

Attachment A7(d)

**Non-Indigenous Heritage Study – 4
Physical Analysis – Botany Road Precinct**



Figure 95: 1985 Traffic at the Intersection of Botany Road and Henderson Road, Waterloo. (Former CBC Bank seen on the right, site of Waterloo Metro station on the left)

Source: City of Sydney Archives: www.archives.cityofsydney.nsw.gov.au, Sydney

Reference Collection (SHC), ID 045/0455524.

4.1 Setting

The Botany Road Corridor lies within the city fringe suburbs of Redfern, Alexandria and Waterloo which comprise historic residential areas; creative, educational, technology and research industries; transport hubs and social housing estates. A description of the surrounding setting follows:

Redfern Railway Station

With its primary entrance on Lawson Street and secondary access from Marian Street, the heritage listed Redfern Railway Station opened in 1864 and is a major suburban station that serves all Sydney train lines. Historically, Redfern station provided an important link for commuters to the adjacent Eveleigh Railway Workshops and the surrounding suburbs of Alexandria, Darlington and Chippendale and served to promote the growth of these suburbs.⁷⁵ The station contributes to the local community's sense of place and provides a connection to the local community's history.⁷⁶

Redfern Street

Located within one of Sydney's most culturally, ethnically and economically diverse communities, Redfern Street reflects the character of the area which has traditionally been associated with Aboriginal and Torres Strait Islander communities along with a large number of public housing tenants. Redfern Street contains a number of businesses offering creative and professional services, retail and service industries along with a range of food and beverage offerings. The street has experienced significant growth in recent years which has seen many conversions and modifications made to industrial spaces to create new offices, shops and dining venues. The popularity and vibrancy of Redfern Street is supported by the proximity and convenience of Redfern Railway Station and other popular amenities provided along Regent Street and Botany Road.⁷⁷



Figure 96: Redfern Station historic entrance.

Source: Heritage Council NSW website.



Figure 97: Redfern Station contemporary entrance.

Source: <http://gartherose.com/>



Figure 98: Redfern street.

Source: <http://cityofsydney.nsw.gov.au/redfern-street>

National Centre of Indigenous Excellence

The National Centre of Indigenous Excellence (NCIE) is a not-for-profit social enterprise that aims to build capability and create opportunities with and for Aboriginal and Torres Strait Islander peoples across Australia with the sole purpose of creating long-term improvements in wellbeing. From its conception in 2006, the Indigenous Land & Sea Corporation, with the support of the local community, purchased the land where the heritage listed buildings of the Redfern Public School had operated for over a hundred years. These buildings were converted to conference, accommodation and office spaces and a purpose built gym and aquatics centre, and sports field were developed.⁷⁸

Black Theatre site

Located adjacent to the NCIE, the Black Theatre was an Aboriginal-run theatre company established in 1972 in response to the emerging land rights movement. It started on Regent Street but later moved to Cope Street where it operated until 1977 offering workshops in dancing, writing and acting, and also performed plays authored by Aboriginal playwrights. Black Theatre laid the foundation for a welspaning of creative expression within Sydney's Aboriginal community. Today the site is occupied by the Tribal Warrior Gallery and the NSW Indigenous Chamber of Commerce. This cluster of buildings, their heritage and social significance enhances the cultural diversity of the area and reinforces the connection of the Aboriginal community to the setting.⁷⁹



Figure 99: National Centre of Indigenous Excellence.

Source: <http://ncie.org.au/>.



Figure 100: National Centre of Indigenous Excellence.

Source: Tonkin Zulaikha Greer Architects.



Figure 101: Black Theatre site.

Source: Tonkin Zulaikha Greer Architects.

75: www.environment.nsw.gov/heritageapp/ViewHeritageItemDetails-redfern-railway-station.

76: www.transport.nsw.gov.au/data-aid-research/passenger-train-travel-patterns.

77: www.cityofsydney.nsw.gov.au/business-in-your-local-area/redfern-street.

78: <http://ncie.org.au/about>.

79: www.sydneysquare.com.au/sites/black-theatre.

Waterloo Housing Estates

The existing Waterloo Housing Estates consists of 2,012 social housing units and is Sydney's largest inner-city public housing estate. It occupies large blocks of land on the western boundary of Cope Street from McEvoy Street in the south, to Philip Street in the north, stretching east to Pitt Street. The housing complex comprises low rise buildings and tall towers.

The housing precinct has been the subject of contentious development plans by the NSW Land and Housing Corporation to replace the existing buildings with around 7,000 new dwellings that will transform it into a mixed estate of 70% private housing and 30% social housing. The population density of the Waterloo Housing Estates, coupled with the changing demographic, establish a diverse mix that is characteristic of the area and that supports the local amenities and services available in the surrounding streets including Feddern Street, Regent Street and Botany Road.⁸⁰

Waterloo Metro Quarter

The Waterloo Metro Quarter, currently under construction, occupies a block of the Botany Road Corridor that extends between Raglan and Mellington Streets. It comprises a new Metro Station, high rise residential apartment buildings, retail and commercial office space along with community recreational facilities.

Alexandria Park

Alexandria Park is the largest green space adjacent to the Botany Road Corridor and provides a multipurpose sports field, tennis courts and a basketball court. The park also offers picnic shelters, kids playground and a cricket oval and is a popular destination for families with dog friendly off-leash areas. The park is bound by large established trees that contribute to the character of the setting and enhances the residential environment.⁸¹



Figure 102: Waterloo housing estate towers.
Source: <http://www.theconversation.com/>.



Figure 103: Waterloo Metro proposed development.
Source: <https://www.propertyobserver.com.au/images/2019/12/19/Waterloo%20Metro%201.jpg>



Figure 104: Alexandria Park
Source: <http://www.sifyosydney.nsw.gov.au/alexandria-park>

Australian Technology Park

The Australian Technology Park (ATP) comprises the historic locomotive workshops of the heritage listed Eveleigh Rail Yards. The Workshops complex is a rare example of a relatively intact, large-scale 19th century railway workshops that retains its character as well as continued links to railway operations for over 100 years.

Today, it is a major business and technology hub located on the inner-city fringe with a mix of unique industrial-style venue offering event spaces, commercial and office tenancies, theatres and conference spaces amongst new landscaping. The proximity of Feddern Railway Stations provides convenient access for commuters to the ATP and the area is continuously expanding with redevelopment projects in neighbouring streets. The history of the Eveleigh Rail Yards is rich with links to the functions and operators of the early railway network in Sydney, the suburban development of Feddern, Waterloo and Alexandria, amongst others, and its role as a major employer of local working class residents.⁸²



Figure 105: Australian Technology Park.
Source: Tonkin Zuielkha Greer Architects.



Figure 106: Australian Technology Park.
Source: Tonkin Zuielkha Greer Architects.



Figure 107: Australian Technology Park.
Source: Tonkin Zuielkha Greer Architects.

80: <https://theconversation.com/we-still-live-here-107188>
81: www.ineau.com/sydney/rhings-to-do/alexandria-park/, <http://www.sifyosydney.nsw.gov.au/alexandria-park>

82: www.environment.nsw.gov/heritagelapp/ViewHeritageItemDetails-ewleighworkshopID=4807102

4.2 Streetscape Character

Regent Street, Redfern (west)

Regent Street is located at the northern end of the Botany Road Corridor and together with Botany Road itself forms part of the main spine of the precinct. The character of the western side of the street is mixed, with two storey Victorian and Federation buildings, which contribute to the historic character of the streetscape, interspersed with infill development and recent high rise buildings. There are sporadic street trees planted along this side of Regent Street, commencing at Marian Street. One way traffic flows towards the south.

At the northern most tip, recent development is wedged between Gibbons Street and Regent Street. Between Lawson Street and Marian Street, in close proximity to Redfern Station, high rise buildings are under construction on the western side of the street, with restored two storey face brick buildings dating from 1885 forming the street frontage.

South of Boundary Street, numbers 90 - 96 Regent Street comprises a series of two storey rendered and painted buildings with parapets constructed between 1885 and 1910. Two and three storey infill development makes up the rest of the block with a single storey petrol station located on the corner of Margaret Street.

St Lukes Presbyterian Church, a Heritage Item constructed in 1872, is located on the opposing street corner, with a two storey timber clad building immediately to its south at 120 Regent Street followed by a fairly consistent row of two storey parapeted buildings with shopfronts protected by awnings, which step in groups of two and three from 122 to 142 Regent Street. Some recent additions have been constructed at the upper levels, set back from the parapets. The recently constructed building at 144-152 Regent Street presents as a four storey face brick building with additional storeys setback from the street facade over. At street level this building has entry foyers and shopfronts which are covered by a continuous awning. Two single storey painted brick warehouse buildings dating from around the 1930s complete this side of Regent street. Regent Street Redfern becomes Botany Road Alexandria at Boundary Street.



Figure 108: 90 Regent Street, Redfern.



Figure 109: 74-76 Regent Street, Redfern.



Figure 110: 60-66 Regent Street, Redfern.



Figure 111: 120-142 Regent Street, Redfern.



Figure 112: 158 Regent Street, Redfern.



Figure 113: St Lukes Presbyterian Church, 118 Regent Street, Redfern.

Regent Street, Redfern (east)

The character of the eastern side of Regent street is also mixed, with two storey Victorian and Federation buildings, which contribute to the character of the streetscape, interspersed with more recent infill development. Street trees are planted along this side of the street.

To the north, the study area commences at the Jack Floyd Reserve, followed by 131 Regent Street which comprises a single storey garage, with Spanish Mission detailing that has been painted with a mural towards Cope Street that says 'Aboriginal'. Recent four storey shop top housing extends south to number 145 Regent Street. Beyond this the streetscape comprises a series of modest two storey rendered and painted terraces dating from the 1860s-1870s, with metal roofs and intact chimneys. Some have been modified with shopfronts, awnings and aluminium framed windows. Despite these changes, these are some of the earliest buildings within the Botany Road Corridor. The two storey sandstone terrace at 181 Regent Street dates from the 1870s and is listed as a Heritage Item. The neighbouring two storey face brick and tiled building at 183 Regent Street dates from 1906 and is separated from its neighbour by a pedestrian thoroughfare.

A series of two storey buildings dating from 1884-1911 extend from 185-195 Regent Street; some are rendered and painted whilst others are face brick – all have shopfronts covered by awnings. The footpath widens at 197 Regent, in front of the Aboriginal Legal Service, with a planter bed and a greater density street trees which extend to the bend in the road which signifies the beginning of Botany Road. Buildings on this stretch of road are all recent developments which range in scale from two to six storeys.



Figure 114: Sculpture at Jack Floyd Reserve, 129 Regent Street, Redfern.



Figure 115: Jack Floyd Reserve, 129 Regent Street, Redfern. Photographer, Hill Trails.

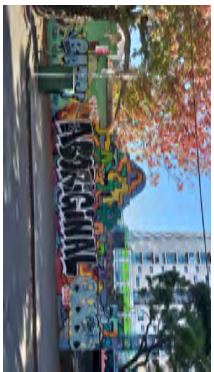


Figure 116: 131 Regent Street, Redfern.

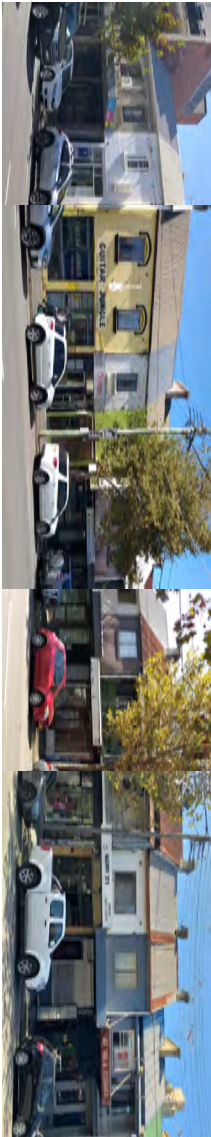


Figure 117: 147-179 Regent Street, Redfern.



Figure 118: 183-195 Regent Street, Redfern.



Figure 119: Terrace House, 181 Regent Street, Redfern.

Botany Road, Alexandria (west)

Regent Street becomes Botany Road at Boundary Street. The western side of the street has a recent five storey residential building on the block between Chapel Lane. Beyond this there is a series of two storey Victorian and Federation commercial buildings with awnings and shopfronts, some dating back to the 1870s. FBI Radio occupies a four storey brick building, set back from the street behind street trees to align with the heritage listed Cricketers Arms Hotel which is located on the corner of Henderson Road. The two storey, face brick, former CBC Bank occupies the opposite street corner.

Botany Road was widened in the 1950s beyond this point and the land rezoned in the block leading to Buckland Street. As a result, development here is of a different character and predominantly comprises one to three storey, Post War light industrial buildings, set back from the street behind off street parking. 84-88 Botany Road is a good representative example of this typology.

Historic buildings define the Buckland Street intersection, with a two storey Victorian terrace house at number 128 and corner commercial buildings at 130-132 and 134 Botany Road. Beyond the corner, there is a mix of more recent light industrial and residential developments with varying street setbacks ranging in height from one to four stories extending to McEvoy Street. The exceptions to this are the Star Hotel located at 170 Botany Road and group of terrace houses adjacent, which are located diagonally opposite John Street.



Figure 120: 42 Botany Road, Alexandria.



Figure 121: 34-40 Botany Road, Alexandria.



Figure 122: 28-32 Regent Street, Alexandria.



Figure 123: 22-26 Regent Street, Alexandria.



Figure 124: Cricketers Arms Hotel, 56-58 Botany Road, Alexandria.



Figure 125: Former CBC Bank, 60 Botany Road, Alexandria.



Figure 126: 130-136 Botany Road, Alexandria.



Figure 127: 170-176 Botany Road, Alexandria.

Moores Lane, Alexandria

Moores Lane is a narrow lane that services a group of single storey houses that date to the late 1890s. Historically, the lane connected Wyndham Street to Botany Road but today it is only accessed from Botany Road. The lane abuts a facebrick wall of the neighbouring commercial building that shows evidence of early construction on the southern boundary, with landscaped gardens and foliage on the opposite side. The small houses are set back from the lane with low perimeter fences that demarcate the front garden areas.



Figure 128: View along Moores Lane, Alexandria.



Figure 129: 1-5 Moores Lane, Alexandria.



Figure 130: 1-5 Moores Lane, Alexandria.



Figure 131: 172-176 Botany Road, Alexandria.

Botany Road, Waterloo (east)

On the eastern side, to the north, Botany Road commences with a series of two storey commercial buildings with shopfronts including a large supermarket. The footpath is widened here, with seating and street trees. Public art is incorporated into the design of the space. Beyond this, the buildings are set closer to the street and comprise two storey Victorian and Federation commercial buildings with awnings and shopfronts interspersed with newer small scale developments. The historic two storey, rendered and painted Abbots Hotel forms the street corner with its splayed entrance and continuous awning.

The block between Henderson Road and Wellington Street has been razed to the ground awaiting construction of the new Waterloo Metro Station. The only remaining building is the heritage listed Congregational Church, located at 103-105 Botany Road.

The two storey Cauliflower Hotel, located on the corner of Wellington Street, is heritage listed along with the Alignment Pin located on the kerb in front of it. Travelling south, there is a single two storey Victorian terrace house remaining at 131 Botany Road amongst a wide range of relatively recent one to four storey development. A face brick mid century warehouse building, used as a mechanics workshop, defines the northern corner of John Street with a two storey commercial building on the opposite corner. Two to four storey more recent development lines the remainder of Botany Road heading towards McEvoy Street, with buildings setback from the street behind off street parking. Uses are mixed, ranging from light industrial to commercial with some recent residential developments.



Figure 132: 29-29A Botany Road, Waterloo.

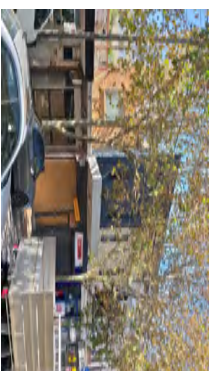


Figure 133: 33a-35 Botany Road, Waterloo.



Figure 134: 37-41 Botany Road, Waterloo.



Figure 135: Abbots Hotel 45-49 Botany Road, Waterloo.



Figure 136: Congregational Church, 103-105 Botany Road, Waterloo.



Figure 137: Cauliflower Hotel, 123 Botany Road, Waterloo.



Figure 138: Alignment Pin, 123 Botany Road, Waterloo.



Figure 139: 131 Botany Road, Waterloo.



Figure 140: 161-165 Botany Road, Waterloo.

John Street, Waterloo

John Street runs between Botany Road and Cope Street within the Botany Road Corridor and comprises a heritage listed row of two storey Victorian terrace houses with verandahs known as 'Gordon Terrace' constructed in 1895 on the south side. The north side of the street has a warehouse building on the corner of Cope Street which has been adapted to suit commercial uses.



Figure 141: 2 John Street, Waterloo.



Figure 142: Gordon Terrace, 2 John Street, Waterloo.

Wellington Street, Waterloo

Beyond the Cauliflower Hotel, located on the corner of Botany Road, 122-136 Wellington Street runs east and comprises of a row of two storey Victorian terrace houses which extend to the corner of Cope Street.



Figure 145: 122-126 Wellington Street, Waterloo.

Cope Street, Waterloo

The southern end of Cope Street is located in the suburb of Waterloo. Beyond the proposed Waterloo Metro Station development in the street comprises three to four storey residential developments with a row of modest single storey Victorian terrace houses located between 190-204 Cope Street. An historic open drain runs between 184 and 186 Cope Street towards Botany Road. The bottom of the drain is lined in sandstone, whilst the walls are constructed of brickwork. Beyond John Street the character of the street changes with two storey blank warehouses lining the western side.



Figure 143: Between 184 and 186 Street, Waterloo.



Figure 144: 190-204 Cope Street, Waterloo.

Raglan Street, Waterloo

Raglan Street runs east from Botany Road towards Waterloo. The northern corner at Cope Street is defined by a two storey parapeted Victorian corner shop. Two storey buildings with shopfronts and awnings make up the streetscape towards the Abbott Hotel. The southern side of the street is the site of the proposed Waterloo Metro Station.



Figure 146: 125 Raglan Street, Waterloo.

Cope Street, Redfern

To the north of Raglan Street, Cope Street rises up towards the Jack Floyd Reserve, which is located at the intersection of Redfern Street and Botany Road. The western side of the street, within the Botany Road Corridor, contains a series of four to five storey modern apartment buildings opposite the Department of Housing Waterloo Towers. Smaller scale light industrial warehouse buildings are interspersed with this typology to the rear of the National Centre for Indigenous Excellence, which is in the former Redfern Public School site, located beyond the Phillip Street intersection. Rising up the hill the character of the street changes with a series of Victorian terrace houses between 26 and 52 Cope Street bookended by a small warehouse and a two storey Post War commercial building. At the northern end of the street the scale once more shifts to contemporary four to five storey apartment buildings opposite the Black Theatre site. The Spanish Mission rear of 131 Regent Street terminates the built form at the reserve, opposite a public carpark. The eastern side of Cope Street is located within the Redfern Estate Heritage Conservation Area.



Figure 147: 26-52 Cope Street, Redfern.



Figure 148: 24 Cope Street, Redfern.



Figure 149: 82 Cope Street, Waterloo.



Figure 150: 60 Cope Street, Waterloo.

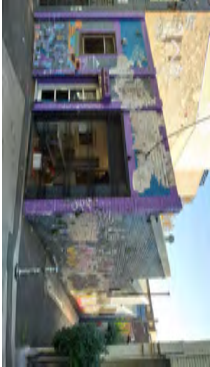


Figure 151: 56 Cope Street, Waterloo.



Figure 152: 16-22 Cope Street, Redfern.

Marian Street, Redfern

Marian Street leads from Regent Street towards Redfern Railway Station via Gibbons Street where it is interrupted by a large triangular shaped park known as the Gibbons Street Reserve or Rosehill Street Park. The former McMurrie's Shoe factory, located at 1-9 Marian Street, occupies the elevated corner of Cornwalls and Rosehill Streets and has landmark qualities. This five storey rendered and painted building dates from 1906 and was adapted to residential uses in the 1990s.



Figure 153: 1-9 Marian Street, Redfern.

Garden Street, Alexandria

Four to five storey recent residential developments make up the bulk of the buildings in Garden Street. The exceptions are the Victorian terrace pair located at 26-28 and the small face brick warehouse building located at 6-8 Garden Street, which serve as reminders of the street's past.



Figure 155: 6-8 Garden Street, Alexandria.



Figure 156: 26-28 Garden Street, Alexandria.

Rosehill Street, Redfern

Rosehill Street is a one way street that runs off Gibbons Street on the eastern side of the Reserve. Contributory buildings include the two storey Victorian corner shop at 88 Rosehill Street, and the neighbouring one storey terrace pair. Other development on the street is relatively recent and two to three stories in scale. The street is lined with trees.



Figure 154: 88 Rosehill Street, Redfern.

Henderson Road, Alexandria

Henderson Road is a busy road defined by the heritage listed Cricketer's Arms Hotel and former CBC Bank on the corner of Botany Road and the two storey Lord Raglan Hotel, constructed in 1924, on the corner of Wymdham Street. The Australian Railway Historical Society occupy a two storey warehouse building at 5 Henderson Road which contributes to the streetscape character with three to four storey infill development making up the remainder of the streetscape.



Figure 157: 5 Henderson Road, Alexandria.



Figure 158: Lord Raglan Hotel, 12 Henderson Road, Alexandria.

Buckland Street, Alexandria

Extending from Botany Road west towards Wymham Street, the north side of Buckland Street comprises one and two storey Victorian terrace houses wedged between two storey corner shops, whilst the south side comprises two storey former warehouse buildings which have been adapted to new uses. The buildings on the north side of the street are located within the Alexandria Park Heritage Conservation Area and are considered contributory.



Figure 159: 23 Buckland Street, Alexandria, (located within Alexandria Park HCA.

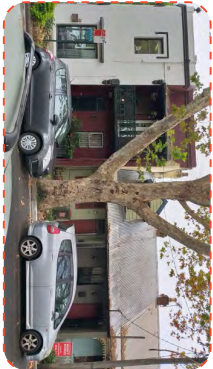


Figure 160: 1-21 Buckland Street, Alexandria, (located within Alexandria Park HCA.

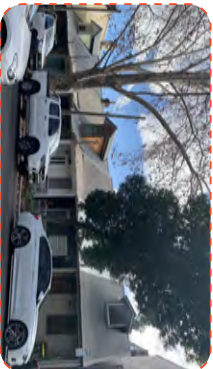


Figure 161: 1-21 Buckland Street, Alexandria, (located within Alexandria Park HCA.

Wyndham Street, Alexandria

Extending from Boundary Street in the north to McEwry Street in the south, Wyndham Street comprises a wide mix of building types and uses. The Daniel Dawson Reserve provides much needed open space on the corner of Boundary Street. The northern portion of the street consists predominantly of recent residential developments three to five storeys high. The character of the street changes at the Lord Raglan, located on the corner of Henderson Road, with smaller scale warehouse type buildings lining the eastern side of the street. The exceptions are the one and two storey Victorian terrace houses located between 102 and 112 Wyndham Street. The Buckland Street intersection is defined by two storey Victorian corner shops. One and two storey Victorian terrace houses face Alexandria Park, interspersed with more recent three to four storey infill developments and warehouse buildings which extend towards McEwry Street. Former Electric Light Sub Station No.89, located at 212-214 Wyndham Street, is identified as a Heritage item.



Figure 162: 64 Wyndham Street, Alexandria.



Figure 163: 102-108 Wyndham Street, Alexandria.



Figure 164: 110-112 Wyndham Street, Alexandria.



Figure 165: 118 Wyndham Street, Alexandria.
(located within Alexandria Park HCA)



Figure 166: (top) 176-178 Wyndham Street, Alexandria,
(bottom) 162-168 Wyndham Street, Alexandria.

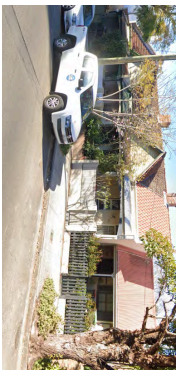
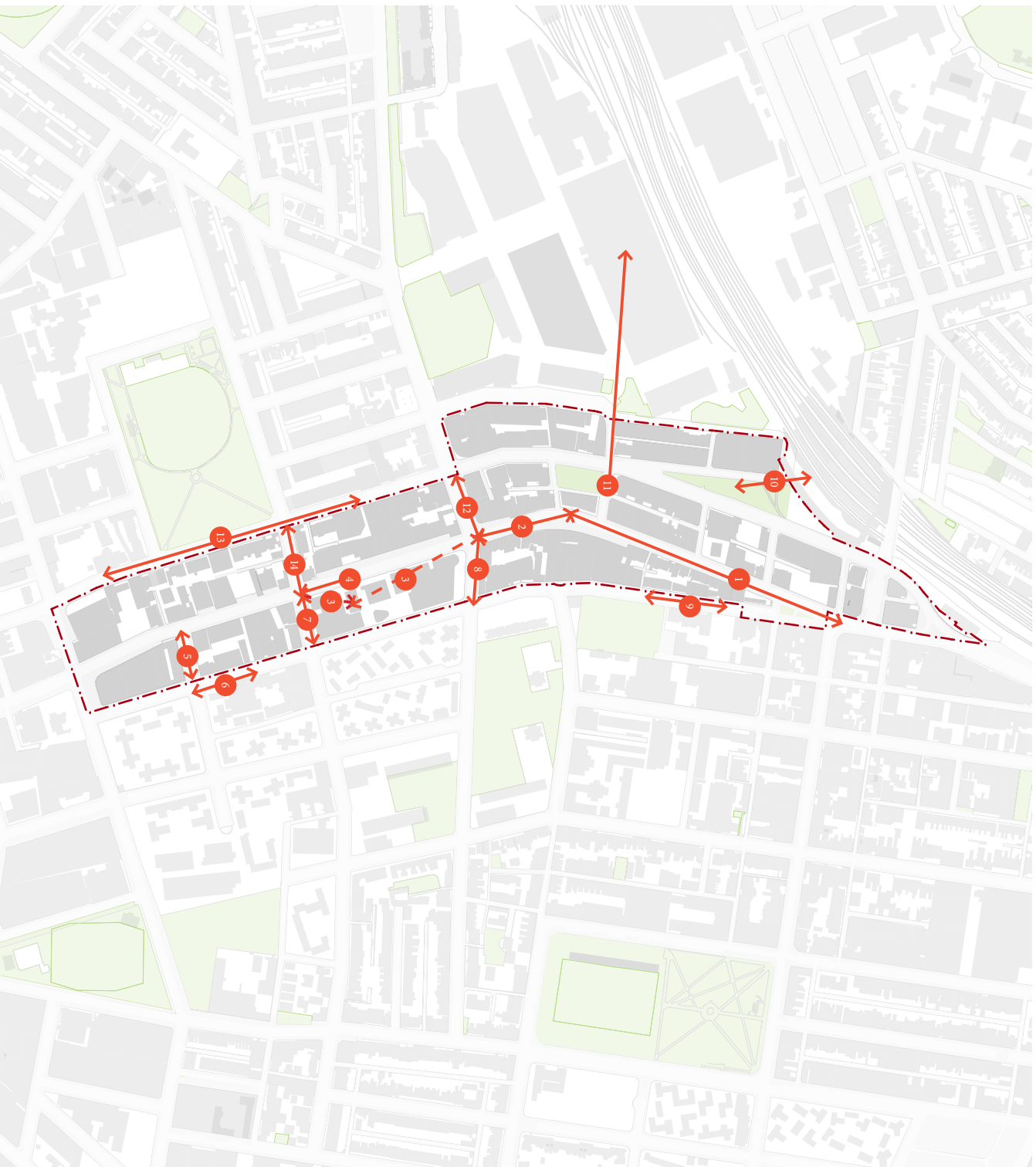


Figure 167: (top) 128-130 Wyndham Street, Alexandria,
(bottom) 182-190 Wyndham Street, Alexandria.



Figure 168: Former Electric Light Sub Station No.89,
212-214 Wyndham Street, Alexandria.



4.3 Key Views

Significant views enable an appreciation of the setting and context of heritage items and contributory buildings within the Botany Road Corridor, and should be maintained and enhanced. These buildings form landmarks, aid in wayfinding and add to a sense of place.

- 1 View along Regent Street in both directions.
- 2 View along Botany Road between Chapel Lane and Henderson Road in both directions.
- 3 View from corner of Henderson Road to Congregational Church.
- 4 View along Botany Road to Cauliflower Hotel.
- 5 View of Gordon Terrace on John Street.
- 6 View along Cope Street Waterloo of early single storey terrace houses.
- 7 View of terrace houses on Wellington Street.
- 8 View of early development along Raglan Street.
- 9 View of one and two storey terrace houses on Cope Street Redfern.
- 10 High point. View past former McMurtries shoe factory towards Redfern Station. View south over Gibbons Street Reserve and the precinct beyond.
- 11 View from Daniel Dawson Reserve to early shop and terrace houses on corner of Boundary Street and Eveleigh Railway Workshops beyond.
- 12 View in both directions along Henderson Road towards the Lord Raglan Hotel, Chicketers Arms and Former CBC Bank located on the corners.
- 13 View of early residential terrace houses facing Alexandria Park.
- 14 View in both directions along Buckland Street including corner shop buildings and early terrace houses.

Figure 169: Key Views.
Source: LEP Map with TDS Overlay.

Key Views





Figure 170: 01 View along Regent Street in both directions.

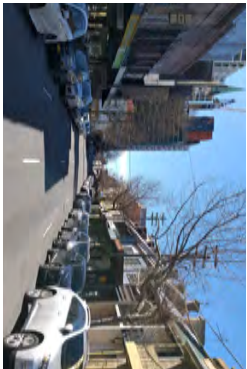


Figure 171: 01 View along Regent Street in both directions.

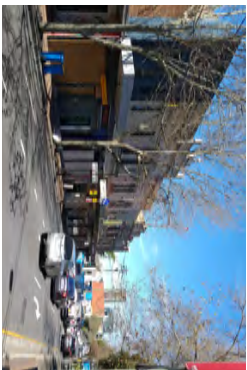


Figure 172: 02 View along Botany Road between Chapel Lane and Henderson Road in both directions.



Figure 173: 03 View from corner of Henderson Road to Congregational Church.

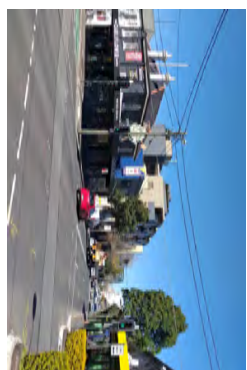


Figure 174: 04 View along Botany Road to Cauliflower Hotel.



Figure 175: 05 View of Gordon's Terrace on John Street



Figure 176: 06 View along Cope Street Waterloo of early single storey terrace houses.



Figure 177: 07 View of Terrace Houses on Wellington Street.



Figure 178: 08 View of early development along Raglan Street.



Figure 179: 09 View of one and two storey terrace houses on Cope Street, Redfern.

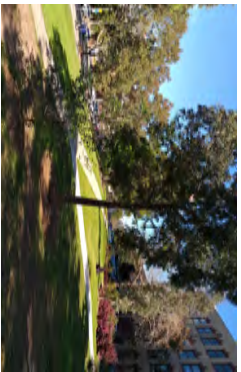


Figure 180: 10 High point. View past former McMurries shoe factory towards Redfern Station and View south over Gibbons Street Reserve and the precinct beyond.



Figure 181: 11 View from Daniel Dawson Reserve to early shop and terrace houses on corner of Boundary Street.

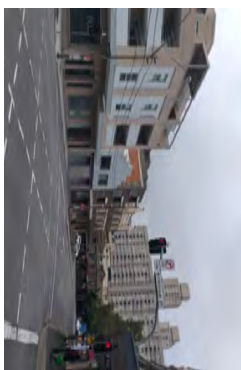


Figure 182: 12 View in both directions along Henderson Road towards the Lord Raglan Hotel, Chicketers Arms and Former CBC Bank located on the corners.



Figure 183: 13 View of early residential terrace houses facing Alexandria Park.



Figure 184: 14 View in both directions along Buckland Street including corner shop buildings and early terrace houses.

4.4 Evidence of Early Subdivision Patterns and Built Form

The maps in Section 3.6 of this report trace the history of subdivision within the Botany Road Corridor.

The Botany Road Corridor is located on land awarded through Crown grants to William Chippendale (1816) and William Hutchinson (1823) with Chippendale's grant to the north and west of Botany Street and Hutchinson's grant to the south of Boundary Street.

The first subdivision occurred around present day Cleveland Street and Redfern Street in 1842. A portion of land belonging to WC Wentworth from the Chippendale Estate between Regent and Boscawen (Cope) Street was also subdivided shortly afterwards. William Hutchinson subdivided his portion of the Chippendale grant in 1844 and, following his death in 1846, was passed to his descendants who leased portions for a maximum 21 year term. These blocks of land were eventually sold as freehold following the death of the beneficiaries with subdivision beginning in the mid 1850s and continuing to the early 1860s.

The Botany Road Corridor retains evidence of original and early built form, as demonstrated by the preceding physical analysis and maps.

The maps on the following pages illustrate the remaining contributory historical buildings and are arranged by phases of development.

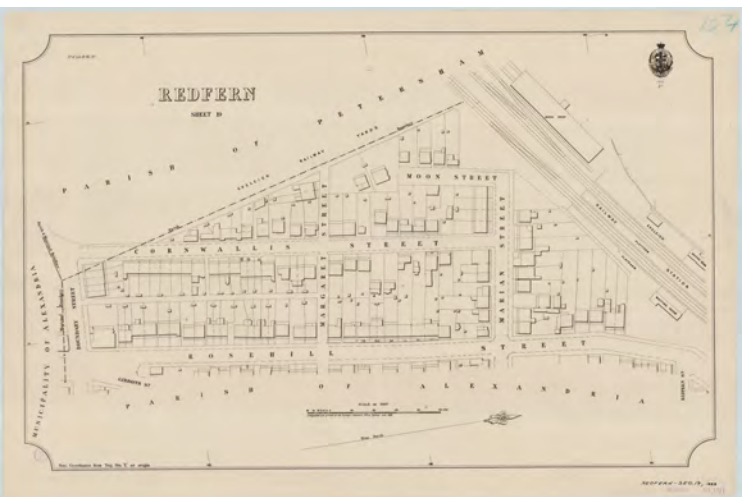


Figure 185: 1888, Redfern Sheet 19.
Source: State Library of NSW, available online.



Figure 186: 1888, Redfern Sheet 18.
Source: State Library of NSW, available online.

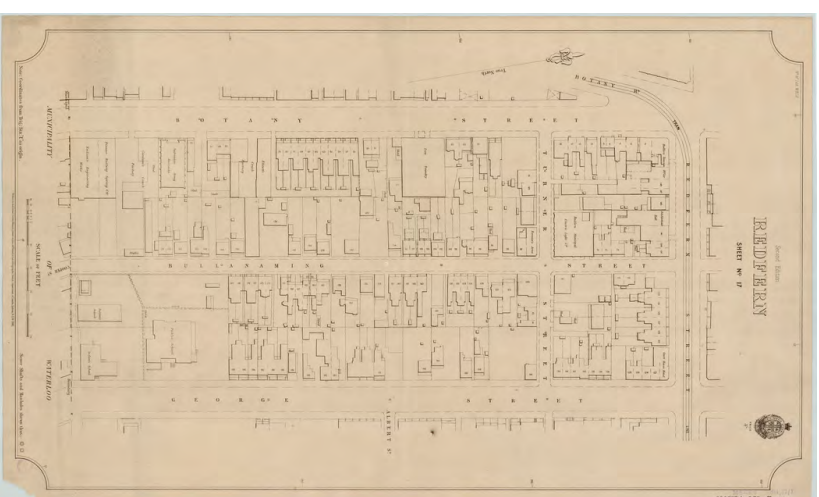


Figure 187: 1895, Redfern Sheet 17.
Source: State Library of NSW, available online.

- Legend**
- 1788-1840 Colonial
 - 1840-1890 Victorian
 - 1890-1915 Federation
 - 1915-1940 Inter War
 - 1940-1960 Post War
 - 1960-1999 Late 20th Century
 - 2000-2020 Recent



Figure 188: Construction Dates of contributory buildings within the Botany Road Corridor.
Source: City of Sydney LEP Map with T20 overlay.

Construction Dates of Contributory Buildings



Figure 189: Construction Dates of contributory buildings within the Botany Road Corridor

Source: City of Sydney LEP Map with T2S overlay

**Pre 1890
Victorian**



1890-1915 Federation

Figure 190: Construction Dates of Contributory buildings within the Botany Road Corridor.
Source: City of Sydney LEP Map with T26 overlay.



Figure 191: Construction Dates of contributory buildings within the Botany Road Corridor

Source: City of Sydney LEP Map with T2S overlay

1915-1940
Inter War

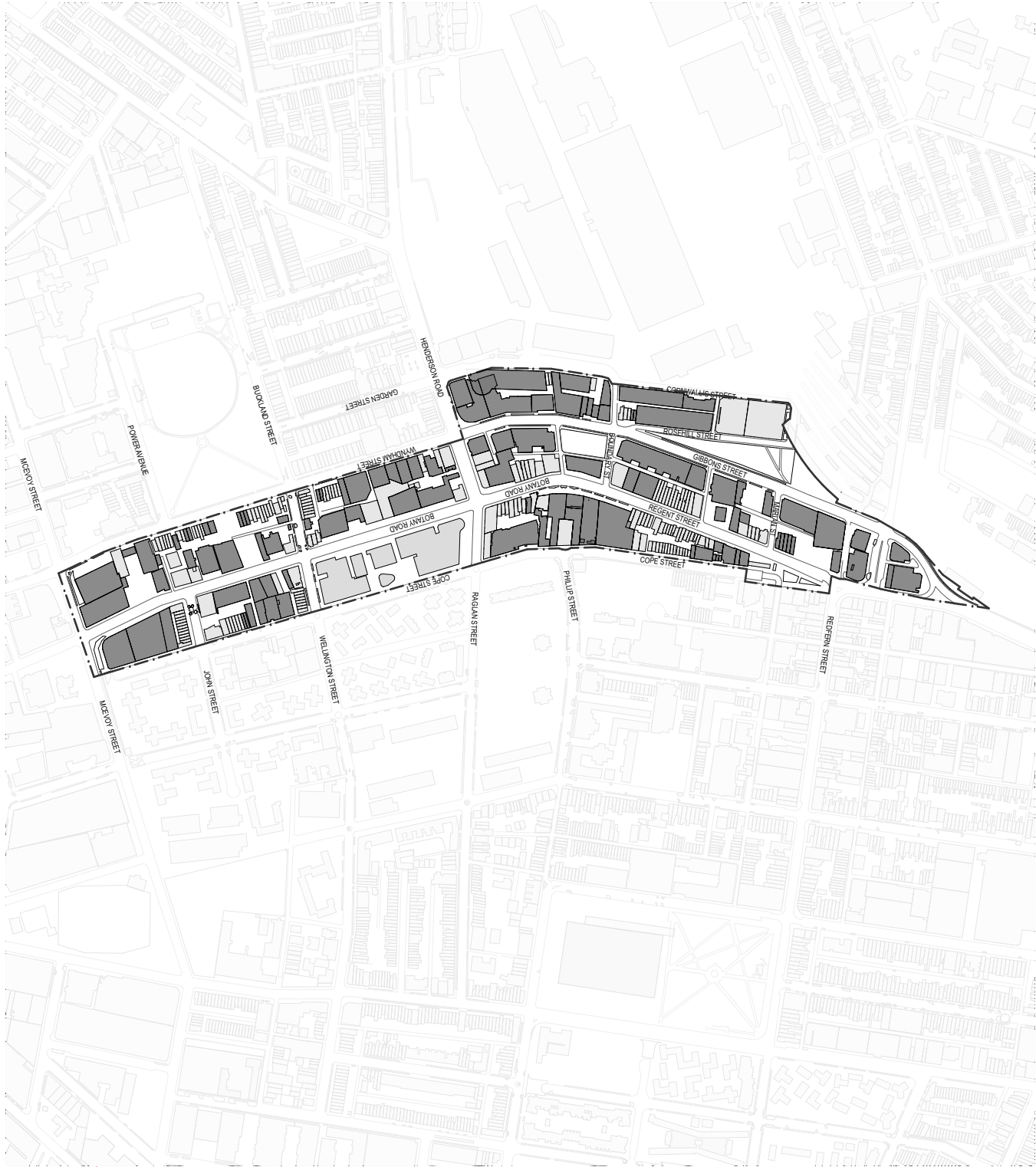


Figure 192: Post 1940s buildings within the Botany Road Corridor. Source: City of Sydney LEP Map with T2G overlay.



1940-1960

4.5 Early Landscape Components

Whilst the Botany Road Corridor retains evidence of original and early built form, there is less evidence of early open space or landscape components, other than Alexandria Park, which is located adjacent to the study area and the open drain that runs between Cope Street and Botany Road.

The Botany Road Corridor study area contains three public reserves: The Jack Floyd Reserve, Gibbons Street Reserve and the Daniel Dawson Reserve. The latter two reserves were created following construction of the Eastern Suburbs Railway. The alignment of Gibbons Street was altered at this time. Tracing historical maps reveals that both reserves occupy land that was once subdivided into residential lots.



Figure 193: Current open space overlaid on 1855-1865 plan of Redfern.



Figure 194: Current open space overlaid on 1864 plan of Municipality of Redfern.



Figure 195: Current open space overlaid on 1890s MWSB plans.



Figure 196: The 1886-1888 Map of Alexandria shows the 'Proposed Park' in dispute
Source: <https://dictionaryofsydney.org/media/3530>



Figure 197: Current open space overlaid on 1938-1950 plan.



Figure 198: Current open space overlaid on 1951 plan.



Figure 199: Current open space overlaid on 1951 aerial photograph showing clearances associated with construction of the Eastern Suburbs Railway and realignment of Gibbons Street.