Attachment A7(c)(i)

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

3.0
Documentary Analysis

This site forms part of the land of the Gadigal people, the traditional custodians of land within the City of Sydney council boundaries. Information about the original topography, Aboriginal occupation and early contact between Aboriginal people and first European settlers has been provided by Urbis. 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.

3.1 Introduction

The study area is located within the Botany Lowlands dune system. The original topography was a mix of gently undulating topography, with open-woodland and woodland varying in density. The forest type was characterized by a mix of 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, prickly moses Acacia ulicifolia, Christmas bush Ceratopetalum gummiferum, and woody pear Xylomelum pyriforme. 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, narrow-leaved 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: For information about the Aboriginal history of the local area also see the City’s Barani website: http://www.sydneybarani.com.au/
3.4 Aboriginal History

3.4.1 Pre Contact

The traditional owners of the land in the study area are the Gadigal (or Cadigal) clan, one of twenty-nine Aboriginal clans that lived around the Sydney basin and make up the Gadigal people. 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 north side of Port Jackson, from South Head to Long Cove (now Darling Harbour). 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 were abundant in resources. 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. The Gadigal crafted spear shafts from Casuarina trees and glued them with resin from Gulgadya (the grass tree). The archaeological record also provides evidence for the use of stone materials to create tools and weapons.

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.
3.4.2 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.

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. Despite their displacement and losses, the study area continued to provide the stage for many events and was an important place of historical significance.

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 travelling east-west across the study area. 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 stone and shell tools, stone axe heads, knapped ceramic and glass, European materials in middens, and rock engravings depicting the arrival of Europeans.

The development of Redfern and the surrounding suburbs during the late nineteenth and early twentieth centuries attracted Aboriginal people from many NSW nations and other factories nearby. Aboriginal Redfern was a place where Aboriginal people came together from many NSW nations.

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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 man and worked as a joiner (carpenter). He had inherited his property, which was described as a fine farmlet, from his father who was a farmer from Suffolk. He occupied Black Wattle Creek. By 1817 Chippendale and his family were residing near the creek, running cattle and raising crops.

The Chippendale grant comprises Wianamatta Shale derived soils, which are suitable for some agricultural uses.

In 1822 Chippendale sold the grant to Solomon Levey for 380 pounds. 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 lived a successful life, being a member of the New South Wales Legislative Council. He died in 1833. Levey sold most of the land (62&1/2 acres) to merchant William Torkington in 1833 for 312 pounds 10 shillings.

In 1834 Torkington sold the same land to William Hutchinson for exactly the same amount. 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 was soon an overseer of convicts. He later went to Macquarie Island in 1808, and worked as an overseer of convicts and convicts' stores. He was appointed to the position of Assistant 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.

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 the mill was a significant addition to the agricultural potential of the land. In 1823 the mill was expanded to distill sugar for the production of rum.

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 the ownership of the mill until 1827, although in 1828 Cooper sold his share in the mill to William Leverton, and Tom White Melville Winder as part owner of the mill now called the Lachlan and Waterloo Flour Mill.

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Documentary Analysis

Figure 18: Detail from William Henry Wells’ ‘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 ... undertaking. Also recorded was that Regent Street/Botany Road was the division line between Redfern and Chippendale.

Source: State Library of NSW (M2 811.18/1850/1)

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.

This new road commenced at South Head Road (Oxford Street).

Botany Road was built probably in the late 1810s as a private venture to connect the mill on the Waterloo estate to the ... 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), and upkeep of maintaining it was met by the local land owners. The maintenance of the road was improved from late 1844 after the establishment of a road trust and collection of a toll from local land 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).

Preliminary to the dedication of Botany Road as a parish road the alignment was surveyed by Captain Wilson in January 1842.

The toll bar between 1844 and 1863 was located at the entry to Botany Road opposite the intersection with Redfern Street.

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.

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.

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).

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.

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 1933, ... since). Botany Road was then scheduled Main Road 170 and the new statutory authority was responsible for maintaining it.

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.

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

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 much as it is today. The alignment north of the creek followed the river and included bridges/culverts for the creek crossings.

Source: NSW State Archives and Records (Map 185).

Figure 21: The alignment of Regent Street/Botany Road is shown in this plan of January 1842 prepared by Captain Wilson. This map includes the alignment of the road south to Waterloo Mill recommended by Edward Knapp and another alignment following the future Botany (Cope) Street.

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 Botany Road. The road surface evidently was formed and it included bridges/culverts for the creek crossings. The 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. 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 Levey for 40 pounds, who in turn sold the property to William Charles Wentworth in June 1835 for 145 pounds. 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, but most sales seem to have occurred in the early 1850s. The early subdivision plan has survived. (Figure 23)

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 Botany and Regent streets shows the boundary and names of lots 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 Woolcott 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. Image reorientated for reproduction in this report.

Source: Sydney City Archives, Map Atlas.

In 1844, and shortly before his death, William Hutchinson subdivided his substantial portion of the Chippendale grant into six allotments of between six and ten acres. This subdivision became the partition of his estate on his death in 1846. Within the study area were Blocks D, E and F, and, to the north across Rose Hill, Block A (later subdivided in Deposited Plan 4209 and contemporaneous Deposited Plan 3954), and Block F (later subdivided in Deposited Plan 18034).

Under Hutchinson’s Will the blocks were bequeathed to his nominated children and were then to pass to nominated grandchildren. The land could not be sold, but leases were permitted with a maximum term of 21 years. The arrangement was similar to the way the Ultimo Estate was entailed under Dr John Harris’s Will. In the instance of Hutchinson’s land at Chippendale/Redfern each Block was disposed off by sale in freehold following the death of the nominated beneficiary, which occurred in 1870 (sold in 1871), in 1901 (sold in 1902/03), and 1932 (sold in 1937).

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 state of the market and the economic conditions at the time, as well as the nature of the leases. This contrasts with the 1842 sale of the Redfern Estate that was a consequence of economic downturn.

41: State Library of NSW Map ZM4 811.18194/1844/1.
42: Recited in Hutchinson Estate Act of 1884.
Documentary Analysis

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.

Source: State Library of NSW (Z/M2 811.18194/1871/1)

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

Source: Empire, 4/11/1871, p.4.

Block D was inherited by Mrs Sarah Nichols for the duration of her life, and after her death to her only son William Charles Nichols (1830-1857).

Mrs Nichols (1812-1870) was one of William Hutchinson's daughters, and wife of Isaac David (1807-1867), 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.

Yeomans died in 1852, and his executor, John Yeomans (possibly sibling), commenced subdivision and sales in 1854.

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. Development was hindered by the death of Mrs Nichols in 1870.

If the 1850s developments were cleared, or if they were retained following the 1871 sales...

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Notes:

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.
Documentary Analysis

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 (Redfern Subdivision Plan No. 80).

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.

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. 47

On the following day, William Lackey assigned the lease back to Mrs Lackey's husband, John, on the same terms. 49

John Lackey subdivided Block E, and commenced a new subdivision of Block E. He also leased the land to a number of lessees, including John Lackey, for a period of 21 years.

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.

47: Recited 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 No. 800.

Figure 32: Newspaper notice published in 1903 describing the sale of Block E in freehold. The sale included the Bunnerong Hotel.

Source: Sydney Morning Herald, 5/12/1903, p.19.
Figure 33: The revised plan of subdivision of Block E in freehold undertaken in 1902 in Deposited Plan 4209. The Regent Street allotments were re-subdivided in Deposited Plan 3954 around the same time. Image reorientated for reproduction in this report.

Source: State Library of NSW (Redfern Subdivision Plan No.4)

Figure 34: Newspaper notice published in 1937 for the sale of Block F in freehold. It noted a number of existing shops and houses were assessed as 'not in keeping with the importance of the position', and suggested redevelopment into warehouses, etc.


Block F was inherited by William Hutchinson Gibbons for the duration of his life, and after by his son.

Gibbons (1823-1893) was William Hutchinson’s grandson by the marriage of eldest daughter Charlotte Selina Hutchinson to John Gibbons in 1822. Mr Gibbons died in 1832, and Charlotte remarried in that year to Thomas Dangar of Maitland.

In 1861 WH Gibbons leased Block F to Henry Lipscomb (1828-1891) for a term of 18 years, paying an annual ground rent of 60 pounds.

Lipscomb subdivided Block F in 1861 and commenced sales in leasehold.

By 1864 most of the allotments had been developed.

William Hutchinson Gibbons died in 1893, and Block F was retained by his executors, sons William Kenny Gibbons (1845-1922), Thomas George Gordon Gibbons (1856-1942), and John Rose Hutchinson Gibbons (1851-1932), to distribute the rents to the five daughters during their lifetime.

The dealings of these beneficiaries would require further research, but after the death of JHR Gibbons in 1932 the freehold of Block F was subdivided and sold in 1937 by his executors, members of the Stephenson family and the Union Trustee Company of Australia.

52: Recited in Primary Application 10497 Sketchbook.
53: Old System Lease Book 70 No. 84954: See Old System Lease Book 71 No. 236(A).
57: Primary Application 32514 and Torrens Title Vol 4799 Fol 136.

Figure 35: Plan of subdivision of Block F in freehold undertaken in 1937 in Deposited Plan 18034. This subdivision respected the existing leasehold allotments and demolition of the developments shown was not a necessity.

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

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)

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 evidence. No plan of these seems to have survived. In 1853 Cooper died and his Point Piper Estate (Woollahra) 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 (1853-1917), 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:

<table>
<thead>
<tr>
<th>WEST SIDE OF BOTANY ROAD</th>
<th>EAST SIDE OF BOTANY ROAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 107</td>
<td>1/1/1858 George Wilson 54ft by 86 ft</td>
</tr>
<tr>
<td>No. 42</td>
<td>1/12/1856 Charles Cains 1 acres 0 rood 0 perch (hereafter 1.0.0)</td>
</tr>
<tr>
<td>No. 114</td>
<td>1/1/1865 Isaac Gane 0.0.24</td>
</tr>
<tr>
<td>No. 39</td>
<td>1/1/1855 Charles Wilkes 0.2.5</td>
</tr>
<tr>
<td>No. 133</td>
<td>1/7/1865 William Fairs 0.0.12</td>
</tr>
<tr>
<td>No. 26</td>
<td>28/1/1857 Thomas Pendergast 1.0.0</td>
</tr>
<tr>
<td>Here Boundary Street</td>
<td></td>
</tr>
<tr>
<td>No. 154</td>
<td>1/4/1868 William Dart 107ft by 97ft</td>
</tr>
<tr>
<td>No. 127</td>
<td>1/4/1864 Edmond O'Neill 0.0.9</td>
</tr>
<tr>
<td>No. 115</td>
<td>1/10/1861 Robert Gault 0/0.21&amp;3/4</td>
</tr>
<tr>
<td>No. 64</td>
<td>1/1/1856 William West 1.0.0</td>
</tr>
<tr>
<td>Here Chapel Lane</td>
<td></td>
</tr>
<tr>
<td>No. 41</td>
<td>25/10/1855 Henry Bryan 1.0.0 &amp; 1.0.0</td>
</tr>
<tr>
<td>Nos. 40 &amp; 40a</td>
<td>1/4/1857 &amp; 1/7/1857 William Powell 1.2.37 and 1.2.0</td>
</tr>
<tr>
<td>No. 40b</td>
<td>1/4/1856 William Powell 0.3.12</td>
</tr>
<tr>
<td>No. 67</td>
<td>1/10/1855 Thomas Galliot 1.0.0</td>
</tr>
<tr>
<td>Here Henderson Road</td>
<td></td>
</tr>
<tr>
<td>No. 111</td>
<td>1/4/1865 George Siddons 0.0.21&amp;1/2</td>
</tr>
<tr>
<td>No. 54</td>
<td>24/7/1856 James Giffin 1.0.8</td>
</tr>
<tr>
<td>No. 132</td>
<td>1/7/1865 Emanuel Carey 0.0.12&amp;1/2</td>
</tr>
<tr>
<td>No. 134</td>
<td>1/7/1865 William Reid 0.0.12&amp;1/2</td>
</tr>
<tr>
<td>No. 136</td>
<td>1/7/1865 John Baker 0.0.13&amp;1/2</td>
</tr>
<tr>
<td>No. 49</td>
<td>1/4/1861 George Edward Woods 1.0.0</td>
</tr>
<tr>
<td>Here John Street</td>
<td></td>
</tr>
<tr>
<td>No. 79</td>
<td>1/7/1856 George Dudley 0.2.0</td>
</tr>
<tr>
<td>No. 70</td>
<td>1/7/1868 James Ball 0.2.0</td>
</tr>
<tr>
<td>No. 70b</td>
<td>1/7/1868 James Ball 0.2.26</td>
</tr>
<tr>
<td>No. 53</td>
<td>1/7/1858 James Gaddis 0.2.22</td>
</tr>
<tr>
<td>No 202</td>
<td>8/8/1877 Stephen Lofts 0.0.18</td>
</tr>
<tr>
<td>No. 214</td>
<td>29/12/1877 William Charles Harris 0.0.18</td>
</tr>
<tr>
<td>No. 220</td>
<td>22/5/1883 William Charles Harris 15ft x 128ft</td>
</tr>
<tr>
<td>Here McEvoy Street</td>
<td></td>
</tr>
</tbody>
</table>

The area south of Boundary Street is part of Cooper's Waterloo Estate. The leases 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.
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 public health. Prior to the early 1850s, there was no formal system of drainage in Sydney. Even the original Parramatta Road and Darling Harbour area was only partially drained by the Captain Phillip’s period. After 1821, the Sydney Town Council directed the construction of a drainage system with a number of culverts being constructed. The first council drain was reached from the Pitt Street side of the Newtown area and extended along the present Day 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 Road up to the boundary between Waterloo and Alexandria was Botany Road. None of these councils erected their chambers on Botany Road.

These councils were absorbed by the City Council in 1949.
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 the manufacture 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 the establishment of associated businesses within the vicinity. Significantly Eveleigh was the birthplace of the Australian locomotive manufacturing industry. In 1875 the first locomotive was completed by Henry Dutton in the newly established Eveleigh workshops. This locomotive was attached to the first Northern Line service to the then distant suburb of Parramatta.

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 currently being constructed south of Botany Road. It will be located between notices of the Congregational Church.

The importance of Eveleigh declined from the 1960s (the last of the facilities at the complex closed in 1990) 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 protracted, 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.
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 seems 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.

Commencement of government-owned transport services came in 1882 with the opening of a steam tramway from the then city terminus along Elizabeth Street. Eventually, the tramway route to the city along Regent Street within Chippendale was introduced. The trams were replaced by buses in 1959.

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 50: Detail from a survey of Redfern dated 1865. 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 4 811.17/1-Redfern Sheet 18).

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 area north of Boundary Street west of Regent Street was subdivided in stages between 1854 and 1861. The earliest of these is the area between ... 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.
Documentary Analysis

Figure 53: Detail from a survey of Waterloo dated 1895 of the area between Raglan Street and Wellington Street. This area was developed from 1855 in leasehold. Source: State Library of NSW (Z/ M Ser 4 811.17/1-Waterloo Sheet 8)

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

Figure 55: Detail from aerial photography 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 1965. Source: Sydney City Archives (014646).

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 included the right to erect a dwelling house for residential purposes. Between 1855 and 1900, over 1300 leases were granted in the Waterloo Estate, and while a number of these have been lost or destroyed, most of these areas had been developed with dwellings, and a good number of these were still standing by the early 1950s.

Shops

Within Redfern, Regent Street developed as the main shopping precinct for the western part of the municipality. The shops within the precinct were no longer associated with specific national groups, and while the prevalence of historical Protestant churches in the precinct suggests likewise, this was not always the case. 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 other factories. The eastern and southern 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 Raglan Street along Botany Road.

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. 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.
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 form of a Latin cross. It was designed by architect J. E. H. James and built by John Brown and Company at a cost of £1,810. In 1929, the church was made redundant and subsequently cleared. The site was cleared in the early 1970s.

Of the two extant churches, the former St Lukes Presbyterian (No. 118 Regent Street) was opened in 1883. This modest church was constructed of brick with a corrugated iron roof. The rear of the church building accommodated the Sunday school rooms. The coloured windows are by Ashwin and Falconer.

The Congregational Church at Waterloo (Nos. 103-105 Botany Road) was opened in 1884. However, a timber church had stood on the site from 1818. In 1884, Redfern born architect Herbert Samuel Thompson (1855-1907) designed a new church in the Free French style, it was designed by Redfern born architect Herbert Samuel Thompson (1855-1907), and built at a cost of 2350 pounds.


Documentary Analysis

70: Crown Plans 15887-3000 and 15888-3000.

NSW Government Gazette

69: South Sydney Municipal Council DA 227/70.

Source: Sydney City Archives.

Figure 69: Detail from the City Council's planning scheme published in 1971. At left is the DMR's easement for one its proposed distributors.

In 1956, the west side of Botany Road south of Henderson Road was widened also by about 18 feet, and sometime, probably mid 1950s, the east side between Cleveland Street and Henderson Road was notified in 1956 for one of its proposed arterial expressways distributing 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 Wyndham Street.

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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. The one way pairing of Regent Street and Wyndham 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 Wyndham Street.

In 1970, the City Council's planning scheme was published. In the scheme covering its enlarged constituency in 1958, Regent Street/Botany Road between Redfern Street and Regent Street was zoned Industrial B (Heavy), the area fringing Gibbons Street was zoned Industrial B (Light). These zonings probably reflected the range of uses, including industrial, that were found in the area.

In 1949 the councils of Redfern, Waterloo and Alexandria were amalgamated to form the City of Sydney. Consequently, the built environment of Botany Road that had been under three jurisdictions now was under the control of the City of Sydney.

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. In 1939, the western arterial road between the Imperial Hotel and Regent Street/Botany Road was widened by 18 feet. In the same year, the tram service to Botany was closed and its route re-routed to the service road between Gordon Street and Botany Road. The Main Roads Board also had plans for the construction of one of the proposed arterial expressways distributing traffic area between Regent Street/Botany Road and the railway line inclusive of Wyndham Street for one of its proposed distributors.

In the 1960s and 70s, an estimated 30,000 Aboriginal and Torres Strait Islander people lived in the area, representing 3.5% of Sydney's population. Services and cultural organisations were based on Botany Road, Regent Street and Cope Street in Redfern and Waterloo. Redfern and Waterloo were an important meeting point for Aboriginal communities throughout NSW.

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