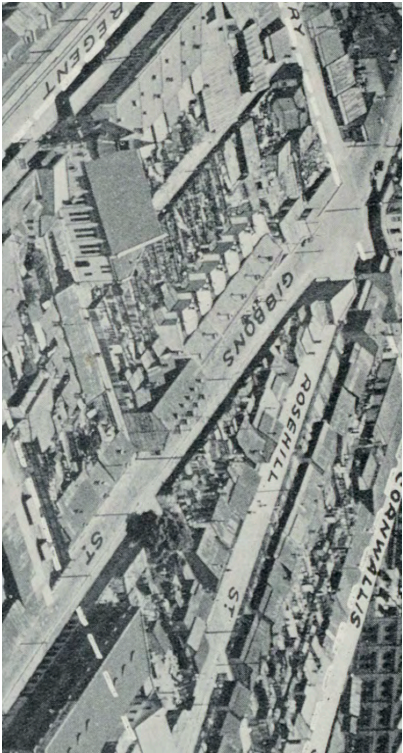


Figure 52: Detail from aerial photography dated 1937 depicting the dwellings (and shops) developed from 1861 within leaseholds of Hutchinson's Block F.
Source: State Library of NSW (Redfern Subdivision Plan No. 289)

The areas fronting Botany Road within Waterloo and Alexandria were within the Waterloo Estate leaseholds where the making of the leases commenced in 1855. Subdivision was undertaken piecemeal with land sold sufficient for either cottage, terrace, shop, or factory. The term of the lease was 99 years and this would have encouraged buildings of substance. Further, the leases generally were merged into freehold from the early part of the twentieth century (although instances of leases running their full term are known in Waterloo) providing continuation of ownership and longevity of the development. By the 1890s most of these areas had been developed with dwellings, and a good number of these were still standing by the early 1950s.

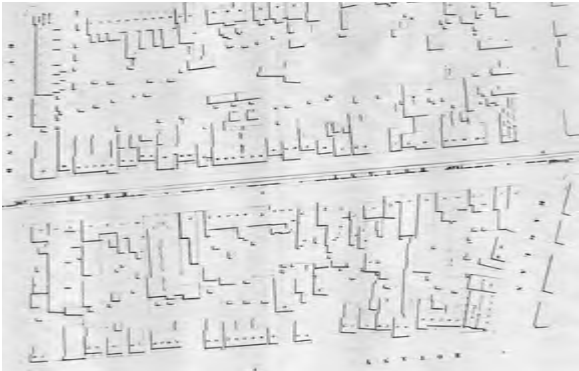


Figure 53: Detail from a survey of Waterloo dated 1895 of the area between Flaglan Street and Wellington Street. This area was developed from 1855 in leasehold.
Source: State Library of NSW (Z/ M Ser 4 611.171-Waterloo Sheet 8)



Figure 54: The same area in 1951.
Source: NSW Land Registry Services.

Shops

Within Redfern, Regent Street developed as the main shopping precinct for the western part of the municipality. The reasons for this being inclusive of the route of the tram service from 1882, and proximity to Redfern railway station opened in 1878. Within the study area, the west side of the street became predominantly retail in use, probably owing to the number of sites coming on the market with the staged (1870, 1902/03 and 1937) freehold sales of the Hutchinson estate. Unlike comparable suburbs such as Newtown, the retail building stock in Redfern comprised buildings no higher than two storeys, in rows of two or more single retail premises. Unlike the central part of Redfern there appears to have been no historical (pre 1950) ethnic association with these shops.⁶² The prevalence of historical Protestant churches in the precinct suggests likewise.

The western and northern parts of Cooper's Waterloo Estate developed from the 1850s into an industrial zone with soap works, wool washes, breweries, a rope works, a pottery, and brickyard. Elsewhere the southern and eastern parts remained largely undeveloped, but presumably there were pockets of small market gardens and dairies. The suburb of Waterloo by about 1890 was still very much confined to the north-west corner of the municipality. Within Waterloo/Alexandria a grouping of shops occurred in the area north of Flaglan Street along Botany Road.⁶³



Figure 55: Detail from aerial photograph dated 1937 depicting the shops developed from 1871 and 1902 within Hutchinson's Blocks D and E, between Redfern Street and Marian Street.
Source: State Library of NSW (Redfern Subdivision Plan No. 289).



Figure 56: East side of Botany Road, Waterloo, looking south with Nos. 189-209 depicted in 1955.
Source: Sydney City Archives (014646).

62: Souvenir of Redfern Municipal Jubilee 1889-1909.
63: Sands' Directory.

Hotels

A high concentration of hotels were encountered on Botany Road built in the nineteenth century and first decades of the twentieth century. Traditionally these hotels catered to working men either employed or residing in the area. The earliest of the surviving hotels such as the Star (No. 170 Botany Road) and Cauliflower (No. 123 Botany Road) are modest premises designed originally to provide beverages. The later hotels such as the demolished Bellevue (No. 54 Regent Street), Cricketers Arms, (Nos. 56-58 Botany Road) and Lord Raglan (No. 54 Wyndham Street) were designed with a residential component for short-term stays by travelling salesmen and the like. The earliest of the surviving hotels within the study area is the Cauliflower in Waterloo, which commenced trade by late 1862 when the local council agreed to erect a horse trough in front of the premises.⁶⁴ The unusual name of the hotel reflects historical associations of the area with the market gardens that once characterised this southern fringe of Sydney. The name also has associations with the first owner, George Rolfe, who was a market gardener.⁶⁵



Figure 57: Bunnarong, 90 Regent Street, Redfern, Dated 1930.
Source: Noel Butlin Archives (ANU).



Figure 59: Star, 170 Botany Road, Alexandria, Dated 1930.
Source: Noel Butlin Archives (ANU).



Figure 61: Abbots, 47 Botany Road, Waterloo, Dated 1930.
Source: Noel Butlin Archives (ANU).



Figure 58: Cricketers Arms, 56-58 Botany Road, Alexandria, Dated 1930.
Source: Noel Butlin Archives (ANU).



Figure 60: Lord Raglan, 54 Wyndham Street, Alexandria, Dated 1930.
Source: Noel Butlin Archives (ANU).



Figure 62: Cauliflower, 123 Botany Road, Waterloo, Dated 1936.
Source: Noel Butlin Archives (ANU).

64: Advertising, *Sydney Morning Herald*, 19/10/1882, p.4.
65: Old System Lease Book 72 No. 711.

Churches

A number of churches were erected along Botany Road within the study area in the late nineteenth century. Collectively they represented the highest concentration of churches within the one precinct at Redfern/Waterloo. All of the churches were of the Protestant faith.

The earliest of these churches was the now demolished St Silas' Anglican at Waterloo (No. 173 Botany Road). Completed in 1868, it was a modest brick church in the Gothic style with neighbouring rectory, set within large grounds that extended to McEvoy Street originally. The church was designed by Edmund Blacket (1817-1883), and his assistant John Hobbs Hunt (1838-1904). In the nineteenth century the church surrounds probably were sparsely developed open ground, but by the 1930s it was engulfed by large warehousing and light industry. The site was cleared in the early 1970s.⁶⁶

Of the two extant churches, the former St Lukes Presbyterian (No. 118 Regent Street) was opened in 1883. This modest stone church in the Gothic style was designed by architect Alfred E Hirst and built at a cost of 4500 pounds. The rear of the church building accommodated the Sunday school rooms. The coloured windows are by Ashwin and Falconer.⁶⁷

The Congregational Church at Waterloo (Nos. 103-105 Botany Road) was opened in 1884. However, a timber church had stood previously on this site from 1866, with the congregation being formed in 1858. Built of brick with stuccoed walls, and in the Gothic style, it was designed by Redfern born architect Herbert Samuel Thompson (1855-1907), and built at a cost of 2350 pounds.⁶⁸



Figure 63: The former church and rectory of St Silas' Anglican at Waterloo (No. 173 Botany Road). Not dated, late 1930s.

Source: State Library of NSW (C083270013)



Figure 64: St Lukes Presbyterian Church (No. 118 Regent Street, Redfern) in 1937.

Source: State Library of NSW (Redfern Subdivision Plan No. 289)

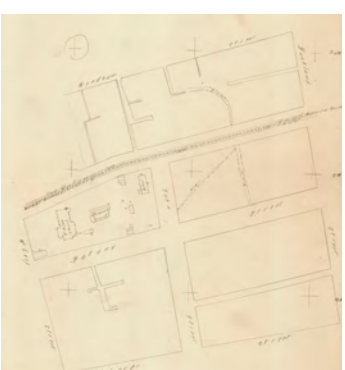


Figure 65: Detail of map showing St Silas' Church from collection of cadastral maps within Alexandria and Waterloo, NSW.

Source: State Library of NSW: www.digital.sl.nsw.gov.au, M2 811.18197/1881/1, FL9150710.

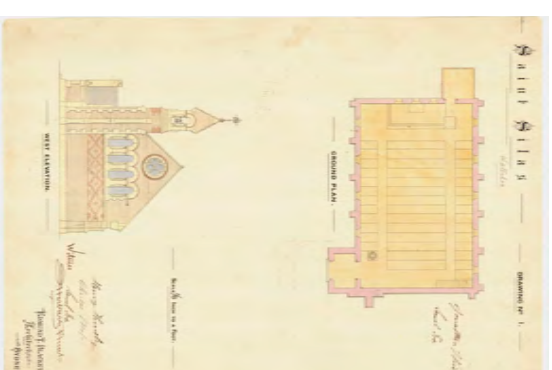


Figure 66: Plan and West Elevation of St Silas Church, drawings by Edmund T Blacket.

Source: State Library of NSW.



Figure 67: St Silas Church, Waterloo, Sydney. Source: State Library of NSW: www.digital.sl.nsw.gov.au, Government Printing Office T-05804, FLT738755.

66. Ken J. *Our Great Victorian Architect: Edmund T Blacket*. National Trust of Australia (NSW), 1983.

67. 'New Presbyterian Church at Redfern', *Daily Telegraph*, 21/8/1882, p.3. 'Presbyterian Church, Redfern', *Evening News*, 19/11/1883, p.2.

68. 'Congregational Church, Waterloo', *Daily Telegraph*, 21/7/1884, p6. 'Religious Empire', 19/7/1886, p.2.

3.5.8 Post Second World War Planning

In 1949 the councils of Redfern, Alexandria and Waterloo were absorbed by the City of Sydney. Consequently, the built environment of Botany Road that had been under three jurisdictions now was under one. The City Council prepared its first planning scheme covering its enlarged constituency in 1958. In this Scheme, Regent Street/Botany Road between Redfern Street and Raglan Street was designated a Business Centre, and the area south to MCEvoy Street and beyond zoned Industrial B (Light). The area fringing Gibbons Street was zoned Industrial B (Light). These zonings probably reflected the range of uses permitted by the various councils prior to 1949. The group of shops north of Lawson Square within the study area however was zoned Industrial B (Light), and a rezoning it seems.

In 1968 the former Redfern, Alexandria and Waterloo local government areas were incorporated within the new South Sydney Municipal Council (initially called Northcott). Despite this, the City Council's Planning Scheme published in 1971 included Redfern. The Scheme zoned the areas as that in the 1958 Scheme, but extended the Business Centre zoning north along Regent Street and east along Redfern Street, where previously these had been zoned in part Industrial B (Light). The block south of Lawson Square was zoned Industrial B (Light) on the west frontage (then being the Lawson Picture Theatre) and Business Centre on the east (then being the Bellevue Hotel). This precinct was redeveloped subsequently into the pair of TNT office towers in the early 1970s, permitted by the former South Sydney Municipal Council.⁶⁹ In 2004 South Sydney (now City) Council was merged with Sydney City Council. In the 2010s additional residential tower blocks were built to the south of Lawson Square and behind Regent Street.

The Main Roads Board implemented a number of road widening schemes in NSW in the 1920s and the Department of Main Roads continued to do so. Botany Road/Regent Street was notified in 1956 to be widened by 18 feet on the east side between Cleveland Street and Henderson Road, but the widening has only been implemented partially.⁷⁰ At sometime, probably mid 1950s, the west side of Botany Road south of Henderson Road was widened also by about 18 feet, and the historical building stock was cleared for new developments. At this time a range of new building typologies, including light industrial warehouses were introduced to the study area. Transportation demands and the increased popularity of motor vehicles eventually led to the redundancy of the tram services which ceased in 1959.

The Department of Main Roads also had plans for the area between Regent Street/Botany Road and the railway line inclusive of Wymndham Street for one of its proposed arterial expressways/distributing traffic through the inner metropolitan area to the outlying freeways. These distributors were greeted with much community opposition and consequently the schemes were abandoned under the incoming Wran Labor Government in 1976.

In recent years, the Botany Road Corridor and surrounding areas, once characterised by light industrial uses and worker housing, has undergone many changes through the pressures of gentrification and development which have resulted in the loss of many historic and cultural buildings. The one way parking of Regent Street and Wymndham Street was introduced in 1993 to accommodate high volumes of traffic. This had a major impact on the 'high street' character of Regent Street and resulted in low rise housing developments being constructed on the northern part of Wymndham Street.

The NSW Government and the City of Sydney Council have both identified the area as a strategic opportunity for further 'urban renewal' and significant growth in terms of employment, innovation, transport and housing. The Waterloo Metro Station is currently under construction and a major housing development proposed on the site of the former Housing Commission Waterloo Towers.

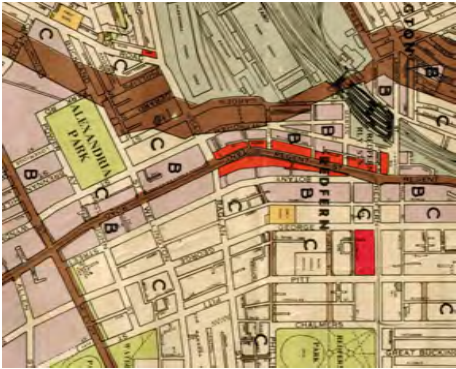


Figure 68: Detail from the City Council's planning scheme published in 1958.
Source: Sydney City Archives.



Figure 69: Detail from the City Council's planning scheme published in 1971. At left is the DWM's assessment for one its proposed distributors.
Source: Sydney City Archives.

MAIN ROADS ACT, 1924-1954.
Proposals for the Realignment Method of Acquisition (by the Realignment Method of Acquisition) of portion of Main Road No. 170 (Botany Road and Regent-street), between Main Road No. 193 (Henderson-road) and Main Road No. 330 (Cleveland-street), in the City of Sydney, pursuant to Division I of Part V of the Main Roads Act, 1924-1954.
IN pursuance of the provisions of section 272 of the Main Roads Act, 1924-1954, the Commissioner for Main Roads proposes to cause the alignment of portion of Main Road No. 170 (Botany Road and Regent-street), between Main Road No. 193 (Henderson-road) and Main Road No. 330 (Cleveland-street), in the City of Sydney, to be realigned, pursuant to Division I of Part V of the Main Roads Act, 1924-1954, and to apply the realignment method of acquisition to the lands comprised in the alignment of the said portion of Main Road No. 170 (Botany Road and Regent-street), in the City of Sydney, with the advice of the Executive Council and that such plans (being plans Nos. 170/8,195 and 170/8,196) may be referred to the Department of Main Roads and copies of such plans may be inspected at the Town Hall, in the City of Sydney.
Signed and sealed at Sydney, this fourteenth day of June, 1956.
I, Howard Macdon Sherrard, (8689)
The Commissioner for Main Roads, and the Officer in Charge of the Official Seal of the Department of Main Roads, in the presence of—
J. DAWSON, J.P. (D.M.R. No. 480-18)

(L.A.)
H. M. SHERRARD.
Figure 70: Government Gazette of the State of New South Wales (Sydney, NSW : 1901 - 2007), Friday 6 July 1956 (No.79), page 1947.
Source: National Library of Australia via Trove online.

3.5.9 Contemporary Aboriginal History

From the 1950s, a combination of new government policies of assimilation and economic recession in New South Wales caused large numbers of Aboriginal migrants from segregated reserves in the countryside to resettle in the Sydney suburbs of Redfern and Waterloo. As such, these suburbs became a meeting point for Aboriginal communities throughout NSW. Considered 'slum' communities at this time, they contained cheap worker housing and offered proximity to transport and opportunities for unskilled labour.⁷¹

In the 1960s and '70s, an estimated 30,000 Aboriginal and Torres Strait Islander people lived in the area, representing the largest urban Aboriginal population. At that time, many Aboriginal services and cultural organisations were based on Botany Road, Regent Street and Cope Street in Redfern and Waterloo including the first Aboriginal Medical Service office and the Aboriginal Legal Service office, an organisation associated with the civil rights movement that found its urban centre in Redfern. Redfern and Waterloo were also places of protest and community gatherings in response to landlords who campaigned to evict Aboriginal tenants in an attempt to gentrify these working class suburbs.⁷²

More places of Aboriginal cultural significance became embedded in the Botany Road Corridor which further strengthened the Aboriginal peoples' connection to the place. These included the Black Theatre, Radio Redfern, Koor Radio, the National Centre of Indigenous Excellence and gathering places such as Alexandria Park and Redfern Oval which hosted major sporting events that attracted many Aboriginal communities in Sydney and abroad. Today, although the number of Aboriginal families living in the area has been greatly reduced, the number of Indigenous businesses within the suburbs of Redfern, Waterloo and Alexandria remains strong, with over 200 businesses continuing the legacy and longevity of Aboriginal connection to the place.⁷³

Aboriginal people retain a strong and unbroken connection to the study area and surrounds which continues to be a key urban centre of Aboriginal and Torres Strait Islander rights and identity today.⁷⁴

69: South Sydney Municipal Council DA 22/770.
70: Crown Plans 19887-3000 and 15888-3000. NSW Government Gazette, 6/7/1956.
71: NTU, 10 March 2016. Inner Sydney's Aboriginal Community fear they are being pushed out for white hipsters. <https://www.sbs.com.au/ntu/the-point-with-stan-garten/article/2016/03/09/inner-sydney-s-aboriginal-community-fear-they-are-being-pushed-out-for-white-hipsters>.
72: Urris, 'Archaeological Assessment' included in Cox Inland Ridgeway, Botany Road Corridor, Indigenous Cultural Heritage Study, 2020.
73: Urris, 'Archaeological Assessment' included in Cox Inland Ridgeway, Botany Road Corridor, Indigenous Cultural Heritage Study, 2020.
74: Cox Inland Ridgeway, Botany Road Corridor Strategic Review, Aboriginal and Torres Strait Islander community engagement and cultural heritage research, Project Report - Body, October 2020.