

WATERLOO METRO QUARTER OVER STATION DEVELOPMENT

Heritage Impact Statement Appendix H – Basement DA

SSD-10438 Basement Car Park

Detailed State Significant Development
Development Application

Prepared for **Waterloo Developer Pty Ltd**

30 September 2020

Reference	Description
Applicable SSD Applications	SSD-10438 Basement Carpark
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1. Glossary and abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADG	Apartment Design Guide
AHD	Australian height datum
AQIA	Air Quality Impact Assessment
BC Act	Biodiversity Conservation Act 2016
BCA	Building Code of Australia
BC Reg	Biodiversity Conservation Regulation 2017
BDAR	Biodiversity Development Assessment Report
CEEC	critically endangered ecological community
CIV	capital investment value
CMP	Construction Management Plan
Concept DA	A concept DA is a staged application often referred to as a 'Stage 1' DA. The subject application constitutes a detailed subsequent stage application to an approved concept DA (SSD 9393) lodged under section 4.22 of the EP&A Act.
Council	City of Sydney Council
CPTED	Crime Prevention Through Environmental Design
CSSI approval	critical State significant infrastructure approval
CTMP	Construction Traffic Management Plan
DA	development application
DPIE	NSW Department of Planning, Industry and Environment
DRP	Design Review Panel
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	NSW Environment Protection Authority
EPA Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESD	ecologically sustainable design

Reference	Description
GANSW	NSW Government Architect's Office
GFA	gross floor area
HIS	Heritage Impact Statement
IAP	Interchange Access Plan
LGA	Local Government Area
NCC	National Construction Code
OSD	over station development
PIR	Preferred Infrastructure Report
POM	Plan of Management
PSI	Preliminary Site Investigation
RMS	Roads and Maritime Services
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	State Environmental Planning Policy No 55—Remediation of Land
SEPP 65	State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2009
SREP Sydney Harbour	State Regional Environmental Plan (Sydney Harbour Catchment) 2005
SSD	State significant development
SSD DA	State significant development application
SLEP	Sydney Local Environmental Plan 2012
Transport for NSW	Transport for New South Wales
TIA	Traffic Impact Assessment
The proposal	The proposed development which is the subject of the detailed SSD DA
The site	The site which is the subject of the detailed SSD DA
VIA	Visual Impact Assessment

Reference	Description
WMQ	Waterloo Metro Quarter
WMP	Waste Management Plan
WSUD	Water sensitive urban design

2. Executive summary

This Heritage Impact Statement (HIS) has been prepared to accompany a detailed State significant development application (SSD DA) which seeks development consent for bulk excavation and the construction of a multi-level basement car park located below the northern and central precincts of the Waterloo Metro Quarter site.

This report has been prepared by Urbis Pty Ltd on behalf WL Developer Pty Ltd, the applicant of the detailed SSD DA. Following the completion of a competitive tender bid process, Sydney Metro appointed WL Developer Pty Ltd as the preferred development partner to deliver the Waterloo Metro Quarter over station development (OSD).

Lodgement of this detailed SSD DA (SSD-10438) follows the approval of a concept DA (SSD-9393) granted by the Minister for Planning on 10 December 2019.

In order to achieve the project outcomes, an amending DA to the concept DA has been submitted concurrently with this application. The amending DA seeks approval to modify the building envelope and description of development for the northern and central precincts of the Waterloo Metro Quarter site approved under SSD 9393. No changes are proposed to any other aspects of the concept approval.

This HIS has been prepared to address the requirements of the SEARs (refer below to Section 4.2) and the conditions of the Concept Approval SSD-9393 (refer below to Section 4.3).

Between September 2017 and September 2019, all built structures across the Waterloo Metro subject site were progressively demolished under the previous CSSI Approval 7400, approved 9 January 2017. These structures consisted of a variety of light industrial, manufacturing and commercial use buildings from the twentieth century. The Waterloo Metro subject site does not meet the threshold for heritage significance under any of the criteria set out by the Heritage Council of New South Wales.

It is beyond the scope of this report to assess the archaeological potential of the subject site or provide assessment on the potential archaeological impacts of the proposal. The SEARs and conditions of consent for Concept Approval-9393 do not require the inclusion of archaeological assessment in this HIS, and instead require that this report includes consideration of archaeological impacts. To satisfy this requirement, we have outlined the findings, conclusions and recommendations of other expert consultant historical archaeology reports which outline assessments of archaeological significance of the place and identify potential archaeological impacts of the proposal, as well as mitigation measures. These reports outline recommendations for excavation programs as part of the construction program and mitigation measures for the management of archaeological relics within the site. Adoption of these recommendations will ensure that the potential archaeological impacts of the proposed works are managed appropriately.

Bulk excavation of the eastern half of the Waterloo Metro Quarter site has already been undertaken as part of the construction works for the Waterloo Metro Station and was approved under the CSSI Approval 7400. As part of this excavation program, an archaeological excavation program was undertaken onsite between 8 January 2018 and 25 May 2018, in accordance with the Sydney Metro, City and Southwest Archaeological Method Statement (AMS) for Waterloo Station prepared by AMBS. AMBS has issued a new AMS dated July 2020 for the western half of the Waterloo Metro Quarter site, including the subject property. The findings and recommendations of this report are summarised in the Heritage Impact Statement, and the full report is included as an Appendix. This AMS outlines the proposed excavation methodology for the subject site to manage archaeological significance and impacts.

The proposed excavation outlined in this basement DA will be undertaken to the immediate north of the Waterloo Congregational Church. Strategies should be adopted as recommended in the WSP Geotechnical report to avoid potential impacts to the ground beneath the Waterloo Congregational Church, and ensure that there will be no material impacts on the heritage item as part of the excavation proposed under this DA. No physical works or excavation will be undertaken within the lot boundaries of the Waterloo Congregational Church and no physical works will be undertaken to any significant fabric. The proposed excavation works will not impact any significant views towards the heritage item or impact its existing setting. The future development which will be constructed around the church is assessed separately in other DAs which will be lodged concurrently with this DA for excavation.

The broader vicinity heritage items located around the Waterloo Metro Quarter site are substantially distanced from the location of proposed excavation and will not be physically or visually impacted by these proposed bulk excavation works. No physical works or excavation will be undertaken within the lot boundaries of the vicinity heritage items and no physical works will be undertaken to any significant fabric. There are no potential heritage impacts on the significance of the Alexandria Park Heritage Conservation Area as a result of the proposed bulk excavation on the subject site.

Overall, the proposed basement excavation works as outlined in this report are considered acceptable from a heritage perspective and are recommended for approval, subject to adoption of the following key recommendations:

1. The construction management plan (or similar) should include specific construction methodology strategies to ensure that bulk excavation adjacent to the Waterloo Congregational Church will have no physical impact on the stability of the ground beneath this heritage item. A monitoring program should be undertaken during excavation to ensure that there are no adverse impacts from the excavation.

3. Introduction

This report has been prepared to accompany a detailed State significant development (SSD)

3.1 Background and Purpose

This Heritage Impact Statement (HIS) has been prepared to accompany a detailed State significant development application (SSD DA) which seeks development consent for bulk excavation and the construction of a multi-level basement car park located below the northern and central precincts of the Waterloo Metro Quarter site.

This report has been prepared by Urbis Pty Ltd on behalf WL Developer Pty Ltd, the applicant of the detailed SSD DA. Following the completion of a competitive tender bid process, Sydney Metro appointed WL Developer Pty Ltd as the preferred development partner to deliver the Waterloo Metro Quarter over station development (OSD).

Lodgement of this detailed SSD DA (SSD-10438) follows the approval of a concept DA (SSD-9393) granted by the Minister for Planning on 10 December 2019.

In order to achieve the project outcomes, an amending DA to the concept DA has been submitted concurrently with this application. The amending DA seeks approval to modify the building envelope and description of development for the northern and central precincts of the Waterloo Metro Quarter site approved under SSD 9393. No changes are proposed to any other aspects of the concept approval.

This HIS has been prepared to address the requirements of the SEARs (refer below to Section 4.2) and the conditions of the Concept Approval SSD-9393 (refer below to Section 4.3).

3.2 Secretary's Environmental Assessment Requirements

A request was made to the Minister for the issuance of SEARs, pursuant to clause 3(1), Part 2, Schedule 2 of the EP&A Regulation. SEARs were subsequently issued on 9 April 2020 and have informed the preparation of this HIS. Table 1 provides a summary of the SEARs as relevant to this HIS.

Item	Description of requirement	Section Reference (this report)
7. Heritage	<i>The EIS shall:</i>	Section 9
	<i>include a detailed heritage impact statement (HIS) that identifies, considers and addresses any potential impact of the proposal to surrounding heritage items, including any built and landscape items, having particular regard to the impact of the proposal on adjoining Waterloo Congregational Church and the and Cauliflower Hotel.</i>	
	<i>consider any archaeological impacts</i>	Section 9
	<i>consider the extent of Aboriginal heritage impacts of the proposal on the site.</i>	

Table 1 - Summary of heritage relevant SEARs for SSD-10438

This HIS satisfies this requirement.

3.3 Concept Approval SSD-9393

Development consent was granted on 10 December 2019 for the concept DA (SSD-9393) for the Waterloo Metro Quarter OSD including:

- A maximum building envelope for podium, mid-rise and tower buildings.
- A maximum gross floor area of 68,750sqm, excluding station floor space.
- Conceptual land use for non-residential and residential floor space.
- Minimum 12,000sqm of non-residential gross floor area including a minimum of 2,000sqm of community facilities.
- Minimum 5% residential gross floor area as affordable housing dwellings.
- 70 social housing dwellings.
- Basement car parking, motorcycle parking, bicycle parking, and service vehicle spaces.

The concept SSD DA instrument of approval does not consent to any physical works commencing on site.

The conditions of the Concept Approval SSD-9393 include the following heritage related conditions, which are addressed in this HIS.

Item	Description of requirement	Section reference (this report)
Heritage Impact Assessment	B12. Future development applications for aboveground works shall include a detailed Heritage Impact Statement and a Heritage Interpretation Strategy for the proposed works prepared in consultation with the City of Sydney Council.	Section 9 A separate Heritage Interpretation Strategy is being prepared by Urbis

Table 2 - Summary of heritage conditions under consent for SSD-9393

This HIS satisfies this requirement. A separate Heritage Interpretation Strategy is being prepared by Urbis and will be lodged as part of the SSD package for this application.

3.4 Methodology & Limitations

This Heritage Impact Statement has been prepared in accordance with the Heritage NSW's (former Heritage Office) guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

Site constraints and opportunities have been considered with reference to the Waterloo Metro Quarter Design and Amenity Guideline (March 2020).

It is beyond the scope of this report to assess the archaeological potential of the subject site or provide assessment on the potential archaeological impacts of the proposal. The SEARs and conditions of consent for Concept Approval-9393 do not require the inclusion of archaeological assessment in this HIS, and instead require that this report includes consideration of archaeological impacts. To satisfy this requirement, we have outlined the findings, conclusions and recommendations of other expert consultant historical archaeology reports which outline assessments of archaeological significance of the place and identify potential archaeological impacts of the proposal, as well as mitigation measures. These reports outline recommendations for excavation programs as part of the construction program and mitigation measures for the management of archaeological relics within the site. Adoption of these recommendations will ensure that the potential archaeological impacts of the proposed works are managed appropriately.

3.5 Authorship

The following report has been prepared by Ashleigh Persian (Senior Heritage Consultant). Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

4. Site Analysis

4.1 Site Context and Location

The site is located within the City of Sydney Local Government Area (LGA). The site is situated approximately 3.3 kilometres south of Sydney CBD and 8 kilometres northeast of Sydney International Airport.

The Waterloo Metro Quarter site comprises land to the west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street (refer to Figure 1). The heritage listed Waterloo Congregational Church located at 103–105 Botany Road is within this street block but is not part of the Waterloo Metro Quarter site boundaries.

The site is a rectangular shaped allotment and an overall site area of approximately 1.287 hectares. The site is reasonably flat with a slight fall to the south. The basement car park site area is approximately 5,700sqm.

The boundaries of the Waterloo Metro Quarter site are shown below

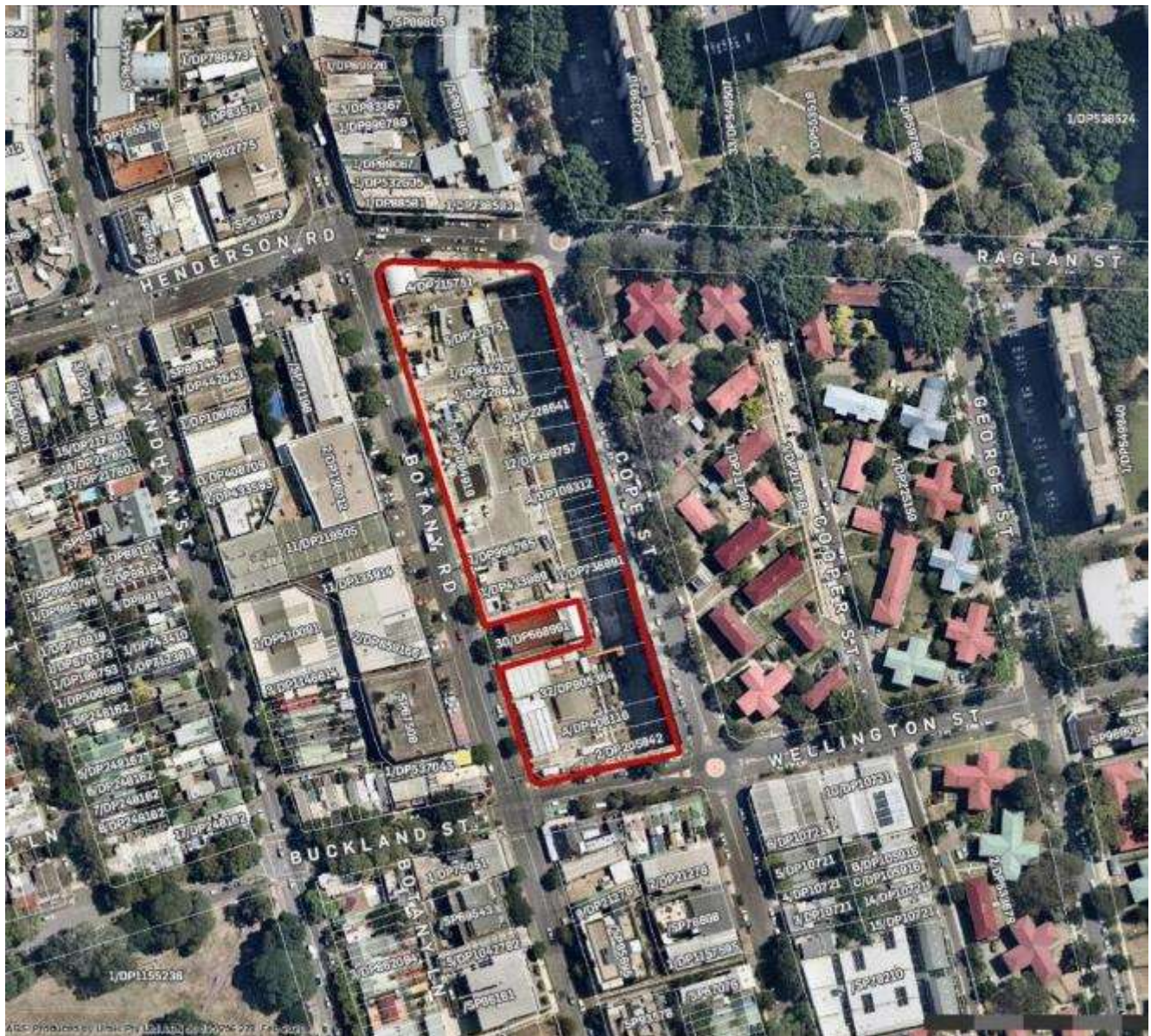


Figure 1 - Aerial image of the site
Source: Urbis

The area surrounding the site consists of commercial premises to the north, light industrial and mixed-use development to the south, residential development to the east and predominantly commercial and light industry uses to the west.



Figure 2 - Location Map of Subject Site
Source: Urbis

4.2 Legal Description

The site comprises the following 16 allotments and as outlined within the Site Survey (refer to Appendix C of the EIS).

- 1368 Raglan Street (Lot 4 DP 215751)
- 59 Botany Road (Lot 5 DP 215751)
- 65 Botany Road (Lot 1 DP 814205)
- 67 Botany Road (Lot 1 DP 228641)
- 124-128 Cope Street (Lot 2 DP 228641)
- 69-83 Botany Road (Lot 1, DP 1084919)
- 130-134 Cope Street (Lot 12 DP 399757)
- 136-144 Cope Street (Lots A-E DP 108312)
- 85 Botany Road (Lot 1 DP 27454)
- 87 Botany Road (Lot 2 DP 27454),
- 89-91 Botany Road (Lot 1 DP 996765)
- 93-101 Botany Road (Lot 1 DP 433969 and Lot 1 DP 738891)
- 119 Botany Road (Lot 1 DP 205942 and Lot 1 DP 436831)
- 156-160 Cope Street (Lot 31 DP 805384)

- 107-117A Botany Road (Lot 32 DP 805384 and Lot A DP 408116)
- 170-174 Cope Street (Lot 2 DP 205942)

4.3 Existing Development

The site previously included three to five storeys of commercial, light industrial and shop top housing buildings. All previous structures have been demolished to facilitate construction of the new Sydney Metro Waterloo station. As such the existing site is predominately vacant and being used as a construction site. Construction of the Sydney metro is currently underway on site in accordance with the CSSI approval (CSSI 7400).

4.4 Surrounding Development

The area surrounding the site consists of a mix of commercial, residential and light industrial uses, civic uses and open space. An overview of surrounding development is provided below

4.4.1 North

To the north of the site on the northern side of Raglan Street is a mix of one and two storey commercial buildings with ground floor retail. Further to the north is Redfern train station and town centre which is characterised by a mix of residential, retail and student accommodation uses. Redfern Park is located approximately 500m north-east of the site and is a well-used recreational space with a grassy recreational park, sports fields, grandstand and children's playground.

4.4.2 East

To the east of the site is a mix of one and three storey residential flat buildings and attached dwellings that form part of the Waterloo social housing estate. Further to the east and north east are high density residential dwellings which also form part of the estate

4.4.3 West

Beyond Botany Road to the west are two and three storey commercial and light industrial buildings, as well as a five-storey mixed use residential flat building. Council recently granted consent for an affordable housing development located at 74-88 Botany Road. The proposal includes ground floor retail fronting Botany Road.

Further to the west is the Alexandria Park Heritage Conservation Area (HCA). The HCA comprises a mix of late nineteenth-century houses including one to three storey terraces and cottages. The area also includes corner shop buildings, industrial and warehouse buildings. The Australian Technology Park is a business and technology centre in Eveleigh, located approximately 400m north-west of the site.

4.4.4 South

Land to the south of the site is characterised by a mix of low to mid rise industrial, commercial and residential buildings. Immediately to the south of the site on the opposite side of Wellington Street is the Cauliflower Hotel, a locally listed heritage item. Further to the south along Botany Road are a mix of residential apartments and row of terraces. Alexandria Park, a large area of public open space is located to the south-west of the site.

Green Square train station and Green Square town centre are located approximately 800m south of the site. The town centre comprises a mix of mid to high rise buildings containing retail, commercial, civic and residential uses. Existing surrounding buildings are shown in

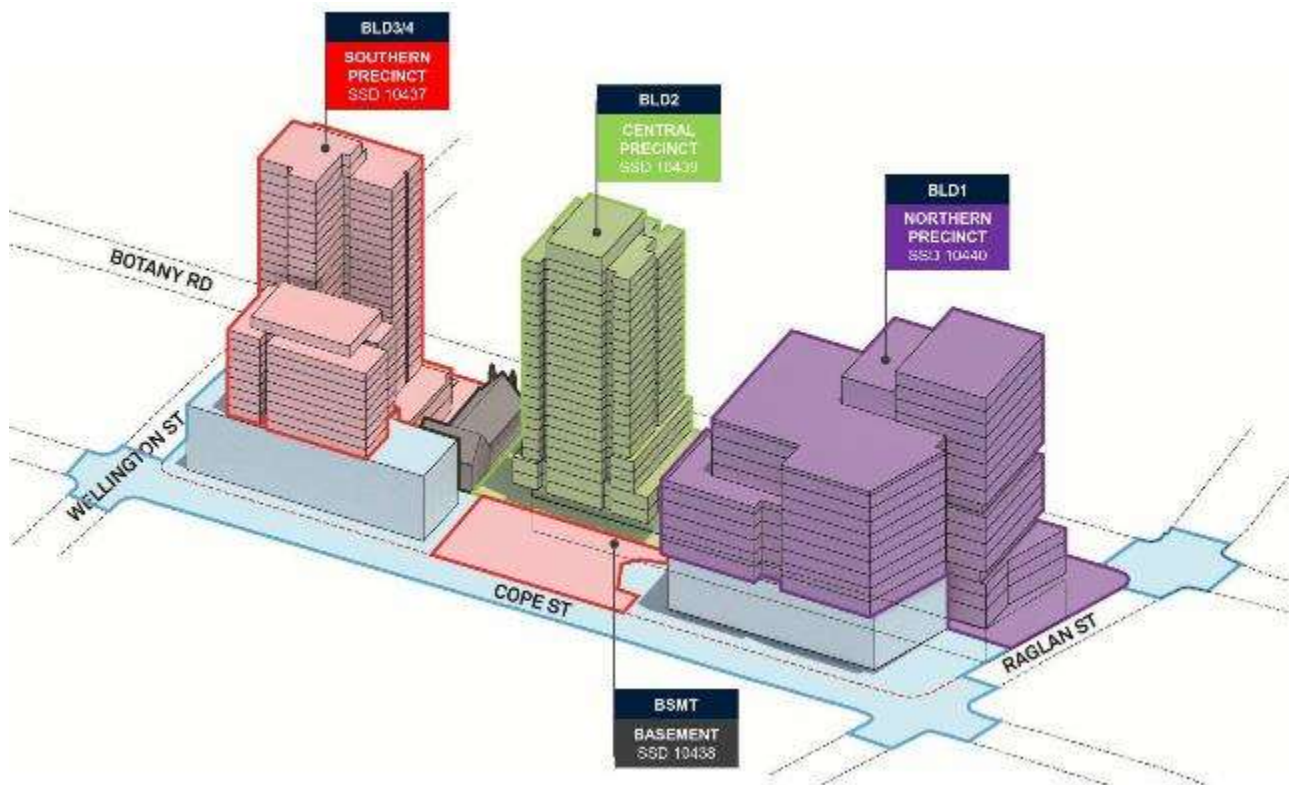


Figure 3 - Waterloo Metro Quarter site, with sub-precincts identified
Source: HASSELL

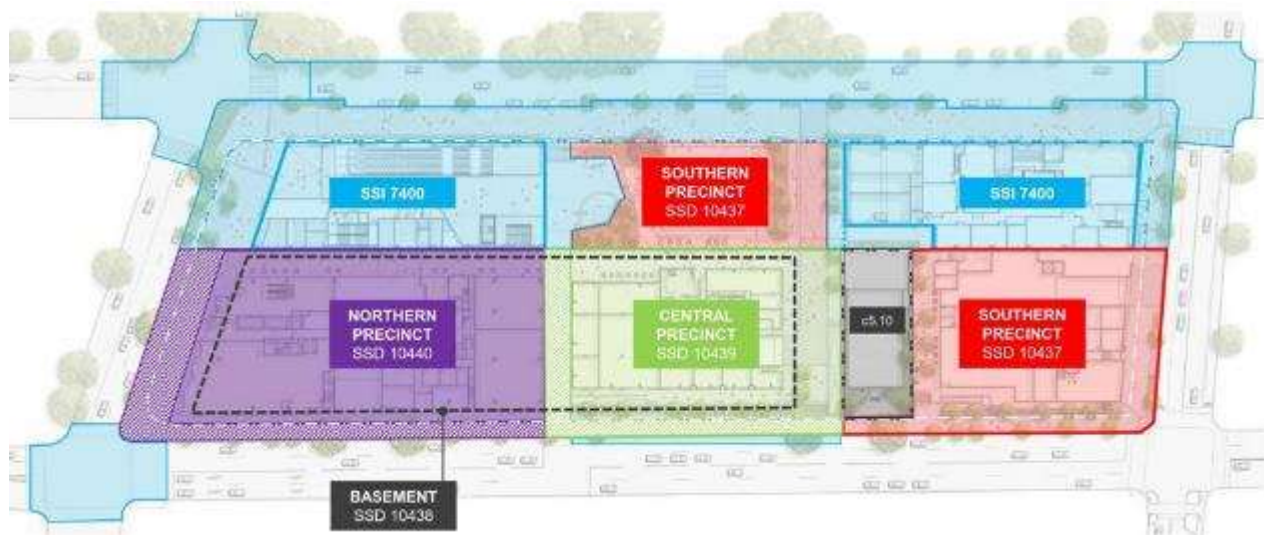


Figure 4 - Waterloo Metro Quarter site, with sub-precincts identified
Source: Waterloo Developer Pty Ltd

5. Background

5.1 About Sydney Metro

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West with a train every four minutes in the peak. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

5.1.1 Sydney Metro Northwest

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

5.1.2 Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition, it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

5.1.3 Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

5.1.4 Sydney Metro Greater West

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service.

The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro project is illustrated below.

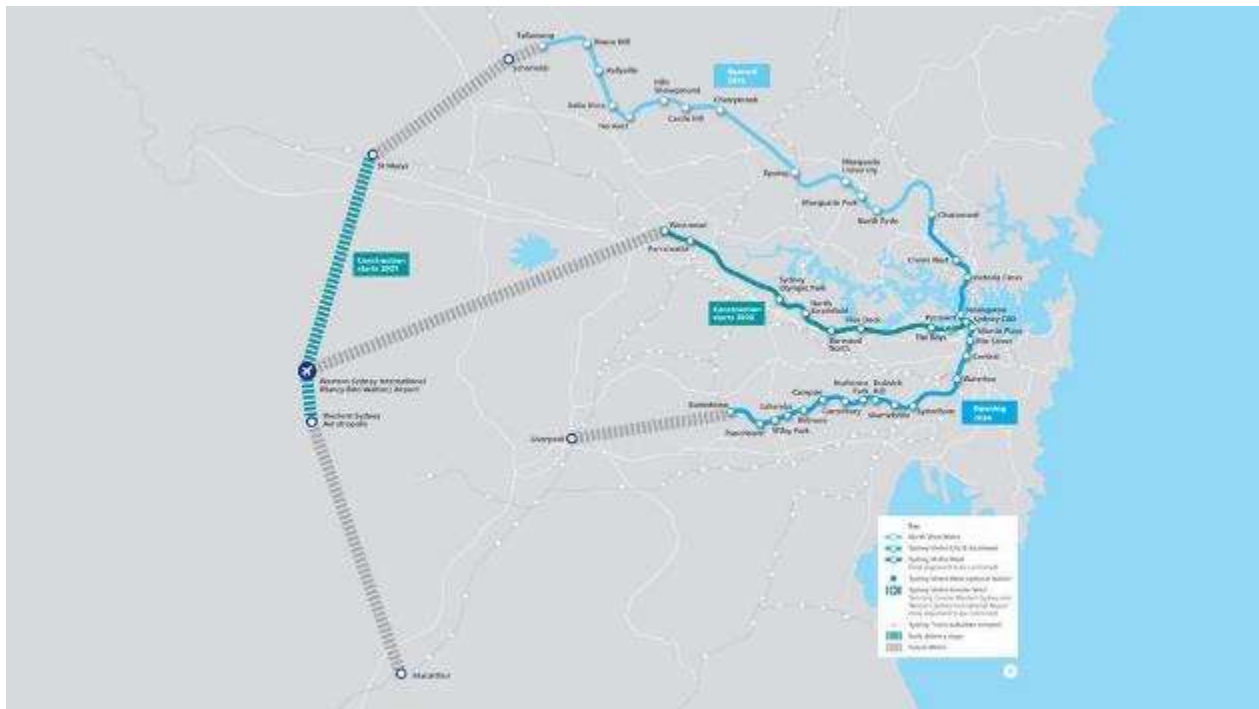


Figure 5 - Sydney Metro alignment map
Source: Sydney Metro

5.2 Sydney Metro CSSI Approval (SSI 7400)

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a critical State significant infrastructure (CSSI) project (reference SSI 7400) (CSSI approval). The terms of the CSSI approval includes all works required to construct the Sydney Metro Waterloo Station. The CSSI approval also includes the construction of below and above ground works within the metro station structure for appropriate integration with the OSD.

With regards to CSSI related works, any changes to the 'metro station box' envelope and public domain will be pursued in satisfaction of the CSSI conditions of approval and do not form part of the scope of the concept SSD DA or detailed SSD DA for the OSD.

Except to the extent described in the EIS or Preferred Infrastructure Report (PIR) submitted with the CSSI application, any OSD buildings and uses do not form part of the CSSI approval and will be subject to the relevant assessment pathway prescribed by the EP&A Act.

The delineation between the approved Sydney Metro works, generally described as within the two 'metro station boxes' and surrounding public domain works, and the OSD elements are illustrated in Figure 5.

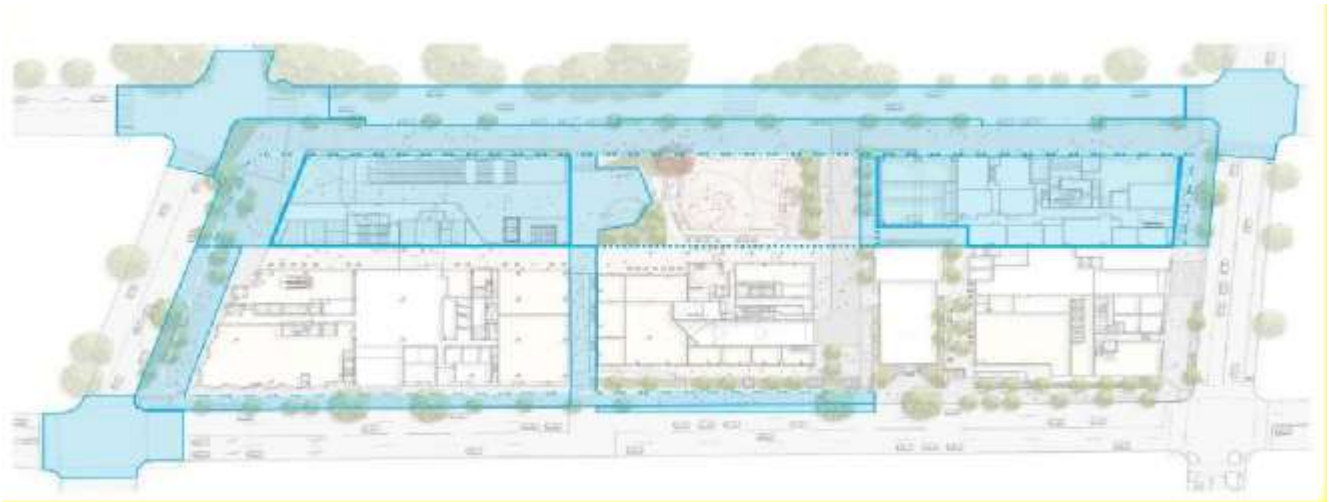


Figure 6 - CSSI Approval scope of works
Source: WL Developer Pty Ltd

5.3 Concept Approval (SSD 9393)

As per the requirements of clause 7.20 of the Sydney Local Environmental Plan 2012 (SLEP), as the OSD exceeds a height of 25 metres above ground level (among other triggers), development consent is first required to be issued in a concept DA (formerly known as Stage 1 DA).

Development consent was granted on 10 December 2019 for the concept SSD DA (SSD 9393) for the Waterloo Metro Quarter OSD including:

- a maximum building envelope for podium, mid-rise and tower buildings
- a maximum gross floor area of 68,750sqm, excluding station floor space
- conceptual land use for non-residential and residential floor space
- minimum 12,000sqm of non-residential gross floor area including a minimum of 2,000sqm of community facilities
- minimum 5% residential gross floor area as affordable housing dwellings
- 70 social housing dwellings
- basement car parking, motorcycle parking, bicycle parking, and service vehicle spaces.

The detailed SSD DA seeks development consent for the Basement of the site, consistent with the parameters of this concept approval. Separate SSD DAs have been prepared and will be submitted for the Southern Precinct, Central Precinct and Northern Precinct proposed across the Waterloo Metro Quarter site.

A concurrent amending concept SSD DA has been prepared and submitted to the DPIE which proposed to make modifications to the approved building envelopes at the northern precinct and central building. This amending concept SSD DA does not impact the proposed development within the southern precinct.

6. Proposed Development

6.1 Description of the Proposal

This detailed SSD DA seeks approval for the detailed design, construction (including excavation) and operation of a for split-level shared basement located below the northern and central precincts of the Waterloo Metro Quarter site.

The basement comprises vehicle parking for commercial and residential components within the northern precinct and central precinct, as well as parking allocations for the social housing component (southern precinct), existing Waterloo Congregational Church, Sydney Metro and car share provisions. The basement car park also includes end of trip facilities, bicycle parking, residential storage areas and provision for services.

6.1.1 Southern Precinct

The Southern Precinct comprises:

- 25-storey residential building (Building 3) comprising student accommodation, to be delivered as a mixture of studio and twin apartments with approximate capacity of 474 students
- 9 storey residential building (Building 4) above the southern station box to accommodate 70 social housing dwellings
- ground level retail tenancies including Makerspace and gymnasium lobby, and loading facilities
- level 1 and level 2 gymnasium and student accommodation communal facilities
- landscaping and private and communal open space at podium and roof top levels to support the residential accommodation
- new public open space including the delivery of the Cope Street Plaza, including vehicle access to the site via a shared way from Cope Street, expanded footpaths on Botany and Wellington Streets and public domain upgrades
- signage zone locations
- utilities and service provision
- stratum subdivision (staged).

6.1.2 Basement Car Park [Subject DA]

The Basement Car Park comprises:

- 2-storey shared basement car park and associated excavation comprising
- Ground level structure
- Carparking for the Commercial Building 1, Residential Building 2, social housing Building 4, Waterloo Congregational Church and Sydney Metro
- Service vehicle bays
- commercial end of trip and bicycle storage facilities
- Retail end of trip and bicycle storage facilities
- residential storage facilities
- shared plant and services.

6.1.3 Central Precinct

The Central Precinct comprises:

- 24-storey residential building (Building 2) comprising approximately 126 market residential and 24 affordable housing apartments, to be delivered as a mixture of 1 bedroom, 2 bedroom and 3 bedroom apartments
- Ground level retail tenancies, community hub, precinct retail amenities and basement car park entry
- level 1 and level 2 community facilities (as defined in the SLEP) intended to be operated as a childcare centre
- landscaping and private and communal open space at roof top levels to support the residential accommodation
- new public open space including the delivery of the Church Square, including vehicle access to the basement via a shared way from Cope Street, expanded footpaths and public domain upgrades on Botany Road
- external licensed seating areas
- signage zone locations
- utilities and service provision
- stratum subdivision (staged).

6.1.4 Northern Precinct

The Northern Precinct comprises:

- 17-storey commercial building (Building 1) comprising Commercial floor space, with an approximate capacity of 4000 workers
- ground level retail tenancies, loading dock facilities serving the northern and central precinct including Waterloo metro station
- landscaping and private open space at podium and roof top levels to support the commercial tenants
- new public open space including the delivery of the Raglan Street Plaza, Raglan Walk and expanded footpaths on Raglan Street and Botany Road and public domain upgrades
- external licensed seating areas
- signage zone locations
- utilities and service provision
- stratum subdivision (staged).

The design of the proposed car park has considered the future development of the Waterloo Metro Quarter site and its relationship and integration with the northern precinct and central building.

An amending DA has been lodged concurrently with this detailed SSD DA for. The amending DA will ensure development within the northern precinct is consistent with the concept approval, as modified. Separate SSD DA's have also been lodged concurrently for the detailed design and construction across the northern, central and southern precincts.

7. Historical Overview

7.1 Early Land Grants and Establishment of Industry (1788-1853)

Prior to European settlement, Waterloo and its surrounds were located within the Botany Lowlands dune system which was characterised by gently undulating dune fields. A number of lagoons and swamps were situated within the low-lying dune flats which drained into Botany Bay in the south and Sydney Cove in the north¹. The dunes were vegetated with a mixture of dense heath and scrub. Melaleuca and sedge swamps, mangroves and saltmarsh lined Shea's Creek, a tributary of the Cooks River which began in the sandy hills of what is today the suburb of Surry Hills. The large Waterloo Swamp was situated to the south-east of the subject area.

The availability of water and proximity to Shea's Creek encouraged industries such as wool-washing, milling, brick making, tanneries and market gardening.² These industries were powered by the abundantly available water which was diverted from a system of reservoirs including the Big Waterloo Dam, Little Waterloo Dam and the Upper Dam.³ In the 1810s Botany Road was constructed by Governor Macquarie for the purpose of connecting the Waterloo mill to the government stores at Sydney.

In 1825, John Thomas Campbell was granted 185 acres which he called Mount Lachlan Estate, and which roughly contained the modern suburb of Waterloo. In 1819 1,400 acres to the south of what is now Boundary Road was granted to William Hutchinson, which encompassed the suburbs of Zetland, Alexandria and Rosebery. This land was comprised of sand hills, shrubs and swampland which was ill-suited to agriculture but well-suited for stock grazing. In 1821 Hutchinson went into partnership with Samuel Terry and Daniel Cooper as the firm Hutchinson, Terry & Co.⁴ In 1820 the firm established a water-powered flour mill, now called the Lachlan and Waterloo Flour Mill, on Crown land at Waterloo.

In 1825 Daniel Cooper and Solomon Levey acquired Hutchinson, Terry & Co. which they renamed Cooper & Levey. With this acquisition they also assumed ownership of the Waterloo and Lachlan Estates, a combined area of 1,585 acres which was became known as the Waterloo Estate. Cooper later bought Levey's share when he died in 1833.⁵

Following the introduction of the English *Public Health Act 1848*, a similar Act was introduced by the New South Wales Parliament which banned 'noxious industries' within the city. These 'noxious industries' subsequently relocated to Waterloo, contributing to the further industrialisation of the area.

¹ City of Sydney, *The Streets of Green Square, The Past Shapes the Future*, p. 2

² Cooper Estate Heritage Conservation Area, SHI Form, available at <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2421468>

³ Karskens, G. and Rogowsky, M., 2004. *Histories of Green Square*, p.32

⁴ NSW State Archives and Records Index to Colonial Secretary's Papers 1788-1825. Reel 6056; 4/1765 pp.169-169c.

⁵ Bergman, G. 1967, Levey, Solomon (1794-1833), *Australian Dictionary of Biography*, available at <http://adb.anu.edu.au/biography/levey-solomon-2353>

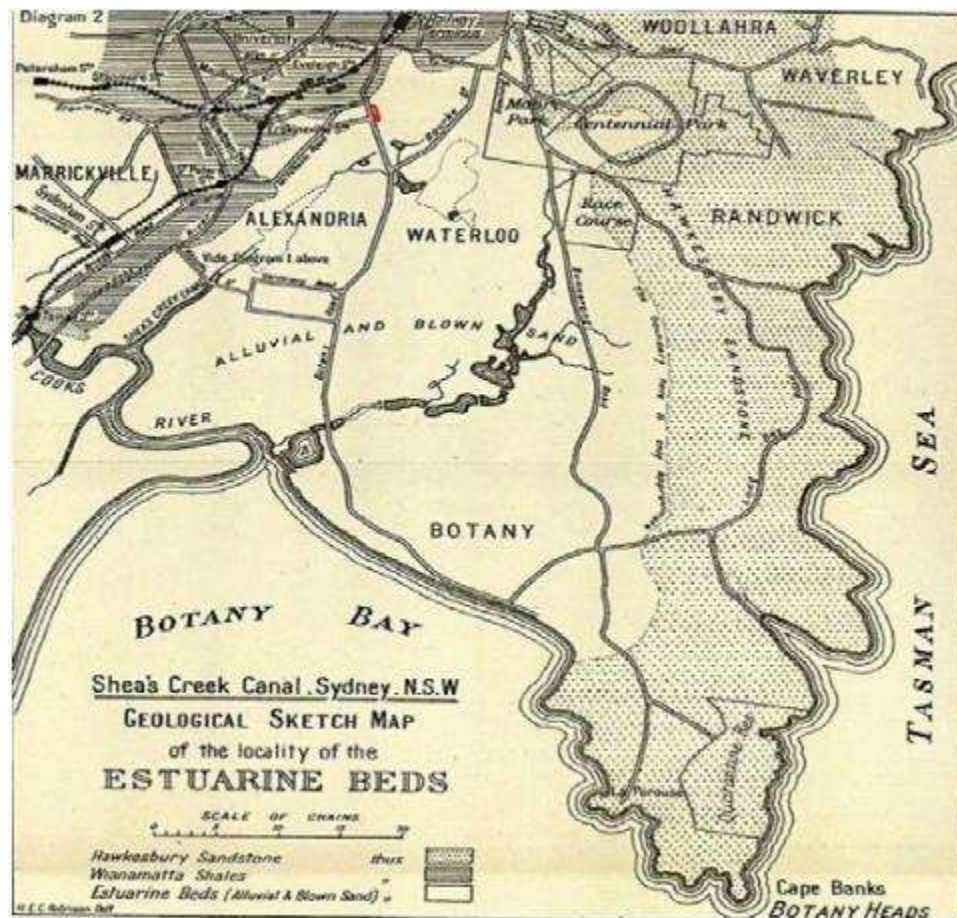
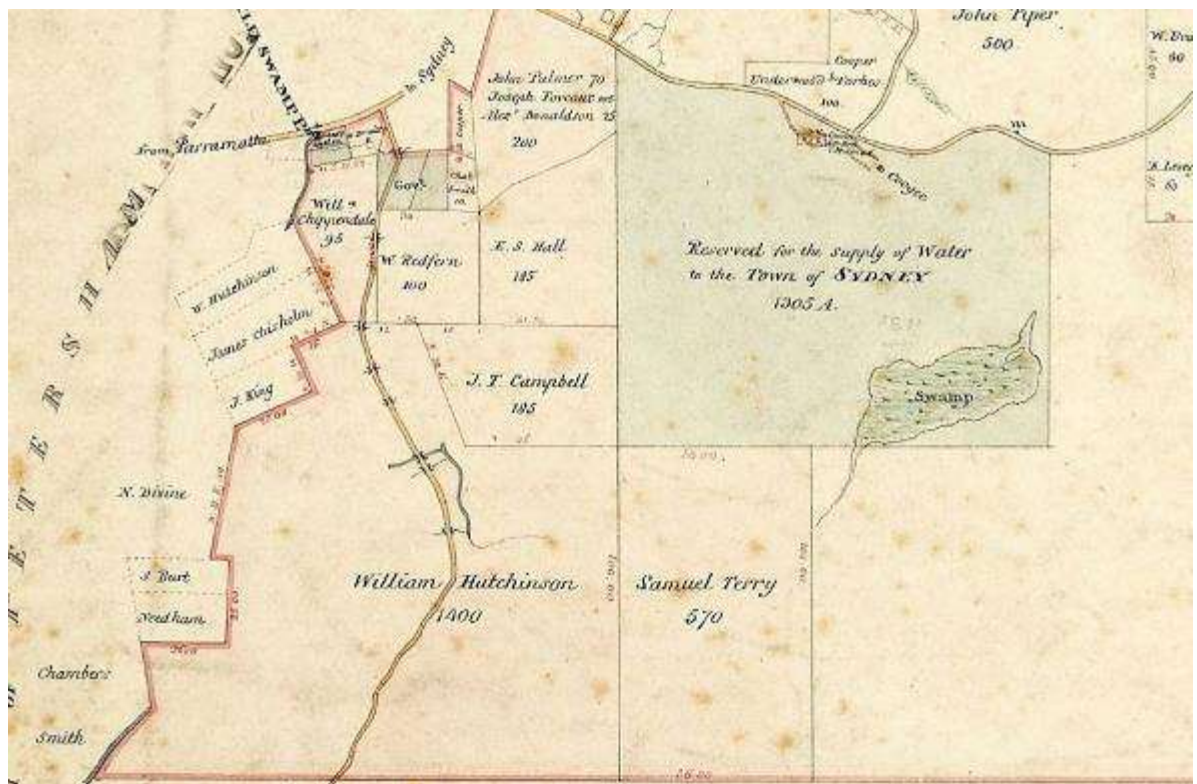


Figure7 – Geological sketch map of the Estuarine Beds, Shea's Creek Canal, Sydney, 1896. Indicative Waterloo Station site location shown in red

Source: Etheridge, R., David, T.W.E. and Grimshaw, J.W., 1896. On the Occurrence of a Submerged Forest, with Remains of Dugong, at Sheas Creek, Near Sydney



7.2 The Municipality of Waterloo and Early Subdivisions (1853-1880)

In 1853 Daniel Cooper died and his nephew's second son, William Charles Cooper (1852-1925), inherited the Waterloo Estate. The family managed their lands in leasehold on 99-year terms with lessees, who in turn would sub-lease the land. In the 1890s changes in the taxation system increased the financial burden assumed by landowners and the Waterloo Estate was thus subdivided from 1912 onwards. Leases were granted arbitrarily and on the basis of the requirements of the lessee, whether they be industrial, commercial or residential in nature. This resulted in an irregular subdivision pattern in comparison with those observed in neighbouring suburbs such as Redfern. The 99-year lease terms encouraged buildings of substance, many of which were still standing in the mid-20th century.

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. The southern and eastern parts of the Waterloo Estate remained largely undeveloped at this time although the low-lying, swampy landscape was well suited to Chinese market gardens, which were particularly concentrated along the former route of Shea's Creek.⁶ The role of market gardens in Waterloo's early economy is reflected in the name of the 'Cauliflower Hotel', which was built in 1862 on land which was formerly comprised of market gardens where cauliflowers were grown⁷ (Figure 8).

The Municipality of Waterloo was proclaimed on 16 May, 1860.⁸ The first Council meeting was held at the residence of Mr William Brown, at the corner of Botany Road and Buckland Street.⁹ By the late 19th century the suburb of Waterloo remained largely confined to the north-western corner of the municipality.

No maps or plans indicate the buildings which were erected within the subject area in association with these early lessees. Land titles information has revealed that the majority of properties were 200 feet (61m) deep with frontages on Botany Road and Botany Street and extended from Raglan Street in the north to Buckland Street in the south.¹⁰ Figure provides a plan of the subject area prepared by AMBS which illustrates the known built history of the subject area during the mid- to late-19th century as determined through land title information.

Although building codes were introduced in the 1870s, many of the housing developments which were undertaken in Waterloo during this period were unregulated and lacked basic facilities. Overpopulation and poor sanitation had become such an issue for the area's burgeoning population by 1876 that Waterloo and adjacent suburbs became the focus of the Sydney Health Board's investigations into slum housing.¹¹

⁶ Ringer, R. 2013, From Sheas Creek to Alexandra Canal, Dictionary of Sydney, available at https://dictionaryofsydney.org/entry/from_sheas_creek_to_alexandra_canal

⁷ Cauliflower Hotel including interior, SHI Form, available at <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2420462#:~:text=The%20history%20written%20for%20the,Hence%20the%20name.>

⁸ New South Wales Government Gazette, *Municipality of Waterloo*, Fri 22nd Nov 1861

⁹ NSW Government Office of Environment and Heritage, 'Cauliflower Hotel including interior', available at <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2420462#:~:text=The%20history%20written%20for%20the,Hence%20the%20name.>

¹⁰ AMBS, 2017, *Sydney Metro, City & Southwest Archaeological Method Statement for Waterloo Station*, p.11

¹¹ Ibid, p.62

In 1878 Redfern (then Eveleigh) railway station was constructed within proximity of the Eveleigh Railway Workshops to the north-west of the subject area. The construction of these facilities led to further population increase within the suburbs of Redfern and Waterloo.



Figure 10- The Cauliflower Hotel was constructed in 1862 on land which was formerly a market garden
Source: NSW State Heritage Inventory, Database no. 2420462

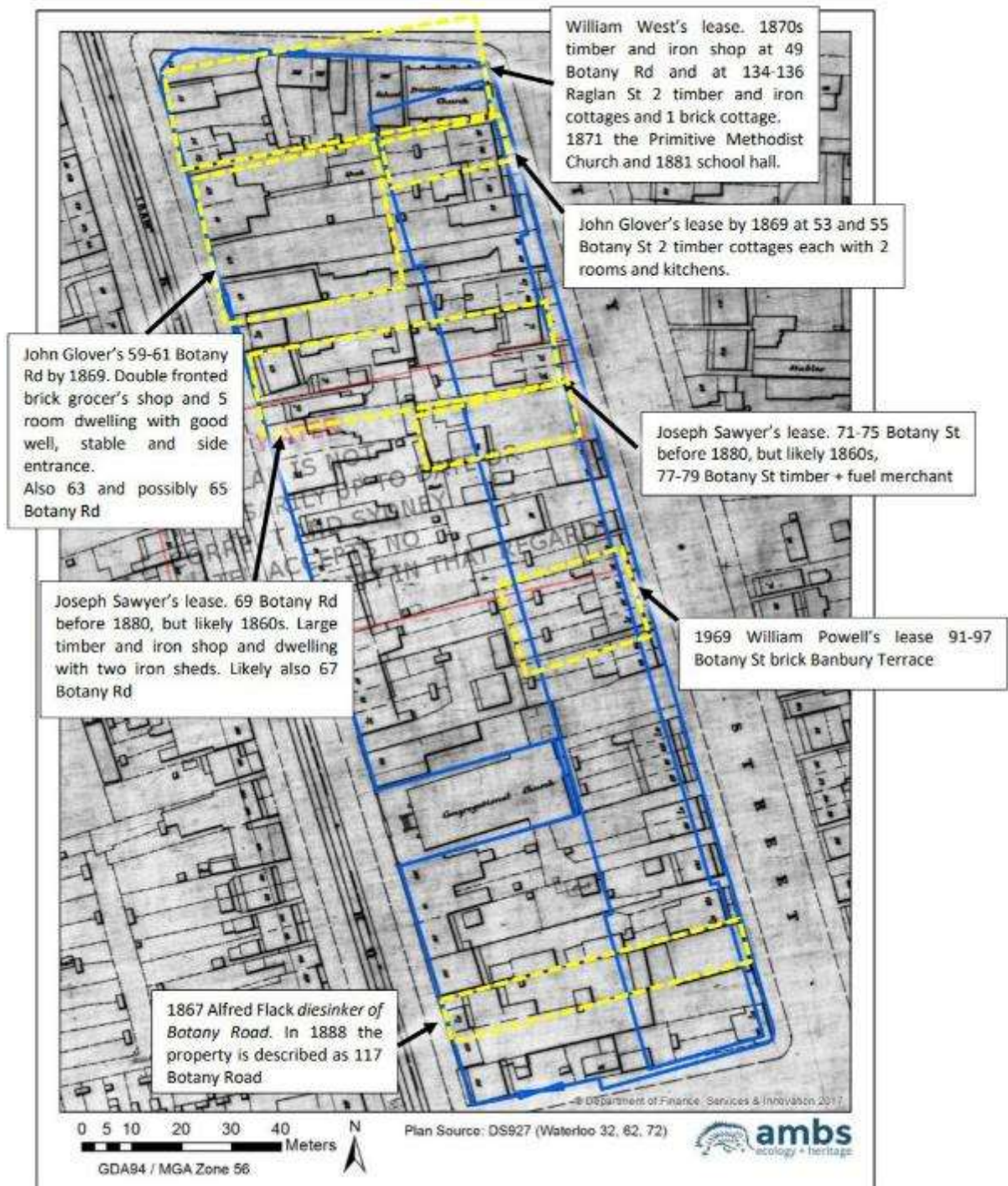


Figure 11– Detail of 1893 Sydney Water Plan showing the known built history of the subject area as determined through land title information
Source: AMBS, 2017, Sydney Metro, City & Southwest Archaeological Method Statement for Waterloo Station, p.16

7.3 Residential Subdivision (1880-1920)

The 1880s saw small residential subdivisions being established as workers' housing in Waterloo as Sydney's industry expanded from the inner city to occupy the cheaper lands to the south near the swamps in Alexandria and Waterloo.

An 1886-1888 Parish Map (Figure 10) shows a lightly settled area with swamp land in the east and industrial development in the west. The subject area contains an Australian Joint Stock Bank and the still extant Congregational Church (Figure 11). Between 1890 and 1917 the population had grown from 8,000 to 11,330. Australia's first Lebanese church, St Michael's Melkite Church, was built in Waterloo during this time.

By the late 19th century Waterloo was characterised by 'large scale industry, rows of terrace housing and areas of workers' cottages.'¹² The subject area had become densely populated with residential and commercial premises. An 1895 plan of the area shows terraces and free-standing cottages across what is now the Metro Quarter site, most with outbuildings and backyard WCs. Fronting Botany Road between Raglan and Buckland Street (now Wellington Street) was the Congregational Church which is still standing (surrounded by but excluded from the Metro Quarter subject site).

A number of hotels were also operating in the suburb, including the Prince of Wales, Old Beehive Hotel, Middleborough, Evening Star and the Cottage of England Hotels all in Raglan Street on the corners of Cooper, George and Pitt Streets respectively. The Australian Hotel stood on the corner of Botany Street (Cope Street) and Buckland Street (Wellington Street), the Duke of Wellington was on the corner of George and Buckland (Wellington) Streets, the Duke of Denmark on the corner of Buckland (Wellington) and Pitt Streets and the Cheerful Home Hotel on the corner of George and John Streets. Of these only the Duke of Wellington Hotel, opened c1883, survives.¹³

With the turn of the twentieth century, Waterloo was firmly established as a working-class suburb, with a population which was largely comprised of unskilled workers and labourers employed in nearby industries.¹⁴ The speculative building that had boomed through the 1880s and 1890s had filled in most of the open space and the area had emerged as a retail centre, particularly along Botany Road. A furniture manufacture industry was established and run by the Chinese community, with two large and impressive showrooms named Rising & Co. and Kissing & Co.

Despite the commercial development of the area, living conditions remained largely unchanged since the late 19th century, consisting of rows of overcrowded 2-storey houses. Many of the small cottages and early terraces were without running water in the kitchens, most had backyard toilets with nightsoil collection still prevalent and disease was a major concern. Rubbish and rats were recognised as particular concerns after the outbreak of the bubonic plague in Sydney in 1900. Redfern and Waterloo recorded 37 cases with 11 deaths during the outbreak, representing the second largest concentration outside of the city wharf area.¹⁵

Inspections of houses in Waterloo as part of the plague clean-up revealed poorly maintained and structurally unsound dwellings with leaking roofs, poor ventilation, bad drainage, inadequate sanitation, water and sewerage connections.¹⁶ As with many other parts of the city at the time, the authorities

¹² Karskens & Rogowsky 2004, *Histories of Green Square*, p.57-60

¹³ Sands Sydney and Suburban Directory, 1880-1895.

¹⁴ Fitzgerald, 1987, *Rising Damp Sydney*, p.18, 27

¹⁵ Curson, P. & K. McCracken, *Plague in Sydney: The anatomy of an epidemic*, NSWU Press, Sydney, 1989, pp. 126-127.

¹⁶ Ibid, pp. 194.

labelled these parts of Sydney as slums, a label that once attributed was difficult to remove. NSW Premier Bill McKell would later attribute the depressed character of the area to the 99-year leases which were initiated by Daniel Cooper almost a century earlier.¹⁷ Newly appointed City Commissioners began to openly discuss widespread demolitions and renewal projects for the district.¹⁸

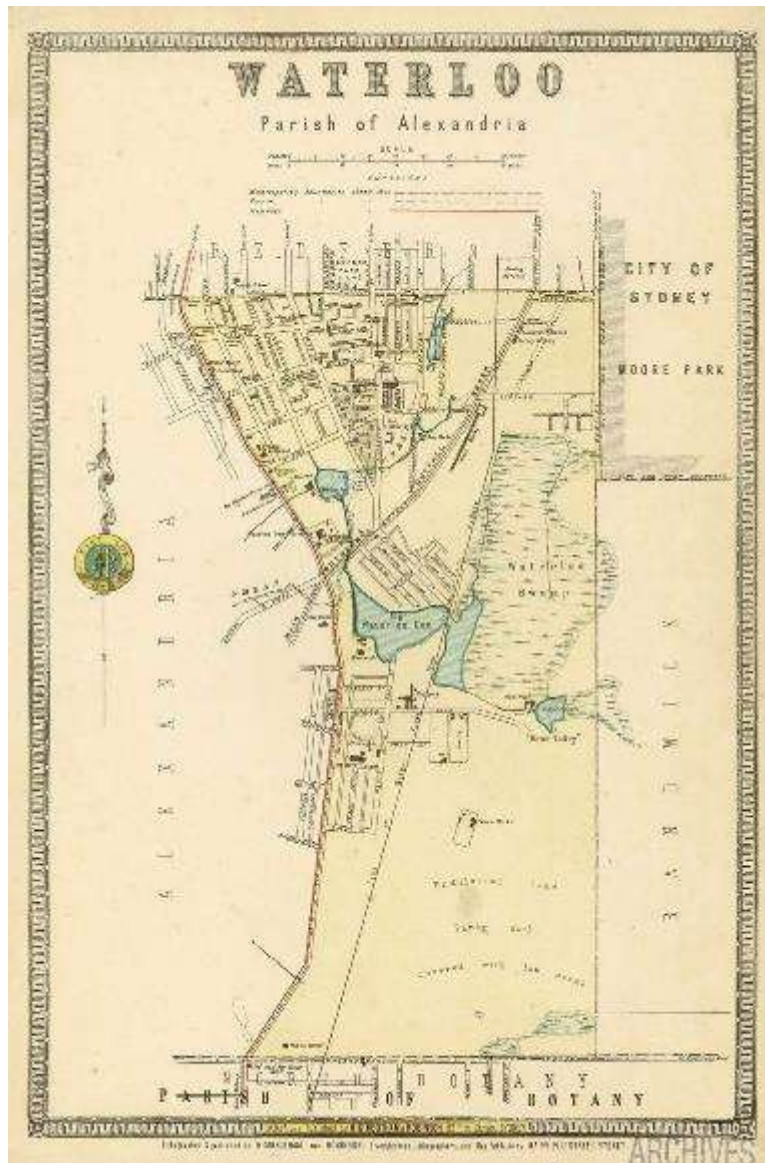


Figure 12 – 1886-1888 Parish Map, Higinbotham & Robinson
Source: City of Sydney Archives, Parish of Alexandria, A-00530197

¹⁷ *Truth*, 19 January 1947, p.33

¹⁸ *The Australian Worker*, 15 February 1928, p.9.



Figure 13 – Detail of 1886-1888 Parish Map, Higinbotham & Robinson
Source: City of Sydney Archives, Parish of Alexandria, A-00530197



Figure 14—Metropolitan Detail Series—Waterloo Section 8 (1895)—Metro Quarter outlined in red with heritage item church identified
Source: State Library New South Wales; File Number FL4377348.

7.4 Recession and The Great Depression (1920-1970)

Waterloo's reputation as a slum was prolonged by a recession in the mid-1920s which was followed by the Great Depression from 1929. Unemployment rates in Waterloo began to rise sharply as the industries in the area struggled. By the early 1930s up to 43% of adult males in the Redfern-Waterloo area were unemployed, compared to a Sydney average of 28%, with three quarters of the potential wage earners actually making either no wage or less than the basic wage.

Evictions of families from rental properties became common place in the late 1920s and grew through the 1930s. Ironically, the measures enforced by the NSW Government to try to prevent widespread evictions, through a series of fair rent bills and tenant protection legislation, discouraged landlords on spending much on properties where they could not evict tenants nor could they raise the rents. A slow decline in the quality and upkeep of many rental premises was the result and this continued through to the 1950 reinforcing the idea of the area as a slum.

In large part due to its economically depressed status, Waterloo's built character had remained largely unchanged since the mid- to late-19th century (Figure 13). From the mid-1940s this began to change.

In 1948 Waterloo became part of the Sydney City Council and shortly thereafter the subject area was rezoned light industrial. By the mid-20th century, the subject area had been developed predominantly with industrial warehouses and sheds, replacing the earlier terrace housing. The area to the east of Botany Road was cleared and public housing constructed.



Figure 15 – Row of terraces within the Redfern slum, 22 March 1957

Source: SMH, 18 March 2019, From the Archives: The “Beneficent ladies” of Meals on Wheels, available at <https://www.smh.com.au/national/nsw/from-the-archives-the-beneficent-ladies-of-meals-on-wheels-20190314-p5144n.html>

7.5 Green Bans to Present (1970 – Present)

In the 1970s the Green Bans movement played a significant role in maintaining the historical character of Waterloo. The green bans centred on three primary objectives; defending open spaces, protecting existing housing stock and preventing the replacement of old buildings with office-blocks and shopping precincts.¹⁹

The green bans supported resident action groups resisting high-rise residential developments in a number of suburbs, including Waterloo (Figure 14). This was referred to at the time as the 'high-rise-low-rise battle'.²⁰ In 1974 the Builders Labourers Federation placed a green ban against the demolition of low-income housing in Alexandria to make way for apartments.

Since the early 2000s the suburb of Waterloo has undergone gentrification with a growing technology-focused business district. In 2015 it was announced that public housing towers in Waterloo would be demolished as part of a major 20-year urban renewal project, which would include 10,000 new dwellings and an underground railway station.²¹

In 2017 and 2018, as part of the NSW Government's Sydney Metro City & Southwest project, all of the buildings on the Metro Quarter site were demolished (excluding one building which was retained to support construction). The heritage-listed Congregational Church building at 103-105 Botany Road is surrounded by and directly adjacent to the subject area, but is excluded.

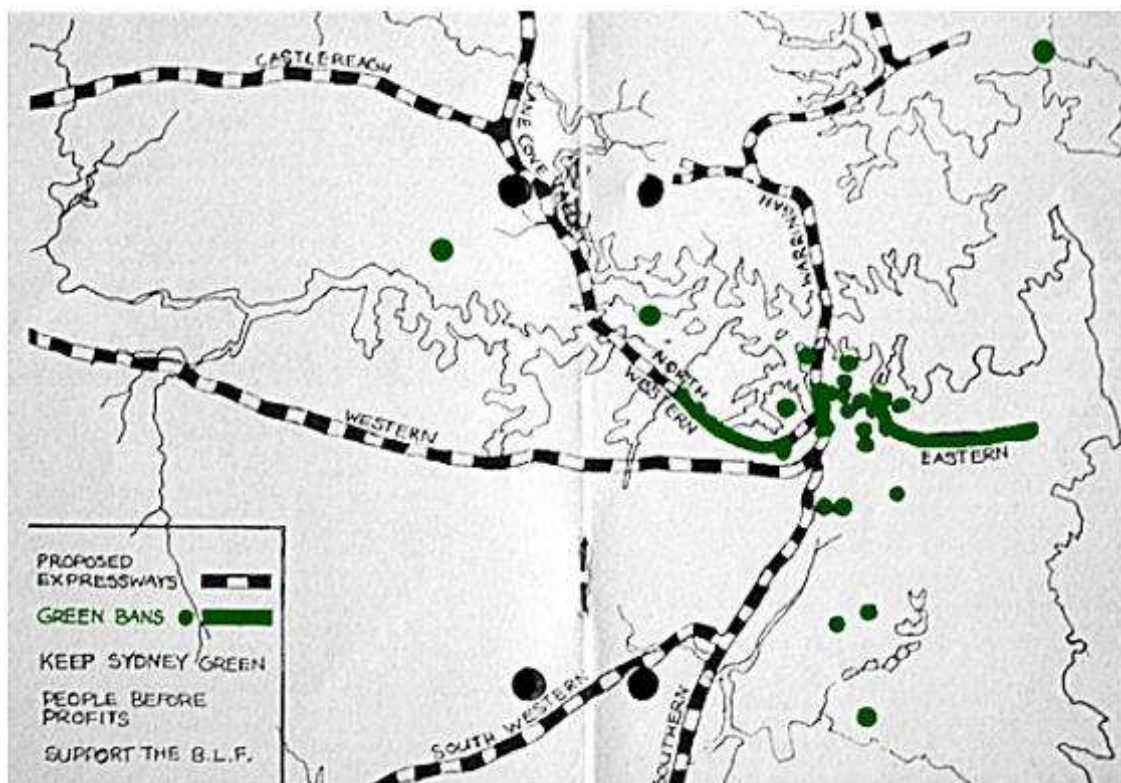


Figure 16 – Map indicating locations of Green Bans within the Sydney metropolitan area
Source: Summers, A. & Bacon, W. 1973, *The Little Green Book: The facts on green bans*, Tomato Press

¹⁹ Burgmann, M. & Burgman, V, 1998, *Green Bans, Red Union. Environmental activism and the New South Wales Builders Labourers' Federation*, University of New South Wales Press, Sydney, pp. 167–299

²⁰ Sydney Morning Herald, 23 August 1973, *Three Views on Development*, p.7

²¹ SMH, 16 December 2015, *Waterloo chosen over Sydney University as site for new metro train station*



Figure 17 – Extract of 1943 aerial with the Metro Quarter shown outlined in red
Source: SIX Maps 2018



Figure 18 – Extract from the 1938-50 Civic Survey, showing the Metro Quarter shown outlined in red
Source: City of Sydney Historical Atlas of Sydney, City of Sydney – Civic Survey, 1938-1950, Map 24 Zetland



Figure 19 – Extract of Nearmap aerial dated 17 January 2017, showing the Metro Quarter outlined in red
Source: Nearmap 2020



Figure 20 – Extract of Nearmap aerial dated 1 June 2020, showing the Metro Quarter outlined in red
Source: Nearmap 2020

7.6 History of the Waterloo Congregational Church

The foundation stone of the Congregational Church on Botany Road was laid in 1883. The church was designed by Mr Herbert S. Thompson, of Eldon Chambers Pitt Street, and the builder was Mr. F Tucker, of Petersham.²² The church was described in an article of the time as follow:

*built of bricks, cemented, with slated roof...finished inside with coved, boarded, and decorated ceiling, broken into panels by means of principals and mouldings. The sittings to accommodate 470 adults, will be of polished kauri and the rostrum of polished cedar. The choir gallery is to be enclosed along the front with ornamental cast-iron railing, with moulded entablature under. Two vestries are included in the design, and every attention is to be paid to ventilation. The frontage to Botany-road is to be enclosed with dwarf stone wall and piers, with iron railing, gates, and lamp standards.*²³

The new church was required due to a growing demand on the church. The church originally commenced in Waterloo in the form of a mission station in 1858, under the supervision of Mr. Slatcher. Due to a 'rapidly growing congregation', the church was removed to a new building erected on Botany-street (now Cope Street), which cost £300 to build and opened on Sunday 28 January 1865. This humble building was later renovated and expanded at a cost of £400.²⁴

When the need for a new church arose, the congregation could not procure a new site within the adjoining estates at a nominal rent, such as was granted to other denominations. The c.1883 church was built at the same location as the former 1865 church.²⁵

²² 1883 'NEW CONGREGATIONAL CHURCH, BOTANY-ROAD, WATERLOO.', The Sydney Morning Herald (NSW : 1842 - 1954), 26 November, p. 7. , viewed 21 May 2018, <http://nla.gov.au/nla.news-article28371685>

²³ Ibid

²⁴ 1883 'NEW CONGREGATIONAL CHURCH, BOTANY-ROAD, WATERLOO.', The Sydney Morning Herald (NSW : 1842 - 1954), 26 November, p. 7. , viewed 21 May 2018, <http://nla.gov.au/nla.news-article28371685>

²⁵ Ibid

The new Congregational Church (as exists today) opened in July 1884.²⁶ Upon opening, the building was further described as follows:

“The church is approached by a broad flight of steps, whilst the frontage to Botany-road, yet in a partially unfinished state, will be enclosed with a dwarf stone wall and piers, with iron railing, gates and lamp standards. The cost of the church, ground inclusive, is said to be about £2,900. Every attention has been paid to ventilation, and building had five double and two single windows on each side, and a large window of stained glass, presented by the architect, in the front. It is also provided with three sunlights.”²⁷

A City of Sydney image file provides a photograph of the building in the twentieth century (date unknown), included hereunder, and contains a note which states that “the fence was removed by Council who provided the present landscaping in the 1950s as the cost of refurbishing the iron fence was too costly”.²⁸



Figure 21 – Photograph of the church in the 20th century

Source: City of Sydney Archives, NSCA CRS 1133, Redfern Waterloo Heritage Study, 1989-1990, NSCA CRS 1133/1/8, File 046\046347



Figure 22 – South Sydney Congregational Church
Source: City of Sydney Archives, NSCA CRS 1133, Redfern Waterloo Heritage Study, 1989-1990, NSCA CRS 1133/1/7, File 046\046346

²⁶ 1884 'Advertising', The Sydney Morning Herald (NSW: 1842 - 1954), 16 July, p. 16., viewed 21 May 2018, <http://nla.gov.au/nla.news-article13572413>

²⁷ Ibid

²⁸ City of Sydney Archives, NSCA CRS 1133, Redfern Waterloo Heritage Study, 1989-1990, NSCA CRS 1133/1/8, File 046\046347



Figure 23 – Photograph of the church in the 20th century

Source: City of Sydney Archives, NSCA CRS 1133, Redfern Waterloo Heritage Study, 1989-1990, NSCA CRS 1133/1/8, File 046\046347

8. Heritage Significance




8.1 Heritage Context of the Site

The subject Waterloo Metro site does not contain any listed heritage items or heritage conservation areas. However, it is located within the vicinity of a number of locally significant heritage items and heritage conservation areas. Most critically, the Waterloo Congregational Church, a locally significant heritage item, is located on Botany Road and is surrounded on three sides by the subject site. The following heritage map shows the location of the subject site and the vicinity heritage items and heritage conservation areas



Figure 24 - Extract of the NSW Planning Portal Heritage Map showing the subject site outlined in blue
Source: NSW Planning Portal 2020

Outlined overleaf are the listed heritage items located adjacent to and in the immediate vicinity of the Metro Quarter.

Description	Local or State Significance	Photo (Google Street View)
<p>“Congregational Church including interior”, 103-105 Botany Road, Waterloo (Item 2069)</p>	<p>Local</p>	
<p>“Cauliflower Hotel including interior” – 123 Botany Road, Waterloo (Item 2070)</p>	<p>Local</p>	
<p>“Former CBC Bank including interior” – 60 Botany Road, Alexandria (Item 5)</p>	<p>Local</p>	




Description	Local or State Significance	Photo (Google Street View)
"Cricketers Arms Hotel including interior" – 56-58 Botany Road, Alexandria (Item 4)	Local	
"Terrace Houses", 229-231 Cope Street, Waterloo (Item 2078)	Local	
"Former Waterloo Pre-School (225 Cope Street) including interior"—225-227 Cope Street, Waterloo (Item 2077)	Local	

Table 3 - Heritage Items in the vicinity of the subject site

8.2 Significance Assessment – Subject Site

Between September 2017 and September 2019, all built structures across the Waterloo Metro Quarter subject site were progressively demolished under the previous CSSI Approval 7400, approved 9 January 2017. These structures consisted of a variety of light industrial, manufacturing and commercial use buildings from the twentieth century. The Waterloo Metro Quarter subject site does not meet the threshold for heritage significance under any of the criteria set out by the Heritage Council of New South Wales.

8.3 Statements of Significance – Vicinity Heritage Items & Conservation Areas

8.3.1 Waterloo Congregational Church

The following existing statement of significances has been sourced from the NSW State Heritage Inventory record for the item:

The Gothic church of rendered brick construction was constructed in 1883 to replace the congregation chapel built in 1865. The symmetrical design of the façade demonstrate high quality architectural traits of the building. It is one of the earliest worship venues in Waterloo.²⁹

8.3.2 Cauliflower Hotel

The following existing statement of significances has been sourced from the NSW State Heritage Inventory record for the item:

The Cauliflower Hotel is a good example of a mid- Victorian hotel in the Georgian style and was built in c1862 by George Rolfe who was a leaseholder and a market gardener. The hotel was under the ownership and operation by the Rolfe family until 1920s, and later by Tooheys and Tooth & Co. The name "Cauliflower Hotel" is associated with former market gardens on the site which were said to be used for cauliflower growing. The hotel has been continually licensed since its establishment. This Georgian style building and the unique cauliflower sign is the landmark on Botany Road.³⁰

8.3.3 Former CBC Bank

The following existing statement of significances has been sourced from the NSW State Heritage Inventory record for the item:

It represents a good example of the Victorian Italianate style by prominent government architect Mansfield. It is a landmark building on a prominent corner site.³¹

8.3.4 Cricketers Arms Hotel

The following existing statement of significances has been sourced from the NSW State Heritage Inventory record for the item:

It represents a good example of its architectural style on a prominent corner site. It makes strong contribution to the streetscape of Botany Rd and Henderson St.³²

²⁹ NSW State Heritage Inventory, Congregational Church including interior, accessed online at <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2420461>

³⁰ NSW State Heritage Inventory, Cauliflower Hotel including interior, accessed online at <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2420462>

³¹ NSW State Heritage Inventory, Former CBC Bank including interior, accessed online at <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2420460>

³² NSW State Heritage Inventory, Cricketers Arms Hotel including interior, accessed online at <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2420459>

8.3.5 Terraces on Cope Street

The following existing statement of significances has been sourced from the NSW State Heritage Inventory record for the item:

*An intact terrace pair representing Victorian land subdivision and residential development c1880. A good example of terrace housing in Waterloo area. The pair may also have associations with the former Waterloo School at 225 Cope St which dates from c1850.*³³

8.3.6 Former Waterloo Pre-School

The following existing statement of significances has been sourced from the NSW State Heritage Inventory record for the item:

*The Waterloo Congregational Chapel - Waterloo Ragged School - Sydney City Mission Waterloo Kindergarten building has clear historic, social and aesthetic significance. The building is of historical and social significance as it provided moral support and education for the underprivileged local residents, particularly the children of the poor, during a period when Waterloo was one of the most disadvantaged areas of Sydney. The original architectural simplicity and lack of architectural detail or pretension of the building are a clear reflection of the original use of the building and the social conditions in which it was built and operated. The building is historically significant as a relatively early religious building in the Waterloo area, as a Congregational Chapel built in 1870, and as an early religious school for the area (operating as a Congregational School by 1880); important for historical association with the Congregational Church, the Sydney Ragged School movement and the Sydney City Mission; socially significant as an early religious establishment and school for the area, and due to its operation as a "Sydney Ragged School" from 1887 to provide education for the children of the poor, and then subsequently (from 1928 till 1997) as a kindergarten run by the Sydney City Mission. The building has aesthetic significance as a simple gabled brick Victorian building, simple in its detail indicating its non-conformist religious and utilitarian function.*³⁴

8.3.7 Alexandria Park Heritage Conservation Area

The following existing statement of significances has been sourced from the NSW State Heritage Inventory record for the item:

*The Alexandria Park Conservation Area is significant for its ability to demonstrate the growth of the municipality of Alexandria in the second half of the nineteenth century and the first half of the twentieth century. The area developed in association with the industrial growth of Waterloo and the establishment of the Eveleigh Railway and Goods Yards, providing housing for workers. The housing stock reflects successive subdivisions of the Coopers freeholds and Park View Estate. The industrial development illustrates a later overlay reflecting the growing importance of the area as an industrial centre in the early twentieth century. Alexandria Park provides a focus for the community.*³⁵

³³ NSW State Heritage Inventory, Terrace Houses, accessed online at

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2420597>

³⁴ NSW State Heritage Inventory, Alexandria Park Heritage Conservation Area, accessed online at

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2420596>

³⁵ NSW State Heritage Inventory, Alexandria Park Heritage Conservation Area, accessed online at

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2421456>

9. Heritage Impact Assessment

9.1 Review of Historical Archaeological Findings & Recommendations

It is beyond the scope of this report to assess the archaeological potential of the subject site or provide assessment on the potential archaeological impacts of the proposal. The SEARs and conditions of consent for Concept Approval-9393 do not require the inclusion of archaeological assessment in this HIS, and instead require that this report includes consideration of archaeological impacts. To satisfy this requirement, we have outlined the findings, conclusions and recommendations of other expert consultant historical archaeology reports which outline assessments of archaeological significance of the place and identify potential archaeological impacts of the proposal, as well as mitigation measures. These reports outline recommendations for excavation programs as part of the construction program and mitigation measures for the management of archaeological relics within the site. Adoption of these recommendations will ensure that the potential archaeological impacts of the proposed works are managed appropriately.

9.1.1 Summary of Archaeological Reports & Findings

The historical (non-Aboriginal) archaeological potential and significance of the Waterloo Metro Quarter site, as advised above, has been previously assessed in detail in the following reports, as part of the CSSI approval:

- Archaeological & Heritage Management Solutions (AHMS) 2015, Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, Final Report.
- Archaeological & Heritage Management Solutions (AHMS) 2015, Opportunities for Interpretation in the Central to Eveleigh Corridor, Final Report.
- Artefact 2016, Sydney Metro City & Southwest, Chatswood to Sydenham: Historical Archaeological Assessment and Research Design.
- AMBS 2017, Sydney Metro, City and Southwest Archaeological Method Statement for Waterloo Station.
- AMBS 2018, Summary report on the historical archaeological Investigations at the Waterloo Station Site.
- AMBS 2020, Archaeological Method Statement, Waterloo

The following table provides a summary of the outcomes and recommendations of the above studies. These reports are available in full online at www.majorprojects.planning.nsw.gov.au and www.sydneymetro.info/documents.

Report	Conclusions
Archaeological & Heritage Management Solutions (AHMS) 2015, Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, Final Report	<p>The following conclusions have been drawn directly from the Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, Final Report prepared by AHMS in 2015.</p> <p><i>As a general guide, the following principles should be adopted to guide future development:</i></p>

Report	Conclusions
	<ul style="list-style-type: none"> - <i>Heritage within the precinct provides a unique character that should be embraced, with significant heritage buildings to be considered for adaptive reuse opportunities that allow a focus for public use and community activity.</i> - <i>Conservation Management Plans and heritage studies to be prepared for North Eveleigh West, Redfern Station and South Eveleigh precincts, to be staged in accordance with precinct planning. These should be consistent with Office of Environment and Heritage best practice guidelines.</i> - <i>Prior to the sale of any heritage building:</i> <ul style="list-style-type: none"> o <i>provision will be made for the ongoing conservation of any associated moveable heritage items;</i> o <i>all heritage information relating to the building will be collated and amassed and lodged with an appropriate permanent conservation repository;</i> o <i>any heritage items to be transferred or sold that does not have a current endorsed CMPs will be sold or transferred subject to a CMP being completed within 12 months, in accordance with Heritage Council guidelines.</i> - <i>An Archaeological Assessment and associated Archaeological Zoning Plan (covering both Aboriginal and historic heritage) will be prepared to inform future management and development decisions for areas not previously assessed;</i> - <i>An integrated interpretation strategy will be prepared covering significant heritage items within the corridor focussing on both the common themes and the unique characteristics that contribute to the Aboriginal, historic and industrial heritage narratives of the corridor;</i> - <i>Consideration should be given to urgently undertaking an oral history programme focussing on the links between the surrounding urban communities and the heritage places within the Corridor (this should include but not be limited to Aboriginal oral histories from the area);</i> - <i>Demolition will only be considered where the benefits of demolition enhance the viability of more significant heritage buildings, and where demolition includes other tangible community benefits;</i> - <i>Any demolition or substantial interventions will be preceded with appropriate demolition plans and archival recordings which meet the guidelines specified by the Heritage Branch OEH;</i> - <i>In designing new buildings and infill development due consideration will be made to the heritage significance of buildings and items as a collection addressing issues such as connectivity and relationships between buildings and site features, as well as public access.</i>

Report	Conclusions
<p>Archaeological & Heritage Management Solutions (AHMS) 2015, Opportunities for Interpretation in the Central to Eveleigh Corridor, Final Report</p>	<p>The following conclusions have been drawn directly from the Opportunities for Interpretation in the Central to Eveleigh Corridor, Final Report prepared by AHMS in 2015.</p> <p><i>The report concludes that while the highly significant industrial and transport history of the sites associated with the railway have been well developed, three gaps were identified in the existing interpretive themes which understandably focus on the historic development of the railways and the industries and workforce that were associated with them. These were:</i></p> <ul style="list-style-type: none"> - <i>The pre and post contact Aboriginal heritage</i> - <i>The history of multicultural diversity in the adjoining areas</i> - <i>The pre settlement natural landscape and its transformation</i> <p><i>On the basis of the overview of the history of the corridor (see AHMS 2015) and the existing interpretation plans a number of overarching story lines emerge as pertinent to the corridor as whole.</i></p> <p><i>They provide opportunities to connect the individual site based interpretation programmes while allowing the latter to focus on specific areas of relevance to the different heritage places.</i></p> <ul style="list-style-type: none"> - <i>The Central to Eveleigh Corridor as a centre for industry;</i> - <i>Central to Eveleigh as a transport hub and the role of the railway network in connecting city and country. This should include the histories of workers associated with the Eveleigh Carriage works, Aboriginal diaspora histories, the link provided between country and city centres (for example with mortuary station) and the Railways historical role as a major employer, noting that Eveleigh Railway Workshops was one of the City's largest employer's, including of Aboriginal workers, from its opening in 1886 until its closure.</i> - <i>Redfern as a place of freedom, activism and creativity. Aboriginal people were attracted to the study area by the possibility of jobs and of escaping the oppressive government control that Aboriginal people were subjected to on reserves and in country towns. Subsequently Redfern and the surrounding area has become source of Aboriginal creativity, sports prowess and activism.</i> - <i>The suburbs surrounding the corridor as a centre of diversity and multiculturalism; o Natural and cultural environment, pre-European settlement;</i> - <i>Development of the urban landscape from the early settlement of Sydney and the Devonshire St cemetery through to the corridor, and establishing the construction of the railway line and Central station. This can establish the context for the current development and its role in the evolution of the modern urban landscape.</i> <p>A heritage and interpretation strategy for the whole Corridor would present the opportunity to identify the most significant buildings and stories in the precinct, which should influence the character of the Corridor and ensure a holistic approach to the interpretation of all the values represented within the corridor. Examples of innovative interpretive devices are showcased in the report to demonstrate the range of ideas and opportunities that could be utilised to showcase and convey the cultural heritage values of the Corridor and embed this in the broader context of the study area.</p>

Report	Conclusions
AMBS 2017, Sydney Metro, City and Southwest Archaeological Method Statement for Waterloo Station.	<p>The <i>Sydney Metro, City & Southwest Archaeological Method Statement for Waterloo Station</i> (AMS) prepared by AMBS Ecology & Heritage (AMBS, November 2017) identified that there would be significant archaeological remains within the footprint of the Waterloo station box.</p> <p>This was at variance with the predicted archaeological potential contained in the <i>Sydney Metro Historical Archaeological Assessment and Research Design Report</i> (AARD) prepared by Artefact Heritage (2016), which identified that there was low-moderate potential for significant archaeological remains, citing that there is no documentary evidence of former structures located in the area prior to 1882, when the study area was subdivided for residential and commercial development, and that it is likely that reticulated water supply and sewerage networks, as well as municipally organised garbage collection, was in place at this time (Artefact 2016b, 278-279).</p> <p>The AMS prepared by AMBS included additional and extensive historical research and analysis and predicted the potential for archaeological remains associated with the 1860s, if not earlier, housing to be present in the site. The Statement of Significance for the site in the AMS is:</p> <p><i>The archaeological resource associated with the Waterloo Station site, if present with good integrity, has the potential to provide information regarding the mid-nineteenth century development of housing and industry of a local 'slum' community. It may contribute to the debate on the 'perceived' character of the mid- and later-nineteenth century slums and the nature of landlord and tenant relationships and poor housing stock.</i></p> <p><i>Physical evidence of houses and outbuildings, as well as artefact assemblages from underfloor deposits, cesspits and rubbish pits, if present with good integrity, have the potential to provide an insight into life in a slum and information regarding population densities, occupations, class and gender. Evidence from the archaeological resource of the Waterloo Station site, such as personal and domestic artefacts, has the potential to be compared with assemblages from similar sites and assist with addressing research questions relating to urbanisation, material culture, consumerism, identity, and everyday life of a mid-nineteenth century slum.</i></p> <p><i>If evidence of modifications to the landscape to create a more habitable environment survive in the archaeological record this would contribute to our understanding of early land management practices and of contemporary acceptable hygienic site conditions or how site preparation changed across the city block.</i></p> <p><i>The archaeological resource associated with the Waterloo Station site, if present with good integrity, would have local significance (2017:40).</i></p> <p>Analysis of the 1893 Sydney Water Plan indicated that there was potential for the remains of some 30 houses and the Primitive Methodist Church within the footprint of the station box.</p>
AMBS 2018, Summary report on the historical archaeological Investigations at the Waterloo Station Site	<p>AMBS has provided Sydney Metro with a 'Summary report on the historical archaeological Investigations at the Waterloo Station Site', dated July 2018, as a final excavation report is yet to be completed and released by AMBS for the eastern section of the site. This summary report notes the following:</p> <ul style="list-style-type: none"> - Open area archaeological excavations at the Waterloo Station site began on 8 January and completed on 25 May 2018

Report	Conclusions
	<ul style="list-style-type: none"> - The land sloped away to the east and a levelling fill of mixed sands and clays had been introduced apparently to raise the level along Botany Street (now Cope Street) in preparation for constructing housing. Some evidence of activity was identified in this deposit; pits, post holes and what appeared to be features possibly associated with industrial activity - The natural white sands beneath the introduced fill showed evidence of early agricultural activity with pits, furrows/plough lines, possible hoe marks and post holes defining simple timber-framed structures as well as three wells lined with diamond frogged sandstock bricks - It is anticipated that analysis of the artefacts from these features will provide a date of not later than the 1860s and likely the 1850s if not earlier - Analysis of the artefacts should provide a detailed insight into the lives of the Botany Street community - Building (house) foundations were also identified <p>The summary report concluded that:</p> <p><i>“Analysis of the archaeology and the artefacts has not yet begun so it is too early to be certain about the site chronology; however, some houses clearly had a long history of occupation. Also, an extraordinary quantity of artefacts has been recovered (some 600 boxes) which are in the process of being processed in preparation for analysis.</i></p> <p><i>As such, it is too early to state with any certainty, but the features that have been exposed beneath the houses and in the natural sands appear to date to the 1860s or 1850s, and perhaps earlier. This should be clearer following analysis of artefacts and the archaeology. It is likely that the archaeology in the site will provide an insight into the early history and development of the site, which was not previously expected. Whether this results in a re-assessment of the archaeology as having state significance cannot be determined at this stage.”</i></p>
AMBS 2020, Archaeological Method Statement	See below for full detail

Table 4 - Historical (non-Aboriginal) archaeological conclusions from previous studies

9.1.2 Summary of Excavation Findings within the Waterloo Metro Quarter Site

The following summary of archaeological findings has been drawn from the Archaeological Method Statement (AMS) for the subject property, prepared by AMBS and dated 2020. This report is appended to this Heritage Impact Statement.

Summary of Findings

As noted above, AMBS was responsible for the archaeological excavations within the footprint of the Waterloo Station Box from January into May 2018. Although analysis and reporting on the archaeology and artefacts is at an early stage, it is possible to provide an indication of the likely archaeological remains that will be present along the western half of the block along Botany Road.

All of the houses depicted on the 1893 Sydney Water Plan along Botany Street were present. Of particular interest is the pattern of housing along the northern part of Botany Street, where the houses are mis-aligned with the street, indicating that they would pre-date the official formation of the road. In addition, that Banbury Terrace at 91–97 Botany Street, built in 1869, was aligned to the street would also support the assumption that the mis-aligned houses pre-date the terrace row. This assumption was verified by the archaeological investigations which identified two nineteenth century occupation phases.

Early Nineteenth Century Occupation

That some housing on Botany Street was likely to date to the early nineteenth century was substantiated archaeologically by post-holes cut into the natural white sands defining timber framed buildings which could be associated with some of the houses on the 1893 plan. This was particularly so for the house at 53 and 77–79 Botany Street (Figure 3.2 and Figure 3.3). The 1893 plan does not show a house at 77, but physical evidence of an early house was exposed and the building at 79 appears to have been used for an industrial purpose, presumably in the later nineteenth century. Also appearing in the natural white sands were plough lines with a rich humic soil, indicating that agriculture was practised (Figure 3.3). Water wasn't reticulated until the early 1880s; however, only three cisterns were present on the site, two of which were cut into the natural white sands, and the third into an imported mixed fill underlying the construction of the houses illustrated on the Sydney Water plan. It is unlikely however, that the cisterns were functional as they were filled with sand and formed of a single unmortared brick wall. Although no artefacts were present in the post-holes, a number of pit cuts and cesspits cut into the natural sands yielded a quantity of artefacts, affirming an early nineteenth-century date (Figure 3.5). From the fill of a brick feature, possibly to hold a copper, came a collection of early French or Dutch kaolin smoking pipes, with more from another pit (Figure 3.6).

Later Nineteenth Century Occupation

As well as a quantity of artefacts associated with domesticity were recovered from the houses on Botany Street, including crockery and bottles, a quantity of personal artefacts was also recovered. These include toys, buttons, ornaments etc from rooms in this house, which following analysis, it is hoped, will provide an insight into the people who lived in the house over time, and activity areas within some rooms. One of the greatest depths of underfloor occupation deposit excavated from the site was from the northern most of the Banbury Terrace houses, number 91. The depth was such that the deposit was excavated in two spits of approximately 10cm each.

Before the houses were constructed in the southern part of the site, presumably at some time during the early 1860s, a mix fill was introduced, presumably a levelling fill particularly in the southern section of the site. That it dates to the 1860s is demonstrated as it underlay William Powell's Banbury Terrace, built in 1869 and overlay the early nineteenth century occupation.

An unusual feature of the site was the use of inverted bottles as structural or architectural elements at some properties. An area of inverted ceramic ink storage bottles 3080mm x 670mm, formed part of an internal floor of an extension or outbuilding attached to 71 Botany Street (Figure 3.7). One of the makers marks on the bottles refers to Stephens, Aldersgate London whose period of production is c.1860s-1880s. That this was an internal space is demonstrated by fragments of lino adhering to an adjacent brick-paved floor. The foundations of the house at 79 Botany Street were finished or repaired with three inverted stoneware stout bottles, perhaps when stone or brick was in short supply. Another collection of inverted glass bottles was exposed during monitoring for Gate 2 at 89 Botany Road; however, excavations ceased at this depth to avoid exposing more features. Also of interest, was the quantity of oyster shells recovered during excavations, particularly in the northern part of the site. There was an Oyster Saloon at 67 Botany Road from 1880, soon becoming a

fishmonger, and another at 134 Raglan Street from 1900, becoming a fishmonger in 1928. Although both William Powell and Ann Glover were builders, the quantity of unprocessed oyster shells, confirm that they were not used as a source of lime for mortar, but that an association with an Oyster Saloon, which were popular in the later nineteenth century.

Three gates were also established; two on Botany Road and one on Raglan Street, the excavation of which indicated that there may be some disturbance of the underlying archaeology along Botany Road. The depth excavated for the gates was not deep and where intact archaeological deposits or features were exposed, the gate location was either shifted to avoid damage, or excavation ceased and the feature/deposit covered with geofabric or heavy duty plastic (Figure 3.8 – Figure 3.9).

An initial impression of the artefacts recovered from the houses is that the area can be generally characterised as poor; however, that being said, many artefacts have been recovered for which there are no immediately known parallels. In addition, the range and quality of some artefacts indicate that the residents of Waterloo, like those of the Rocks, had some aspirations to gentility.

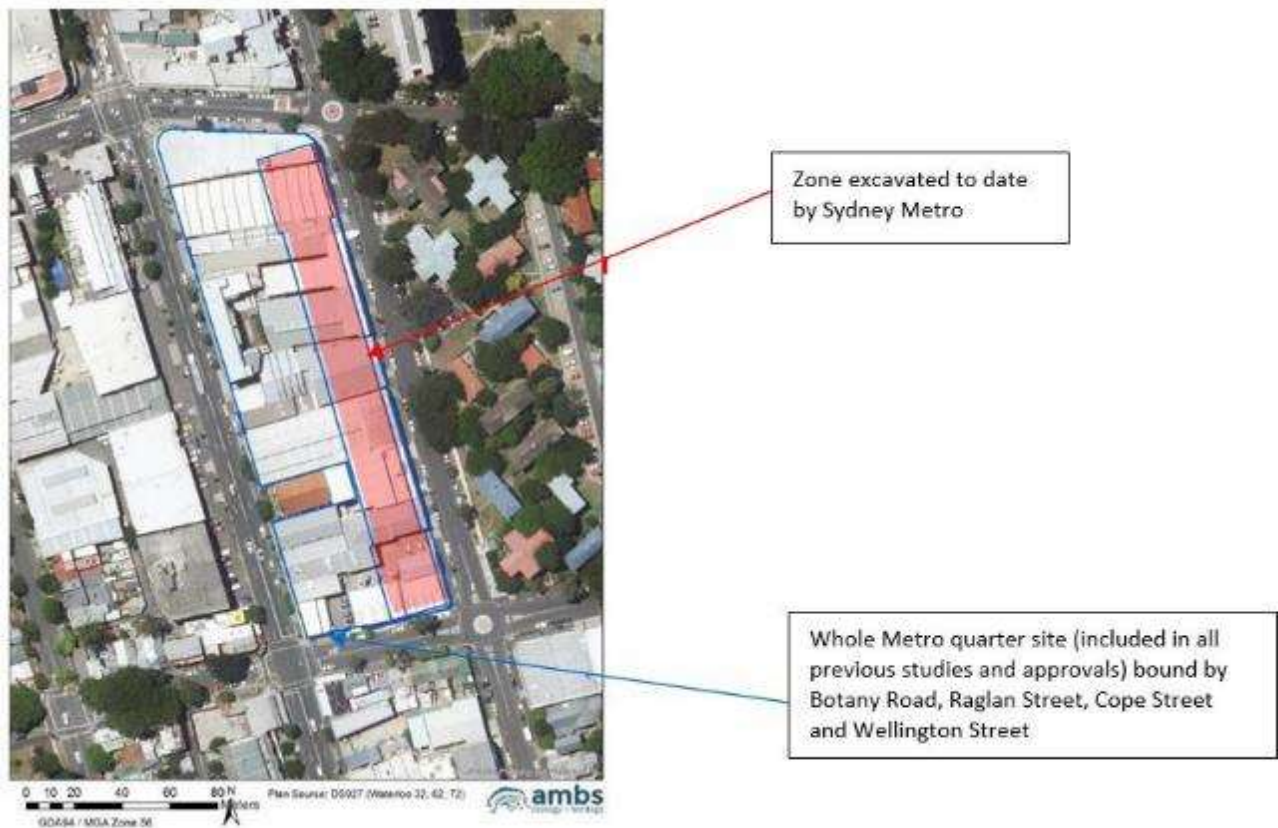


Figure 25 - Sydney Metro, Waterloo Station site map showing excavation zone

Source: Sydney Metro, AMBS Sydney Metro, City and Southwest Archaeological Method Statement for Waterloo Station November 2017

Statement of Archaeological Significance

The archaeological resource of the Waterloo Station site has considerable research potential for its ability to provide an insight into the settlement, development and everyday activities of a community within the

Waterloo Station site and the wider Waterloo/Redfern area from the early into the late nineteenth century. The artefact assemblages associated with houses and businesses have the potential to provide an insight into population densities, occupations, class, taste and gender.

The archaeology of the Waterloo Station site can make a contribution to an understanding of the development of housing and commercial activity within Waterloo and the ‘perceived’ and actual nature of nineteenth century slums. Occupation deposits from under floors, the content of cesspits, rubbish pits, wells and cisterns (if present), would provide insights into domestic and commercial practices which are not available from any other source. The lack of previous archaeological investigations in the Waterloo area means that assemblages from this site should provide a good baseline resource for wider local research. This assemblage could be evaluated and compared with assemblages from other similar and contemporary urban sites.

Analysis of soils and the fill of cesspits and the like could provide information regarding the initial early nineteenth century landscape, land-use practices, including early agriculture, plantings and the diet of the local community. That this evidence underlies mid-late nineteenth century urban development, some demonstrating continuity from the earliest occupation has the potential to contribute to substantive research themes and would have state significance.

The archaeological resource associated with the earliest occupation of the Waterloo Station site is unique in the local Waterloo/Redfern area. That evidence of continuity of occupation into the late nineteenth century together with the integration of later businesses and residences that is likely to be present has the potential to contribute to substantive research themes relating development on the fringes of the urban centre of Sydney. As such the archaeological resource in the Waterloo Station site has state significance.

Archaeological Management Strategy

The Waterloo Station site has been identified as being a state significant archaeological site. As such, the Primary Excavation Director Jennie Lindbergh who directed the excavations in the station box, will attend the site on a daily basis to consult with the Secondary Excavation Director, Lian Ramage. Jennie will provide advice regarding the strategy for the archaeological resource and to direct excavations where this is required. Lian will manage the day-to-day archaeological excavations, in accordance with Jennie’s directions. This will ensure that significant archaeology is managed in accordance with Heritage Council requirements.

9.2 Review of Aboriginal Cultural Heritage Findings & Recommendations

As is the case for historical (non-Aboriginal) archaeology, the Aboriginal archaeological potential and cultural heritage significance of the Metro Quarter has also been previously assessed in detail in the following reports, as part of the CSSI Approval:

- Archaeological & Heritage Management Solutions (AHMS) 2015, Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, Final Report.
- Archaeological & Heritage Management Solutions (AHMS) 2015, Opportunities for Interpretation in the Central to Eveleigh Corridor, Final Report.
- Artefact 2016, Sydney Metro City & Southwest, Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment.
- Artefact 2016, Sydney Metro City & Southwest, Chatswood to Sydenham: Aboriginal Heritage – Archaeological Assessment.
- Urbis 2018, Stage 1 Aboriginal Cultural Heritage Study, Waterloo State Significant Precinct (SSP) Study Area.

The findings and conclusions of these reports are outlined below for reference.

Report	Conclusions
<p>Archaeological & Heritage Management Solutions (AHMS) 2015, Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, Final Report</p>	<p>The following conclusions have been drawn directly from the Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, Final Report prepared by AHMS in 2015.</p> <p><i>As a general guide, the following principles should be adopted to guide future development:</i></p> <ul style="list-style-type: none"> - <i>Heritage within the precinct provides a unique character that should be embraced, with significant heritage buildings to be considered for adaptive reuse opportunities that allow a focus for public use and community activity.</i> - <i>Conservation Management Plans and heritage studies to be prepared for North Eveleigh West, Redfern Station and South Eveleigh precincts, to be staged in accordance with precinct planning. These should be consistent with Office of Environment and Heritage best practice guidelines.</i> <p><i>Prior to the sale of any heritage building:</i></p> <ul style="list-style-type: none"> - <i>provision will be made for the ongoing conservation of any associated moveable heritage items;</i> - <i>all heritage information relating to the building will be collated and amassed and lodged with an appropriate permanent conservation repository;</i> - <i>any heritage items to be transferred or sold that does not have a current endorsed CMPs will be sold or transferred subject to a CMP being completed within 12 months, in accordance with Heritage Council guidelines.</i> - <i>An Archaeological Assessment and associated Archaeological Zoning Plan (covering both Aboriginal and historic heritage) will be prepared to inform future management and development decisions for areas not previously assessed;</i> - <i>An integrated interpretation strategy will be prepared covering significant heritage items within the corridor focussing on both the common themes and the unique characteristics that contribute to the Aboriginal, historic and industrial heritage narratives of the corridor;</i> - <i>Consideration should be given to urgently undertaking an oral history programme focussing on the links between the surrounding urban communities and the heritage places within the Corridor (this should include but not be limited to Aboriginal oral histories from the area);</i> - <i>Demolition will only be considered where the benefits of demolition enhance the viability of more significant heritage buildings, and where demolition includes other tangible community benefits;</i> - <i>Any demolition or substantial interventions will be preceded with appropriate demolition plans and archival recordings which meet the guidelines specified by the Heritage Branch OEH;</i> - <i>In designing new buildings and infill development due consideration will be made to the heritage significance of buildings and items as a collection addressing issues such as connectivity and relationships between buildings and site features, as well as public access.</i>

Report	Conclusions
<p>Archaeological & Heritage Management Solutions (AHMS) 2015, Opportunities for Interpretation in the Central to Eveleigh Corridor, Final Report</p>	<p>The following conclusions have been drawn directly from the Opportunities for Interpretation in the Central to Eveleigh Corridor, Final Report prepared by AHMS in 2015.</p> <p><i>The report concludes that while the highly significant industrial and transport history of the sites associated with the railway have been well developed, three gaps were identified in the existing interpretive themes which understandably focus on the historic development of the railways and the industries and workforce that were associated with them. These were:</i></p> <ul style="list-style-type: none"> - <i>The pre and post contact Aboriginal heritage</i> - <i>The history of multicultural diversity in the adjoining areas</i> - <i>The pre settlement natural landscape and its transformation</i> <p><i>On the basis of the overview of the history of the corridor (see AHMS 2015) and the existing interpretation plans a number of overarching story lines emerge as pertinent to the corridor as whole.</i></p> <p><i>They provide opportunities to connect the individual site based interpretation programmes while allowing the latter to focus on specific areas of relevance to the different heritage places.</i></p> <ul style="list-style-type: none"> - <i>The Central to Eveleigh Corridor as a centre for industry;</i> - <i>Central to Eveleigh as a transport hub and the role of the railway network in connecting city and country. This should include the histories of workers associated with the Eveleigh Carriage works, Aboriginal diaspora histories, the link provided between country and city centres (for example with mortuary station) and the Railways historical role as a major employer, noting that Eveleigh Railway Workshops was one of the City's largest employer's, including of Aboriginal workers, from its opening in 1886 until its closure.</i> - <i>Redfern as a place of freedom, activism and creativity. Aboriginal people were attracted to the study area by the possibility of jobs and of escaping the oppressive government control that Aboriginal people were subjected to on reserves and in country towns. Subsequently Redfern and the surrounding area has become source of Aboriginal creativity, sports prowess and activism.</i> - <i>The suburbs surrounding the corridor as a centre of diversity and multiculturalism;</i> - <i>Natural and cultural environment, pre-European settlement;</i> - <i>Development of the urban landscape from the early settlement of Sydney and the Devonshire St cemetery through to the corridor, and establishing the construction of the railway line and Central station. This can establish the context for the current development and its role in the evolution of the modern urban landscape.</i> <p><i>A heritage and interpretation strategy for the whole Corridor would present the opportunity to identify the most significant buildings and stories in the precinct, which should influence the character of the Corridor and ensure a holistic approach to the interpretation of all the values represented within the corridor. Examples of innovative interpretive devices are showcased in the report to demonstrate the range of ideas and opportunities that could be utilised to showcase and convey the cultural heritage values of the Corridor and embed this in the broader context of the study area.</i></p>

Report	Conclusions
<p>Artefact 2016, Sydney Metro City & Southwest, Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment</p>	<p>The following conclusions have been drawn directly from the Sydney Metro City & Southwest, Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment report (ACHAR) prepared by Artefact in 2016.</p> <p><u>Waterloo Station</u></p> <p><i>The Waterloo Station construction site would be located within the block bounded by Raglan Street, Cope Street, Wellington and Botany Road. The site currently contains commercial and residential buildings. Subsurface impact would occur as a result of the excavation of the cut and cover station box, and as a result of construction of ancillary facilities such as offices and laydown areas.</i></p> <p><u>Impacts to Aboriginal Heritage</u></p> <p><i>No identified Aboriginal sites would be impacted by the proposed works at Waterloo Station. There is moderate-high potential for Aboriginal objects to occur in sub-surface archaeological deposits where there are surviving intact soil profiles (deep sand sheets) across the project site. Any Aboriginal objects that may be identified within this area may be considered to be of moderate to high archaeological significance.</i></p>
<p>Artefact 2016, Sydney Metro City & Southwest, Chatswood to Sydenham: Aboriginal Heritage – Archaeological Assessment</p>	<p>The following conclusions have been drawn directly from the Sydney Metro City & Southwest, Chatswood to Sydenham: Aboriginal Heritage – Archaeological Assessment report prepared by Artefact in 2016.</p> <p><u>Assessment of archaeological potential</u></p> <p><i>The survivability of Aboriginal archaeological deposits in sites such as Waterloo Station is dependent largely on the extent and nature of subsequent phases of historical construction activities. As demonstrated at archaeological excavations across the Quaternary sand sheet, discrete portions of surviving archaeological deposit containing Aboriginal objects may occur beneath extant buildings and deep layers of introduced fill.</i></p> <p><i>There are likely to have been significant, although not necessarily comprehensive, sub-surface impacts across the Waterloo Station site from 19th and 20th century construction and service installation across the site. The extent of introduced fill and depth of excavation during construction of the extant structures was unknown at the time this report was prepared.</i></p> <p><i>Results from previous archaeological excavations across the Quaternary sand sheet demonstrate the potential for buried Aboriginal sites associated in those contexts. These sites can occur buried beneath areas of surface impact. Results of geotechnical investigations in the vicinity of the Waterloo Station site indicates the presence of buried sand beneath layers of introduced fill overlying Ashfield shale.</i></p> <p><i>There is moderate-high archaeological potential for Aboriginal objects in sub-surface contexts where there have not been extensive sub-surface impacts.</i></p> <p><u>Significance assessment</u></p> <p><i>The assessment of archaeological potential indicates the possible survival of Aboriginal objects in sub-surface contexts in those areas that have not been impacted by construction of basements and underground car parks.</i></p>

Report	Conclusions
	<p><i>Intact Aboriginal archaeological deposits within the region area are extremely rare and would be of high research significance. It is also possible that out of context Aboriginal artefacts may be present in the layers of fill used in the area. Any such artefacts would not be likely to demonstrate high archaeological significance as they would not have the potential to provide accurate information or answers to relevant research questions.</i></p> <p><u><i>Impact assessment</i></u></p> <p><i>No identified Aboriginal sites would be impacted by the proposed works at Waterloo Station.</i></p> <p><i>There is potential for Aboriginal objects to occur in the sub-surface archaeological deposits where there are surviving portions of A horizon sands.</i></p> <p><u><i>Further archaeological investigation</i></u></p> <p><i>Further archaeological investigation, which may include archaeological test / salvage excavation, is recommended where surviving Quaternary sands are identified at the Waterloo Station site.</i></p>
<p>Urbis 2018, Stage 1 Aboriginal Cultural Heritage Study, Waterloo State Significant Precinct (SSP) Study Area</p>	<p>As part of the studies undertaken for the Waterloo State Significant Precinct (SSP), which comprises the Waterloo social housing estate ('the estate') and the Waterloo Metro Quarter (the current site), a Stage 1 Aboriginal Cultural Heritage Study was prepared by Urbis (2018). As the Metro Quarter is now being assessed separately, this Stage 1 report considered the Metro Quarter only briefly.</p> <p>This report concluded that there is a low degree of potential for shell midden of stone artefact deposits to be present within the 'estate' study area. If present, such archaeological material is predicted to occur in the less disturbed areas of the site, and in proximity to known resource areas, such as the Waterloo Swamp and Shea's Creek to the south/southwest of the study area. This is in accordance with the findings of the 2015 AHMS study.</p> <p>This assessment of potential was based on the assessed area being located across the Tuggerah soil landscape. This soil landscape is characterised as an aeolian landscape, and consists of a variety of deep (greater than two metres) loamy sands and peats commonly found in dune fields. It is noted that the geotechnical assessment prepared for the study area (refer below) identifies that the site is also underlain by quaternary alluvium sands; the interaction between the Aeolian and alluvium sand deposits in this area is not clear, and has been heavily impacted by environmental processes over time, as well as by more contemporary development and associated disturbances.</p> <p>Within this soil landscape generally, recent and Pleistocene (>10,000 years BP) cultural materials are commonly encountered, and archaeological finds at depths greater than two metres are not uncommon within this context. It is noted that while development in the local area and immediate study area would have resulted in significant disturbance to the upper part of the dune profile, deeper deposits may remain intact below.</p>

Table 5 - Historical (non-Aboriginal) archaeological conclusions from previous studies

9.3 Review of Geotechnical Investigations & Recommendations for Excavation Adjacent to the Waterloo Congregational Church Heritage Item

A Geotechnical report has been prepared by WSP. The conclusions and recommendations relevant to the adjacent Waterloo Congregational Church on Botany Road are listed below.

4.1.2 SITE RETENTION

The depth of the excavation is to extend around 6m below the surface of the existing ground level, with the finished surface level of the B2 slab to be at 10.2mRL AHD. The extent of the basement excavation is expected to be built up to the boundary of the station box wall on the east, Waterloo Congregational Church to the south, Botany Road to the west and Raglan Street to the north. As such, the retention of the basement excavation will directly affect adjacent properties and buildings.

... In addition, the ground deformation limits for adjacent buildings, structures and utilities need to be accounted for and checked with anticipated deformation predictions. Specific attention needs to be provided within the vicinity of the heritage church structure, which have more stringent deformation limits.

4.1.5 IMPACT ASSESSMENT ON THE CHURCH

An impact assessment on the heritage church structure is recommended to be undertaken considering the proximity of the basement structure, as well as the station works which will have been undertaken by the time of the basement excavation. Two-dimensional finite element analyses should be sufficient to address the anticipated movement associated with the construction of the basement. The critical stages of the impact assessment will likely occur during the bulk excavation of the basement and during the destressing stage of any temporary anchors.

As such, instrumentation and monitoring will be required during excavation and throughout the construction stage to monitor displacement, vibration and groundwater, and further ensure non-exceedance of the displacement thresholds.

Strategies should be adopted as recommended in the WSP Geotechnical report to avoid potential impacts to the ground beneath the Waterloo Congregational Church, and ensure that there will be no material impacts on the heritage item as part of the excavation proposed under this DA. The construction management plan should include specific construction methodology strategies to ensure that bulk excavation adjacent to the Waterloo Congregational Church will have no physical impact on the stability of the ground beneath this heritage item. A monitoring program should be undertaken during excavation to ensure that there are no adverse impacts from the excavation.

9.4 Impact Assessment – Waterloo Congregational Church Heritage Item

The proposed excavation outlined in this basement DA will be undertaken to the immediate north of the Waterloo Congregational Church. The Geotechnical report has outlined that an impact assessment with recommendations for monitoring during excavation should be undertaken to ensure that impacts to the church building during bulk excavation are avoided. This recommendation should be adopted, potentially as part of the construction management plan, and should identify specific mitigation strategies to sure up the ground beneath and around the Waterloo Congregational Church to prevent physical impact to this heritage item during bulk excavation.

If strategies are in place to avoid potential impact to the ground beneath the Waterloo Congregational Church as part of the DA, then there will be no material impacts on the heritage item as part of the

excavation proposed under this DA. No physical works or excavation will be undertaken within the lot boundaries of the Waterloo Congregational Church and no physical works will be undertaken to any significant fabric.

The proposed excavation works will not impact any significant views towards the heritage item or impact its existing setting. The future development which will be constructed around the church is assessed separately in other DAs which will be lodged concurrently with this DA for excavation.

9.5 Impact Assessment – Broader Vicinity Heritage Items

The broader vicinity heritage items located around the Waterloo Metro Quarter site are substantially distanced from the location of proposed excavation and will not be physically or visually impacted by these proposed bulk excavation works. No physical works or excavation will be undertaken within the lot boundaries of the vicinity heritage items and no physical works will be undertaken to any significant fabric. The proposed excavation works will not impact any significant views towards the heritage items or impact their existing settings. The future development which will be constructed on the Waterloo Metro Quarter site in the vicinity of these heritage items will be assessed separately in other DAs which will be lodged concurrently with this DA for excavation.

9.6 Impact Assessment – Alexandria Park Heritage Conservation Area

There are no potential heritage impacts on the significance of the Alexandria Park Heritage Conservation Area as a result of the proposed bulk excavation on the subject site.

9.7 Waterloo Metro Quarter Design and Amenity Guidelines

To reflect condition requirements of the Concept SSD-9393, Sydney Metro has revised the Waterloo Metro Quarter Design and Amenity Guideline (March 2020) which have guided the detailed design of the OSD project.

An assessment of how the proposed development is consistent with the heritage related guidelines in the Waterloo Metro Quarter Design and Amenity Guideline is set out in the following table.

Design Criteria – Heritage Related	Discussion
3J Podium and Street Wall	
<p>1. The design of the podium respects the heritage significance of the church:</p> <ul style="list-style-type: none"> - The height of the podium on either side of the church aligns with the height of the church pinnacles - The podium setback from Botany Road aligns on either side with the front face of the church - Setbacks are provided from the sides of the church to reveal it as a freestanding building 	Not applicable, this DA focuses on the bulk excavation of the northern portion of the western half of the Waterloo Metro Quarter site, and does not seek consent for any new buildings with any interface with the Waterloo Congregational Church.
3U Culture	

Design Criteria – Heritage Related	Discussion
4. Design processes should respect the tangible heritage items within and surrounding the Metro Quarter and heritage interpretation processes should make accessible intangible heritage values and histories of the area	The provision of sufficient impact mitigation strategies in the construction management plan and from expert geotechnical advice will ensure that the heritage significance of the Waterloo Congregational Church is protected during the bulk excavation works.

Table 6 - Assessment against the Waterloo Metro Quarter Design and Amenity Guideline (2020)

10. Conclusion & Recommendations

Between September 2017 and September 2019, all built structures across the Waterloo Metro Quarter subject site were progressively demolished under the previous CSSI Approval 7400, approved 9 January 2017. These structures consisted of a variety of light industrial, manufacturing and commercial use buildings from the twentieth century. The Waterloo Metro Quarter subject site does not meet the threshold for heritage significance under any of the criteria set out by the Heritage Council of New South Wales.

It is beyond the scope of this report to assess the archaeological potential of the subject site or provide assessment on the potential archaeological impacts of the proposal. The SEARs and conditions of consent for Concept Approval-9393 do not require the inclusion of archaeological assessment in this HIS, and instead require that this report includes consideration of archaeological impacts. To satisfy this requirement, we have outlined the findings, conclusions and recommendations of other expert consultant historical archaeology reports which outline assessments of archaeological significance of the place and identify potential archaeological impacts of the proposal, as well as mitigation measures. These reports outline recommendations for excavation programs as part of the construction program and mitigation measures for the management of archaeological relics within the site. Adoption of these recommendations will ensure that the potential archaeological impacts of the proposed works are managed appropriately.

Bulk excavation of the eastern half of the Waterloo Metro Quarter site has already been undertaken as part of the construction works for the Waterloo Metro Station and was approved under the CSSI Approval 7400. As part of this excavation program, an archaeological excavation program was undertaken onsite between 8 January 2018 and 25 May 2018, in accordance with the Sydney Metro, City and Southwest Archaeological Method Statement (AMS) for Waterloo Station prepared by AMBS. AMBS has issued a new AMS dated July 2020 for the western half of the Waterloo Metro Quarter site, including the subject property. The findings and recommendations of this report are summarised in the Heritage Impact Statement, and the full report is included as an Appendix. This AMS outlines the proposed excavation methodology for the subject site to manage archaeological significance and impacts.

The proposed excavation outlined in this basement DA will be undertaken to the immediate north of the Waterloo Congregational Church. Strategies should be adopted as recommended in the WSP Geotechnical report to avoid potential impacts to the ground beneath the Waterloo Congregational Church, and ensure that there will be no material impacts on the heritage item as part of the excavation proposed under this DA. No physical works or excavation will be undertaken within the lot boundaries of the Waterloo Congregational Church and no physical works will be undertaken to any significant fabric. The proposed excavation works will not impact any significant views towards the heritage item or impact its existing setting. The future development which will be constructed around the church is assessed separately in other DAs which will be lodged concurrently with this DA for excavation.

The broader vicinity heritage items located around the Waterloo Metro Quarter site are substantially distanced from the location of proposed excavation and will not be physically or visually impacted by these proposed bulk excavation works. No physical works or excavation will be undertaken within the lot boundaries of the vicinity heritage items and no physical works will be undertaken to any significant fabric. There are no potential heritage impacts on the significance of the Alexandria Park Heritage Conservation Area as a result of the proposed bulk excavation on the subject site.

Overall, the proposed basement excavation works as outlined in this report are considered acceptable from a heritage perspective and are recommended for approval, subject to adoption of the following key recommendations:

- The construction management plan (or similar) should include specific construction methodology strategies to ensure that bulk excavation adjacent to the Waterloo Congregational Church will have no physical impact on the stability of the ground beneath this heritage item. A monitoring program should be undertaken during excavation to ensure that there are no adverse impacts from the excavation.

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[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]

12. Appendices

12.1 Appendix 1 – Archaeological Method Statement



Archaeological Method Statement for Waterloo Metro Quarter

Prepared by AMBS Ecology & Heritage
for John Holland

FINAL

July 2020

AMBS Reference: 19798

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1 Introduction

The Sydney Metro & City Southwest project is a new 30km-long rail system from Chatswood to Sydenham and includes a new crossing beneath Sydney Harbour and new railway stations at Crows Nest, Victoria Cross (North Sydney), Barangaroo, Martin Place, Pitt Street Sydney, Central and Waterloo. The Project was approved by the Minister for Planning on 9 January 2017 subject to a number of Conditions set out in Critical State Significant Infrastructure Sydney Metro & Southwest Chatswood to Sydenham Infrastructure Approval (Application no. SSI 15_7400) (Project Planning Approval). Construction is currently underway for completion by 2024. Minister's Condition of Approval (CoA) E17 refers to the pre-excavation reporting requirements prior to construction:

The Archaeological Assessment Research Design Report (AARD) in the documents listed in A1 must be implemented. Final Archaeological Method Statements must be prepared in consultation with the Heritage Council of NSW (or its delegate) before commencement of archaeological excavation works. The final methodology must:

- (a) provide for the detailed analysis of any heritage items discovered during the investigations;*
- (b) include detailed site specific archaeological management and artefact management strategies;*
- (c) include cored soil samples for soil and pollen for the Pitt Street site within the Tank Stream Valley; and*
- (d) provide for a sieving strategy.*

AMBS Ecology & Heritage (AMBS) prepared the *Sydney Metro, City & Southwest Archaeological Method Statement for Waterloo* in 2017 for the station box along Cope Street in accordance with Condition E17, for John Holland CPB Ghella Joint Venture (JHCPBG). AMBS was responsible for the archaeological excavations in 2018 under the direction of Jennie Lindbergh, Primary Excavation Director for the project, and is currently preparing the post-excavation analysis and reporting on the archaeology and artefacts.

Approval for the State Significant Development (SSD 9393), Over Station Development around the approved Waterloo Metro Station was granted on 10 December 2019. In this context Minister's Condition of Approval B29 is relevant:

Future development applications shall include an Archaeological Method Statement (AMS), or updated/amended CSSI ARD and AMS that clearly applies to the SSD scope of works, informed by the results of the archaeological works undertaken for the CSSI works. This may include consultation with the Registered Aboriginal Parties for the project and may include further field study. The AMS must:

- (a) provide an assessment of the findings of the eastern clearance works and reporting (i.e. the CSSI works)*
- (b) identify any new research questions, if required*
- (c) make recommendations for any revised archaeological mitigation measures, if required*
- (d) provide an assessment of benefits of completing archaeological testing, clearance and salvage and/or make a recommendation, if appropriate, that these measures are not required.*

As such, John Holland has commissioned AMBS to prepare this Archaeological Method Statement for the Waterloo Metro Quarter. This AMS addresses the requirements of SSI 15_7400 and SSD 9393.

1.1 Waterloo Station

The site for the new Waterloo Station is located within the City of Sydney Local Government Area (LGA), approximately 4km to the south of the Sydney CBD. The site is within an area bounded by Botany Road, Raglan, Cope and Wellington Streets (Figure 1.1).

The Congregational Church Including Interior at 103-105 Botany Road is local heritage item 2069 on the City of Sydney Local Environmental Plan 2012 and is within the project boundary, but has been isolated from the development, and local heritage item 2070, the Cauliflower Hotel stands at 123 Botany Road, at the corner with Wellington Street (Figure 1.2). There are no other identified heritage items within the footprint of the station site and there are no identified heritage items or archaeological sites recorded on the LEP within the project footprint, nor within its vicinity.

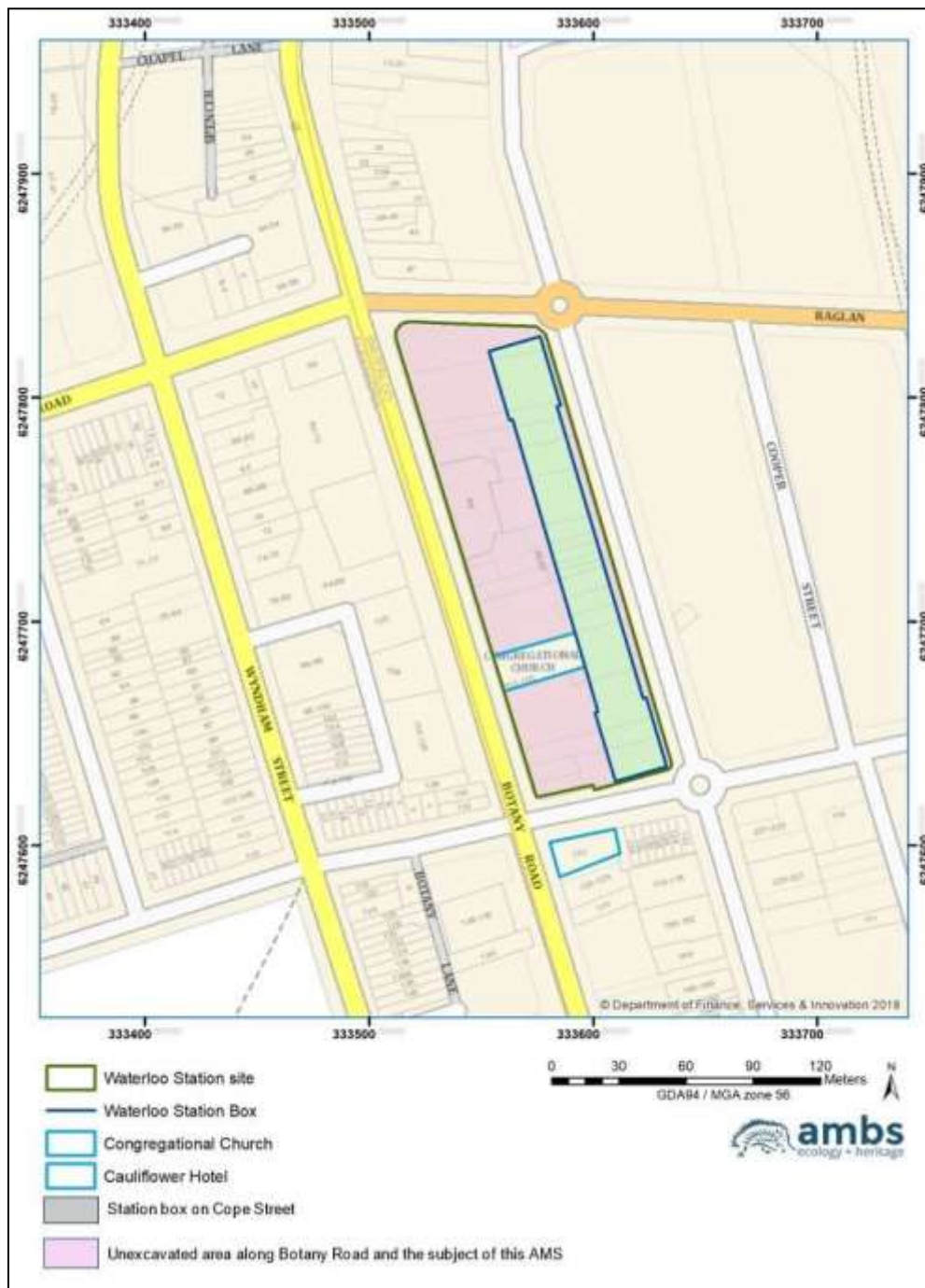


Figure 1.1 The local environment of the Waterloo Station site.



Figure 1.2 The Congregational Church within the Waterloo Station site was built in 1883, whereas the Victorian Gothic Cauliflower Hotel, identified as built in c.1862, proclaims to be *Our Local Since 1838*.

1.2 Background to this Report

As well as the *Sydney Metro, City & Southwest Archaeological Method Statement for Waterloo* (AMS) prepared by AMBS for the Waterloo station box on Cope Street, documentation for the project includes the *Non-Aboriginal Impact Assessment* (EIS Technical Paper 4) and *Sydney Metro Historical Archaeological Assessment and Research Design Report* (AARD), both prepared by Artefact Heritage in 2016, of which the latter report is relevant to the archaeology.

The 2016 AARD, prepared by Artefact Heritage, identified the study area as having nil-low potential for archaeological resources dating to the pre-1880 period, and low-moderate potential for the remains of residential and commercial development dating to the 1880-1930 period. The recommended management was to undertake a programme of archaeological testing and monitoring, followed by salvage excavation if significant archaeological resources are present (Artefact 2016b: 287).

AMBS undertook extensive research in the preparation of the 2017 Waterloo Station AMS and identified that the archaeology in the Waterloo station box had high research potential and local significance. However, it should be noted that in a Memo sent to Heritage NSW dated 23 March, 2018 while the archaeological excavations were in progress, it was suggested that following analysis of the archaeology and artefacts the site may be re-assessed as being a state significant archaeological site. This was reaffirmed in the *Summary report on the historical archaeological Investigations at the Waterloo Station Site* of 23 July 2018, which concluded:

Analysis of the archaeology and the artefacts has not yet begun so it is too early to be certain about the site chronology; however, some houses clearly had a long history of occupation. Also, an extraordinary quantity of artefacts has been recovered (some 600 boxes) which are in the process of being processed in preparation for analysis. As such, it is too early to state with any certainty, but the features that have been exposed beneath the houses and in the natural sands appear to date to the 1860s or 1850s, and perhaps earlier. This should be clearer following analysis of artefacts and the archaeology. It is likely that the archaeology in the site will provide an insight into the early history and development of the site, that was not previously expected. Whether this results in a re-assessment of the archaeology as having state significance cannot be determined at this stage.

1.3 Methodology & Authorship

This report is consistent with the principles and guidelines of the *Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013*. It has been prepared in accordance with current best-practice guidelines as identified in the *NSW Heritage Manual* (1996), published by the Heritage Office and Department of Urban Affairs and Planning (now the Heritage Division, Office

of Environment and Heritage), and associated supplementary publications, in particular *Assessing Significance for Historical Archaeological Sites and 'Relics'* (2009).

This Archaeological Method Statement (AMS) has been prepared by Jennie Lindbergh, AMBS Director Historic Heritage. This AMS addresses the properties along Botany Road and does include some information contained in the AMBS 2017 AMS, where relevant, in particular it is informed by an understanding of the site archaeology as revealed during excavations of the Waterloo station box along Cope Street. As such this AMS includes a history of the properties along Botany Road, a new assessment of the archaeological and research potential, significance and archaeological management strategy.

This AMS provides methodologies to manage the historical archaeology to ensure compliance with relevant Heritage Council guidelines and responds to the Minister's CoAs E18, E19 and E20:

E18 *Before excavation of archaeological management sites, the Proponent must nominate a suitably qualified Excavation Director who complies with the Heritage Council of NSW's Criteria for Assessment of Excavation Directors (July 2011) to oversee and advise on matters associated with historic archaeology and advise the Department and OEH.*

Where archaeological excavation is required, the Excavation Director must be present to oversee excavation and advise on archaeological issues. The Excavation Director must be given the authority to advise on the duration and extent of oversight required as informed by the provisions of the approved AARD and Excavation Methodology.

A final archaeological report must be submitted to the Heritage Council of NSW within two (2) years of the completion of archaeological excavation on the project. The report must include information on the entire historical archaeological program relating to the CSSI.

E19 *An Unexpected Heritage Finds Procedure must be prepared:*

- (a) to manage unexpected heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW or OEH; and*
- (b) by a suitably qualified and experienced heritage specialist.*

The procedure must be included in the AARD and must be implemented for the life of the project.

E20 *In the event that potential archaeological relic/s are discovered unexpectedly during construction, which are not addressed in the relevant Archaeological Method Statement prepared in accordance with Condition E17, all work must cease in the affected area and the Excavation Director must be notified and attend the site to assess the find/s, identify their significance and provide mitigation advice according to the assessed significance and the impact proposed. If the relics are assessed as having local significance they will be managed in accordance with the approved AARD, relevant Archaeological Method Statement prepared in accordance with Condition E17 and Unexpected Finds Procedure required by Condition E19.*

*The Secretary and the Heritage Council of NSW (or its delegate) must be notified of the discovery of any unexpected Relic. In the event that the unexpected relic is identified as being of State significance, the NSW Heritage Council must be notified in writing in accordance with section 146 of the Heritage Act 1977. An **Archaeological Relic Management Plan** must be prepared for the State Significant Relic in consultation with Heritage Council of NSW, which must outline all feasible and reasonable measures to be implemented to avoid and/or minimise harm to and/or salvage of the State Significant Relic.*

Construction in the vicinity of the discovery must not recommence until the written approval of the Excavation Director has been received. The proponent must notify the Secretary in writing of the outcome of consultation with the Heritage Council of NSW (if required).

This AMS identifies an appropriate strategy for managing significant archaeological resources and relics in the Waterloo Station site. As noted above, Jennie Lindbergh was the Primary Excavation Director for the excavations of the Waterloo station box and complies with the Heritage Council of NSW's Criteria for the Assessment of Excavation Directors for local and state significant archaeological sites.

1.4 Limitations

This AMS addresses the potential for historical archaeological resources to be present in the west side of the Waterloo Station site on Botany Road, its likely significance, research potential and strategies for its appropriate management. It does not address the potential for Aboriginal archaeology; however, in this regard the following is relevant.

Aboriginal archaeological investigations have been undertaken within the station box at the Sydney Metro Waterloo Station site for the TSE works in accordance with the *Construction Heritage Management Plan Sydney Metro City & Southwest – TSE Works* and the *Sydney Metro* (2017) and *City & Southwest Aboriginal Archaeological Method Statement: Barangaroo, Martin Place, Pitt Street & Waterloo* (2018).

In accordance with the 2018 AMS, Aboriginal archaeological excavations were undertaken where historic archaeological excavations identified intact remnant soil profiles. Aboriginal test excavations began at the site on 12 February 2018, and a total of total of 11 stone artefacts were recovered from 54 1 x 1m² test pits. No more than three artefacts were identified in any single test pit, and artefacts were distributed across the site, with no significant clustering of artefact locations identified. Soils inspected during excavations were representative of those found within the Botany sand sheet, and were observed to have been significantly disturbed from past land clearance, construction, and infrastructure installation within the study area.

While analysis and reporting on the excavations has not yet been completed, preliminary analysis of the assemblage characterised it as a low-density background scatter of stone artefacts, of types common in the region, in a highly disturbed context.

Given the observed level of disturbance across the Waterloo study area, including on the western portion of the site, it is unlikely that additional archaeological test excavations will identify intact or significant Aboriginal archaeological deposits on the site. Potential impacts and risks to Aboriginal heritage within the Waterloo Metro Quarter should therefore be managed through an application of an Unexpected Finds Protocol, and additional controls such as archaeological monitoring are not required for the currently proposed works.

2 Historic Context

On 14 April 1999, a devastating hailstorm caused such damage that the basement of the (then) South Sydney Council flooded and historical records were damaged or destroyed, included all records prior to 1888, such that the earliest Rates Assessment Books for the Waterloo Station site is for 1888. Terry Kass, Historian & Heritage Consultant, was able to find the limited available information pertaining to land titles, though not all land transactions were registered, with unclear property descriptions and boundaries are unclear. The Sands Directories and newspapers available on Trove have been the primary source.

The 1893 Sydney Water Archive Plan # PWDS1544-S44 proved to be the most reliable source for understanding much of the development of the block bounded by Botany Road, Raglan, Cope and Wellington Streets. In this report, properties on Cope Street are referred to as on Botany Street, as the name was not changed until the 1970s and this is the address identified on the 1893 plan (Figure 2.5).

2.1 Development of the Waterloo Area

Prior to European settlement, the area that was to become Waterloo was covered by dense heath and scrub. Numerous creeks and pools lined with mangroves and areas of saltmarsh drained into Botany Bay, which was characterised by sand dunes, Banksia Scrub, and swampland. As an estuarine environment, an underlying soil profile of alluvial sand characterises this part of southern Sydney to the coast.

In 1825, John Thomas Campbell was granted 185 acres which he called Mount Lachlan Estate, and which roughly comprises the modern suburb of Waterloo. In 1823, Governor Brisbane granted 1400 acres (655 hectares) to William Hutchinson which he called the Waterloo Estate, roughly the suburbs of Zetland, Alexandria and Rosebery (Figure 2.1). In 1825 and 1829 Daniel Cooper acquired the Waterloo and Lachlan Estates, a combined area of 1585 acres (642 ha), which he retained until 1853. At this time Waterloo was remote from the growing city and was considered a wilderness and a wasteland. Governor Macquarie ordered the construction of Botany Road, beginning at a toll-gate in Redfern linking Botany Bay with Sydney from 1818. The road was one of the first major roads of the colony and would have been the only sign of European presence as it passed through the wilderness populated with a sparse scatter of small industries along the edge of the swamps (Figure 2.2) (Karskens & Rogowsky 2004:55, 57). During the 1870s, Chinese market gardens were established along the southern sections of Botany Road and around Waterloo Swamps (Fitzgerald 1987:29, Karskens & Rogowsky 2004:50). However, these do not appear to have extended as far north as Redfern and the Waterloo Railway Station site.

The English *Public Health Act 1848* was followed in the same year by an Act of the New South Wales Parliament which banned 'noxious industries' from the city. From the 1850s industries moved into Waterloo, Botany and Alexandria, where some noxious industries had already been established early in the century. Wool washing and fellmongering had already been established in the Waterloo Swamps area, which had outlets into Shea's Creek, from the earlier nineteenth century (Karskens & Rogowsky 2004:33-34). From as early as 1815, the ready supply of water trapped by ponds and swamps in the Waterloo area attracted those industries that relied on large quantities of water, such as grain grinding, milling cloth, wool preparation, and tanning (Figure 2.3 and Figure 2.4). In 1821, Daniel Cooper, William Hutchinson and Samuel Terry had formed the firm of Hutchinson, Terry & Co. (also known as the Waterloo Co.). Each of the men had arrived to the colony as convicts but had become wealthy businessmen and landowners after they had each been pardoned (Australian Dictionary of Biography: Daniel Cooper, William Hutchinson). In 1820, the Waterloo Co. established a water-powered flour mill on Crown land at Waterloo; however, in 1825

the company was acquired by Daniel Cooper and Solomon Levey and the company became known as Cooper & Levey.

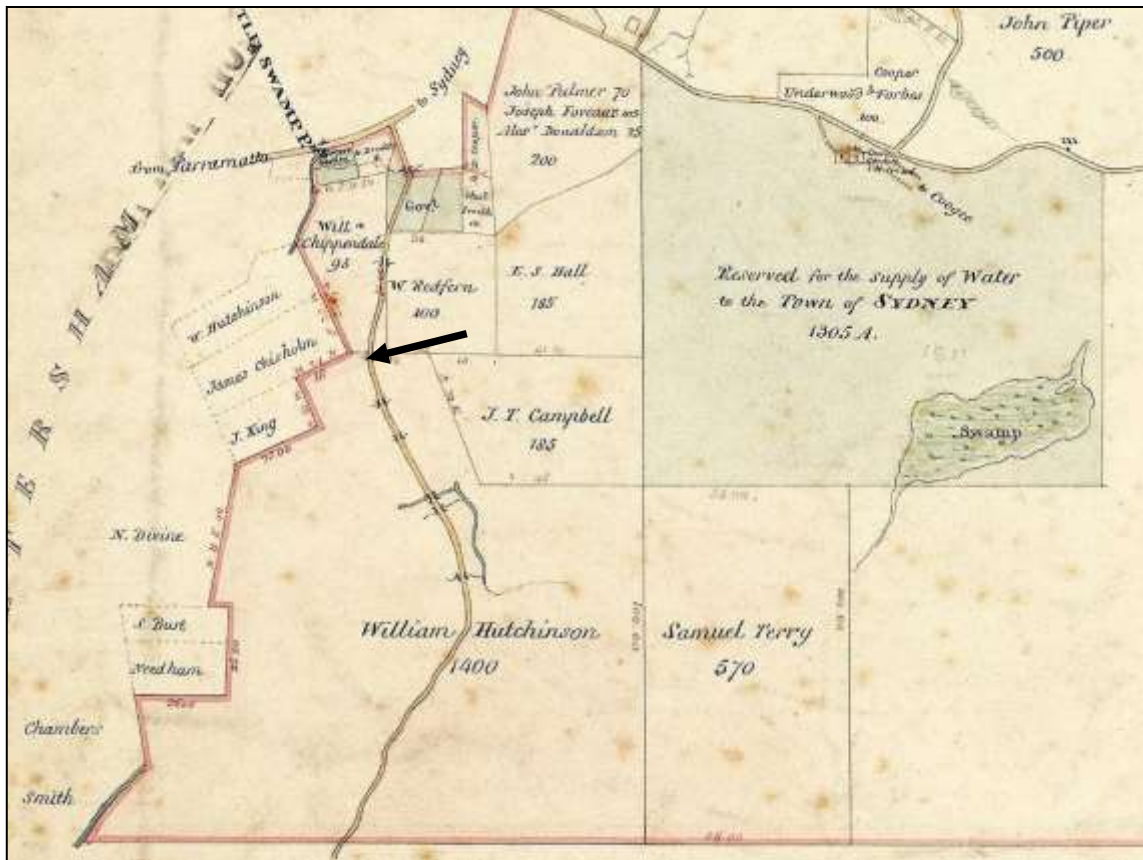


Figure 2.1 Undated Parish map of Alexandria, showing the extent of William Hutchinson's grant and that Botany Road has been formalised. The approximate location of the Waterloo Railway Station site is arrowed (<http://images.maps.nsw.gov.au/pixel.htm#14066301.jp2>).



Figure 2.2 Old Botany Road continuation of Bourke St 1873, which must be to the south of the study area. Unsigned watercolour dated '26 May, 73' from a series titled Views of Sydney, 1862-1873 / Samuel Elyard (http://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?dps_pid=FL650451&embedded=true&toOlbar=false).

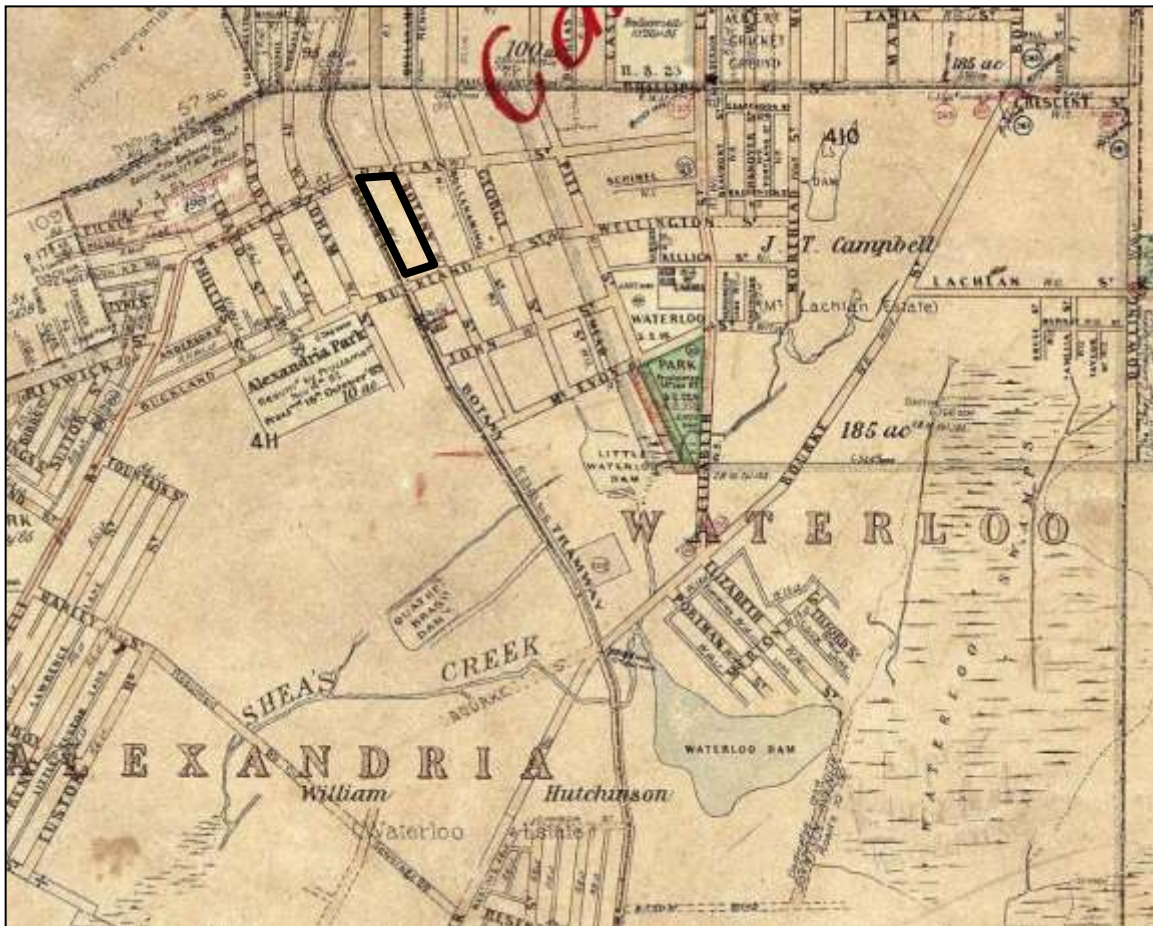


Figure 2.3 Detail from an 1886 Parish map of Alexandria, showing the extensive network of swamps, creeks and dams within the vicinity of the study area (outlined in red) (<http://images.maps.nsw.gov.au/pixel.htm#14040602.jp2>).

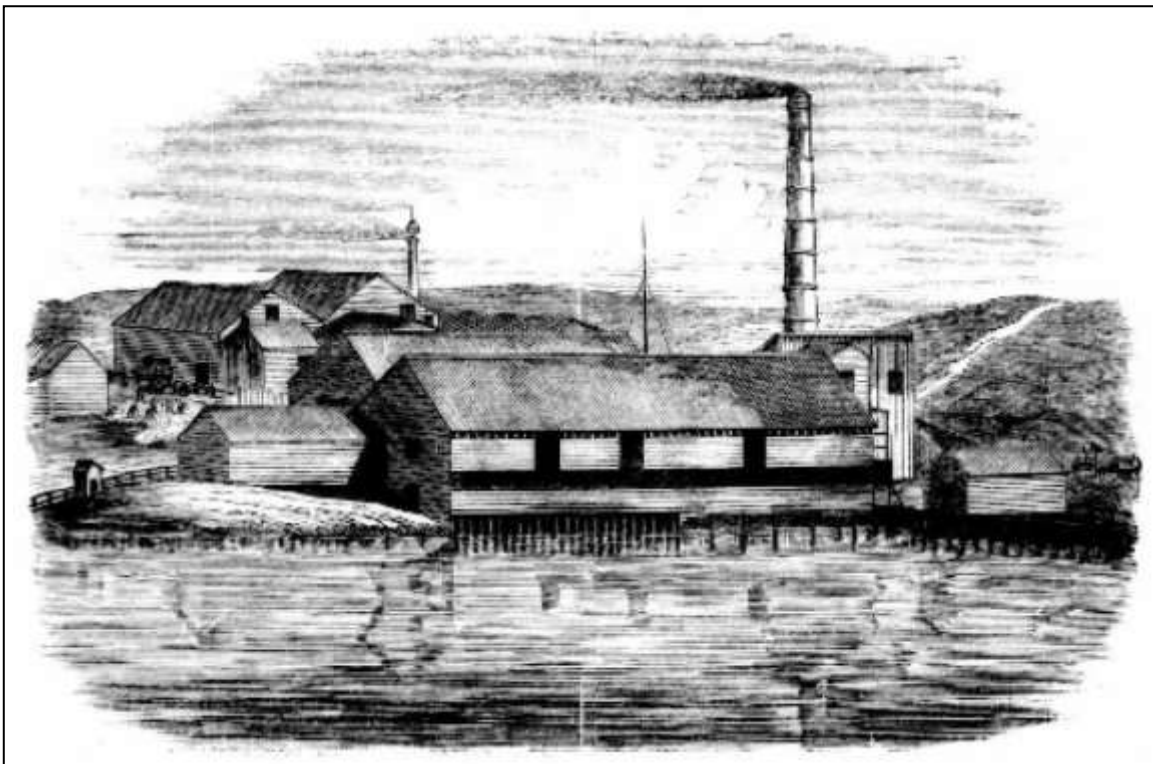


Figure 2.4 Hinchcliff's Woolwashing Establishment at Waterloo established on Botany Road in 1848 (Australian Town and Country Journal Saturday 16 June 1877: 20).

2.2 Early Development of Part of the Waterloo Estate

The locations of the earliest leases within the study area are unclear; however, land titles information does provide some information regarding lessees (see Appendix A). However, there are no associated maps or plans nor information regarding construction of buildings. The pattern of leases, the majority of which are 200 feet (61m) deep with frontages on Botany Road and Botany Street, is described as extending from Raglan Street in the north to Buckland Street (now Wellington) in the south Figure 2.5).

2.2.1 William Powell

From the 1850s Daniel Cooper sold 99-year leases on sections of his land, of which the following refer to the leases to William Powell comprise the study area:

a) 25 October 1855 to William Powell, Botany Road, carpenter, of 1 acre 2 roods, bounded on the south by Buckland Street 3 chains 8 links, on the east by Botany Street 4 chains 47 links, on the north by other land leased to Powell 3 chains 21 links and on the west by Botany Road 4 chains 98 links. For 99 years at a rent of £30 per annum (Old System Deed, No 554, Book 48).

b) 1 April 1857 to William Powell, Waterloo Estate, carpenter, of 1 acre 2 roods 37 perches, bounded on the north by Raglan Street 3 chains 40 links, on the east by Botany Street 5 chains 49 links, on the south by 3 chains 21 links and on the west by Botany Road 5 chains 72 links. For 99 years at a rent of £51/8/0 per annum (Old System Deed, No 557, Book 48).

As indicated, the area of 1 acre, 2 roods, 37 perches (7006 square metres) was bounded by Botany Road, Raglan and Botany Streets but as Buckland Street had not yet been formalised, the land is originally described as extending 5 chains, 72 links (105m) south along Botany Road (LPI Book 48, No.557, 1 April, 1857). William Powell lived on Botany Street and retained some of the leased land but sub-leased most of it to numerous tenants for annual ground rentals of usually a few pounds per year. From the mid-1850s Powell issued Leases, Sub-leases, Under Leases or Assignments of Leases on the land within the study area, some of which were later transferred as further sub-leases.

Although the earliest subdivision in Waterloo was in 1853, this was localised to the centre of the town, an area bounded by Wellington, Raglan and Elizabeth Streets, and largely based on venture capital. The first housing was built by *speculative investors, who thus played a key role in providing housing in these outer suburbs of Sydney* (Karskens & Rogowsky 2004:57). It is possible that William Powell, as a builder, may also have been one of these speculative investors, building houses within his lease to maximise the return on the land.

William Powell was also active in forming Waterloo Municipality, proclaimed in 1860, briefly becoming Mayor of Waterloo. When he died on 31 October 1877, his widow, Martha, inherited the lease. After Martha's death in 1885, Matthew Smith inherited the 1 acre 2 roods and 37 perches on 2 May 1889, which he assigned to Henry Smith on 9 July 1901 (Old System Deed, No 820, Book 993).

As a councillor, William Powell was active in advocating for the improvement and maintenance of the streets bounding the block in the early 1860s. In 1863, he moved that *Botany Street be kerbed and footpaths formed on the east side from Raglan Street to Buckland Street* (*Sydney Morning Herald*, 16 October 1863:3). In 1869, Powell built a terrace row of four brick houses, Banbury Terrace at **91-97 Botany Street** (140-146 Cope Street) (*Sydney Morning Herald*, 7 October 1869:7). The terrace was advertised for sale in 1872:

BOTANY-STREET, WATERLOO.

FOUR 2-STORY BRICK HOUSES, each 4 rooms and washhouse, in Botany-street, having a frontage of about 48 feet, with a depth of about 90 feet, between Raglan and Buckland streets, and known as BANBURY-TERRACE. Title-Leasehold, about 83 years to run; ground rent, £6 4s per annum. RICHARDSON and WRENCH have received instructions to sell by public auction....The above property in Botany-street, Waterloo. A good paying small investment. The houses are in the centre of a populous locality, and always let (Sydney Morning Herald, 11 January 1872:7).

The houses were demolished in 1957.

2.3 Development along Botany Road

Named by Governor Macquarie as the main road to Botany Bay, Botany Road was constructed to access the water powered flour mill constructed by William Hutchinson, Daniel Cooper and others in Waterloo about 1818.

2.3.1 William West

In mid-1855, one of the earliest leases, a block bounded by Botany Road, Raglan and Botany Streets, was taken by William West, a builder. The block is described as being 200 feet (61m) along Raglan Street, extending for 25 feet (7.6m) along Botany Road and Botany Street (Bk 49 No 945). In 1859, West was nominated as a candidate for councillor for the Waterloo Ward and is described as having built a new house, next to the post office on Botany Road of the Waterloo Estate (*Sydney Morning Herald* 7 September 1859). West is also indicated in the 1861 Sands Directory as living at the Post Office at 41 Botany Road, which is to the north of the study area (City of Botany Bay n.d.). In 1863, West was also said to hold vacant land in Botany Street, suggesting that his block had not been developed at this time (*The Sydney Morning Herald*, 5 June 1863:5).

However, by the 1870s, William James had established a grocery shop on the corner at **49 Botany Road** which was *doing a first-class business, leading thoroughfare, splendid position* (*Sydney Morning Herald* (SMH), 28 September 1881, p.13). In 1888 the shop was valued at £152, the highest on the block, and is described as a weatherboard and iron shop, residence and sheds. The property continued as a grocer shop until 1901 when John Gostwick Green successfully applied for a Colonial Wine License for his business (*Evening News*, 1 October 1901:1).

In 1913, Sir Daniel Cooper's son (also Sir Daniel Cooper), recalled the 1857 lease on the northernmost part of the block; 1163 square metre block from the Raglan Street corner to **57 Botany Road** and to **55 Botany Street** and sold it to Charles D'Arcy for £750 (LPI Book 993, No.822, 18 April, 1913). The Sands Directories show the houses at 55–57 Botany Road as occupied from 1879 until, in the 1888 Rates Assessment the houses are described as brick and timber semi-detached three-roomed houses owned by Jane Turner and valued at £26, The houses continue to be occupied into the 1930s by a range of tenants.

The corner shop continued as a grocery into the 1930s: *FOR SERVICE AND QUALITY GO TO PRINCE'S BOTANY ROAD AND RAGLAN STREET, WATERLOO. Relief coupons taken, Orders called for and delivered. Phone MA1007 (Labor Daily, 21 December 1932, p.8).* However, by 1936 the store had been demolished and the corner block remained as a fenced off vacant lot for more than a decade. In c. 1950 it was leased to Standard Cars Pty Ltd as a service station. In 1961, following Charles D'Arcy's death in 1959, his property was sold to the upholstery firm Comfytex Pty Ltd which had premises at 67–69 Botany Road (LPI Transfer H94089, 30 November, 1961). The 1145 square metres of land facing Raglan Street between Botany Road and Botany Street was resurveyed as Lot 4, Deposited Plan 215751.

During the mid-1960s Lot 4 was sold to Arianna Holdings, which erected a new building which was leased to a variety of tenants including the TAB, newsagents, and a Foodland supermarket, while various trades were carried out in the first and second floor studios (LPI Vol.9340, Folio 10, 15 November 1967).

To the east of the grocery, at **138 and 136 Raglan Street** was a pair of attached timber and iron cottages which were demolished in 1935. These cottages were, with the brick and iron three-room cottage at 134, advertised for rent in 1879: *Cottage, BOTANY-ROAD; three Cottages, side passage; and Cottage, fronting BOTANY-STREET about midway between the junction of BOTANY ROAD with BOTANY-STREET and RAGLAN-STREET. TITLE-Sir DANIEL COOPER'S LEASEHOLD, for 99 years, at the nominal ground rent of £10 8s per annum (Sydney Morning Herald, 21 May 1879: 10)*. The cottage at **134 Raglan Street** was an oyster saloon in 1900 and a fish shop until the 1960s.

At the corner of Raglan and Botany Streets, the Primitive Methodist Church was established in 1871 and the adjacent School Hall in 1881. The church was a substantial brick and iron structure, while the hall was a simpler timber and iron building. The Primitive Methodists had emerged in England during the early 1800s and they built a strong presence in Australia. In 1902 the five branches of Methodism in NSW amalgamated as one church and the Waterloo church was rebranded as Methodist. In 1919, the church had ceased to function and the hall was let to Heckles and White, upholsterers, while the former church became a broom factory, (*Sydney Morning Herald*, 17 November 1920: 13).

During the mid-1960s the site was sold to Arianna Holdings, which erected a large brick warehouse building, leased to a variety of tenants including the TAB, newsagents, and a Foodland supermarket, with various trades carried out in the first and second floor studios (LPI Vol.9340, Folio 10, 15 November 1967).

2.3.2 John Smith Glover

In 1857, a 25 ft (7.6m) wide block extending between Botany Road to Botany Street is leased by John Smith Glover, a clerk and dealer who is recorded as present in the 1864 Sands Directory (Bk51 No 659). Glover was one of William Powell's original sub-lessees and his property included 59–61 Botany Road and 53–55 Botany Street.

When John Glover died in 1863, he left his estate to his wife, Ann Glover (née Stinson or Stevenson) (*The Sydney Morning Herald*, 30 January 1864:10). Ann Glover, as Mrs Glover & Sons, traded as a speculative builder, becoming one of the first female builders in Australia. In 1873 and 1875, Ann Glover advertised for tenders for the stone foundations and brickwork for four houses on Botany Road, and in 1879, expanded her operations to Pitt Street, advertising for tenders for the stone foundations of two houses. The Glovers lived and worked on Botany Road until 1884 when the family moved to 95 Victoria Terrace on Pitt Street, Redfern.

Glover's property is later identified as **59 Botany Road**, a double-fronted brick shop and six-roomed dwelling. In 1869, the property was advertised for sale as Waterloo House and grocer's shop comprising a 'double shop, 5 rooms and kitchen, good well, stable, and side entrance together with two weatherboard cottages, each with two rooms and a kitchen in Botany Street (*The Sydney Morning Herald*, 25 October 1869:8). In 1884 when the Glovers moved away from Botany Road, the sub-lease on the grocery business was transferred to L L Chapman, who hoped *to merit a share of the patronage hitherto bestowed*. Chapman moved to number 65 a few years later and the shop was tenanted by a succession of grocers and fishmongers. **61 Botany Road**, also first leased by the Glover family, was a timber and iron shop and residence. It was tenanted for some time by bootmaker William Potts and others until 1925, when it became the rooms of the Alexandria & Waterloo Workmen's Institute. Formed about 1900, the Institute was part of a network of similar

societies offering social and sporting opportunities to working men. These lofty goals were not always met; the Institute's previous rooms across the road at 72 Botany Road were closed after complaints of drunken and rowdy behaviour (*Evening News*, 11 October 1923, p.9). In 1935 the Institute sold off its leases on Botany Road property (*Sydney Morning Herald*, 12 March 1935, p.7).

A few years later numbers 59 and 61 were sold to machinery merchant John Skinner (LPI Vol.5291, Folio 11, 16 December 1941). Skinner had already gained Council approval to build a 'Machinery depot' at 59-61 Botany Road and constructed a brick warehouse with an iron roof on the site (*Construction*, 19 November 1941, p.3). In 1942 he was advertising: 'MCDONALD DIESEL, 3-5 h.p. Kerosene, Petrol Engines: Armstrong Friction Heist. Cletrac Tractor, Woodworking Machinery. Pumps, Piping. Fittings. J. Skinner, 59 Botany Rd, Waterloo. MX1063' (*Sydney Morning Herald* 7 November 1942, p.2). John Skinner's purchase included the first five properties, numbers 53 to 61 on Botany Street south of the former Methodist Church.

2.3.3 George Bolt, Charles Barry John Phypers and Richard Puckeridge

In 1857, the block immediately to the south of John Glover's was leased to George Bolt, labourer, also noted in the 1864 Sands Directory (Bk 51 No 858); however, nothing more is known of the pre-1888 history of the block.

In 1858, Charles Barry, a bootmaker who is also noted on Botany Road in the 1864 Sands Directory takes the lease on the next 20 feet (6.1m) wide block on Botany Road and Botany Street (Bk54 No 83). Also, in 1858, John Phypers, a malster, takes the lease on the next block, which has a frontage of 25 feet (7.6m) on Botany Road and Botany Street, which he transfers to Sarah Stokes, Edmund Stokes' wife, in 1873 (Bk 54 No 324 and Bk 134 No 994). Stokes is described as a dealer and the trustee for his wife. The next block is leased by Charles Cook, a labourer in 1858 (Bk 54 No325). In 1861, Richard Puckeridge, a brickmaker, takes the lease on the 25 feet (7.6 metres) block to the south of Cook's block, and perhaps the adjacent 25 feet block (Bk 73 No 869). In 1865, Puckeridge transfers half of his block to Joseph Sawyer, a cabinet maker. Puckeridge retains a 100 ft (30.5m) deep block on Botany Road, while Sawyer has a block of the same size on Botany Street (Bk 95 No 969). It appears that at some time before 1880, Sawyer has acquired the Puckeridge's block as he is listed at **69 Botany Road** until 1916 in the Sands Directory, with a Miss Sawyer, presumably his daughter.

Laurence Latimer Chapman, who briefly owned the grocery at **59 Botany Road**, took the lease on the two-storey brick shop and house at **65 Botany Road** from about 1888. Chapman also leased the house at the Botany Street end of this narrow block, also number 65. Chapman resided at the Botany Street house and rented the Botany Road shop to Caldwell Wines for use as a wine bar (LPI Deposited Plan, 78721, 8 July 1927). By which time Chapman owned the entire block and both buildings, having purchased from Sir Daniel Cooper junior at the same time as Charles D'Arcy (LPI Book 993, No.822, 18 April, 1913). The property was unchanged until Laurence Chapman's death in 1946, after which the grocery shop and shed was let by Frank Skinner's machinery business and sub-let to a wood-turning business. In 1955 the newly renumbered 120 Botany Street was demolished and when surveyed in 1956 a *new brick factory* occupied the entire site, used since then by smash repair businesses (LPI Deposited Plan 27454, 23 July 1956).

The timber and iron shop and residence at **67 Botany Road** and the semi-detached brick houses at 67-69 Botany Street were also leased by John McCartney. Fishmonger Arthur McCartney occupied the shop for some years until 1889 when this *Old and Established FISH and OYSTER Business* was advertised for sale (*Evening News*, 7 December 1889, p.5). In the 1920s the shops were joined by the iron factory building of Shelton and Wadds, *Cabinetmakers, Wood turners, and Reel Manufacturers*. This partnership dissolved in 1932, the first of several light manufacturing tenants

to occupy the site and building, including Tasman Engineering until 1944, followed by Hodge & Son plumbers (*Construction*, 5 July 1944, p.6.)

In 1950, the entire block from 67 Botany Road to 69 Botany Street was sold to engineer Edward Taylor and wife Winifred, along with the land extending from 69 and 71 Botany Road to Botany Street, a total of 1517 square metres (1 rood, 20 perches) (LPI Book 6233 Folio 62, 7 December 1950).

Following Edward Taylor's death in 1953 this property was sold to upholsterer John Matasin. When resurveyed in 1956 the land from Botany Road to Botany Street was occupied by a new two-story brick factory, soon acquired by the upholsterer Comfytex Pty Ltd (LPI Vol.7731 Folio 65, 24 July, 1959). Leased to a variety of tenants, this building still stands as 67 Botany Road, 122 Cope Street.

2.3.4 Joseph Sawyer

Sawyer, a cabinet-maker, carpenter, and joiner married Catherine Sawyer, a dress and mantle maker, in 1849, and the couple had had three girls by 1858. In 1858, Sawyer is described as a *good looking, dark-complexioned young man, an Australian by birth, and with a certain rakish, je ne sais quoi. Don Giovanni tout ensemble, eminently calculated to make him a favourite with the weaker sex* (*Bell's Life in Sydney and Sporting Reviewer*, 1858:3). Sawyer made a good living, earning 13s per diem which was above the usual rate of carpenters' wages of 10s; however, he supplemented his income by working as a dress circle check taker at the Prince of Wales Theatre, on Castlereagh Street. He reportedly fathered a child with a Miss Eliza McCormack, of Castlereagh Street, with whom he took up residence, fathering several children. Sawyer's wife and children remained in Waterloo, living with his mother on Botany Road. The court ordered him to pay his wife maintenance of 30s weekly for 12 months, together with £2 2s court costs: this was the first case decided under an amended *Deserted Wives and Children's Act 1840* (amended 1858) (*Sydney Morning Herald*, 13 April 1859:8). In 1880, the **69 Botany Road** property is described as a large timber and iron shop and dwelling, plus two iron sheds. Sawyer also owned a small timber and iron house built behind number 69, **71 Botany Road**, which was rented by the Sawyer family to various tenants. In 1916, Sawyer is recorded in the Sands as living at 69 Botany Road, with the property described as home to *Day C. & Sons, cabinetmakers*. During the early 1900s, 71 Botany Road is identified as the Paragon Sawdust Company, selling bags of sawdust from the Sawyer factory to butchers and others (*Sydney Morning Herald*, 9 September 1909:10). Following his death in 1917, his wife Mrs Sawyer, dressmaker, continues to occupy the property until 1919, when her daughter, Henrietta, is recorded until 1925. A timber and iron house at **73 Botany Road**, also stood on Sawyer's land, and was valued in 1889 at £21, remained unchanged into the 1950s. An attached pair of brick houses at **73-75 Botany Street**, of which one was advertised for rent in 1875: *HOUSE, Four rooms and kitchen, 75 BOTANY STREET*, were also within Sawyer's lease (*Sydney Morning Herald*, 23 October, 1875: 16).

In 1957, the house at 69, now part of Lot 11, Deposited Plan 27454, was demolished by its new owner Comfytex Pty Ltd. A new brick shop was built as Number 69 on the street line; its predecessor had stood back at an angle to Botany Road (Deposited Plan 228641, 22 October, 1964). The new shop was leased to fruit merchants Thomas Salter and Reginald Joseph (LPI Vol.7731 Folio 65, 12 September 1957). In 1967, 69 and 67 Botany Road was purchased by Max Garrett & Co and retitled as part of Lot 1, Deposited Plan 228641 (LPI Vol.10257, Folio 199, 12 May, 1967).

2.3.5 James Hill, Joseph Hinchcliffe, Charles Coulson and John Abbott

In 1864, the lease on the block immediately to the south of Puckeridge's and Sawyer's is taken by James Hill, a builder and bricklayer (Bk 97 No 382). The property comprises two blocks each 50 feet (15m) wide, which Hill divides into four properties 100 feet (30.5m) deep: two on Botany Road and

two on Botany Street. Hill retained the northern block on Botany Road and the southern block on Botany Street, leasing the other two blocks. The southern block on Botany Street is leased to Joseph Hinchcliffe in 1866, at which time he is described as a post master, and the northern block on Botany Street is leased in 1872 to Charles Coulson, mariner (Bk 97 No 382 and Bk 130 No 315). In 1868, Charles Coulson's widow Emily transfers her lease to John Abbott, dairyman, who is recorded in the Sands Directory at the site in 1880 (Bk 157 No 805).

In 1964, **73 – 85 Botany Road** were demolished after the French oil company Total purchased Lots 3 to 10 of the new subdivision Deposited Plan 27454 (LPI Vol. 8474, Folio 9, 11 October, 1963). These 8 lots, all eighteen feet wide, were no doubt intended to regularise the rather ramshackle Botany Road street-front. However, Total built a service station on the 904 squares metres of numbers 71 to 83: *Conventional station in busy commercial/industrial area. Has a two-bay workshop and sells over 200,000 litres per month petrol and distillate* (Sydney Morning Herald, 2 August 1986, p.134). The service station was auctioned in 1986 and later replaced by a brick warehouse.

87 Botany Road, a brick house valued at £32 in 1888, was joined on its extensive block in 1939 by the iron-roofed factory of Hallmark Manufacturing, which retailed manufacturing equipment: *PATENT RIGHTS universally used. Wooden article together with necessary. Jigs and plant Incl Machine Drill and Finisher mounted on bench and motorised. Liberal price approved. Material available, agencies established. Sell £85, Hallmark, 87 Botany Rd, Waterloo* (Sydney Morning Herald 18 October 1947, p.29).

In 1956 the rear of the block was retitled as part of Lot 1 of Deposited Plan 27454, and purchased by coppersmith Robert Martin with the rear of number 85. The same year the street end of the block, now Lot 2, was purchased by shoe manufacturers Lazlo and Rosa Vereckai, the house replaced by a small factory at this time (LPI Vol.7487, Folio 61, 1 May 1958).

89, 91 Botany Road, two attached brick houses and shops were owned by William Powell, the first lessee of the block. Prior to 1885 number 89 was leased by ironmonger William Symons while number 91 was home and workplace for Powell's hairdresser son William A Powell, later an alderman and Mayor of Waterloo. By 1927 the block was owned by confectioner Marino Petrich and his wife Maria (Deposited Plan 78721, 8 July 1927). From 1946 the rear part of the block was occupied by the two-storey brick factory of Mulhall & Higgs, potato crisp manufacturers. This tenant was replaced in 1950 by Lincoln & Grimshaw, printers, and from 1956 by the Verka Shoe Company. The house was replaced in 1964 by a new shopfront for the Austral Repair Service, which offered repairs to domestic appliances.

93-99 Botany Road. Three timber and iron attached shops and residences occupied numbers 93, 95 and 97, all valued at £23 in 1888. The trio hosted a variety of retail and residential tenants until 1915, when they were replaced by the Coliseum Picture Theatre, renamed about 1950 as the Plaza. The theatre was sometimes used for boxing and for concerts as well as cinema. Number 99 was occupied by a timber and iron house and shed, down a lane from Botany Road, used by a fuel (coal and wood) merchant. Around 1900 the shed became a furniture store, before its demise for the cinema.

2.3.6 Waterloo Congregational Church

In 1878, the lease on the next block to the south is taken by Presbyterian Minister, Reverend Curtis (Bk 183 No 437). The block is 54 feet (16.5m) wide and 112 feet (34m) deep on Botany Road. The first Waterloo Congregational Church was founded in 1865 in Botany Road, south of Buckland Street, and although being enlarged in 1871, *to afford accommodation for a congregation of two hundred and eighty persons*, the building remained too small for its potential congregation (Sydney

Mail, 29 July 1871:688). In 1883, the 103-105 Botany Road site was purchased for £550 and work on the brick Victorian Gothic church designed by Herbert S Thompson to seat 470 people began (*Sydney Morning Herald*, 26 November, 1883:7). The brick school hall at the rear of the church was built in 1886 to replace the earlier school associated with the 1863 chapel and to accommodate 400 students.

2.3.7 From James Templeton's Lease to John Isaac Holbrow's Lease on Buckland Street

In 1864, the 26 feet (8m) wide block to the south of the church was leased to James Templeton, a baker (Bk 87 No 622). The next block, which is 52 feet (16m) wide, is leased to John Hurst in 1871, which he transfers to Thomas Barber Goldfinch in 1873, who is recorded as occupying the site in the 1880 Sands Directory (Bk 125 No 473 and Bk 138 No 338).

Martin Smith leases the 40 feet (12m) wide block to the south in 1855, which he transfers to Benjamin Eve, a wool-sorter, on 16 December 1863 (Bk 86 No 53). The lease on the 50 feet (12m) block to the south is taken by Samuel Townsend, butcher, who transferred it to John Mulder, grocer, in May 1865 (Bk80 No 509 and Bk 92 No 866). Mulder is recorded at 125 Botany Street until 1889 in the Sands Directory, and during the 1870s was treasurer of the Protestant Alliance Friendly Society (*The Protestant Standard*, 23 November 1872:7).

In 1858, the next block of 49 feet (15m) was leased to Alfred Flack, a diesinker, who is indicated as residing on Botany Road in 1861 (Bk 61 No 83). That Flack improves or develops his property is indicated by an advertisement *Alfred Flack, diesinker of Botany Road*, which must represent a business address (*Empire*, 5 February 1869:1). In 1865, Flack had transferred 24 feet (7.3m) of the southern part of his lease to John Paul, a brickmaker. The block is described as 100 feet (30.5m) on Botany Road; however, the identity of the lessee of the Botany Street property is unknown. The Sands Directory records Alfred Flack as residing at **117 Botany Road** in 1867. In 1878, the 25 feet (7.6m) wide block along Buckland Street is leased to John Isaac Holbrow (Bk 181 No 424). In 1888, the Sands Directory describes the building at 117 Botany Road as a brick produce store owned by Charlotte Jeffries.

By 1915 William Ward was servicing and sharpening band saws at number 107, a portent of the increasing local presence of the cabinet and furniture maker's trade.

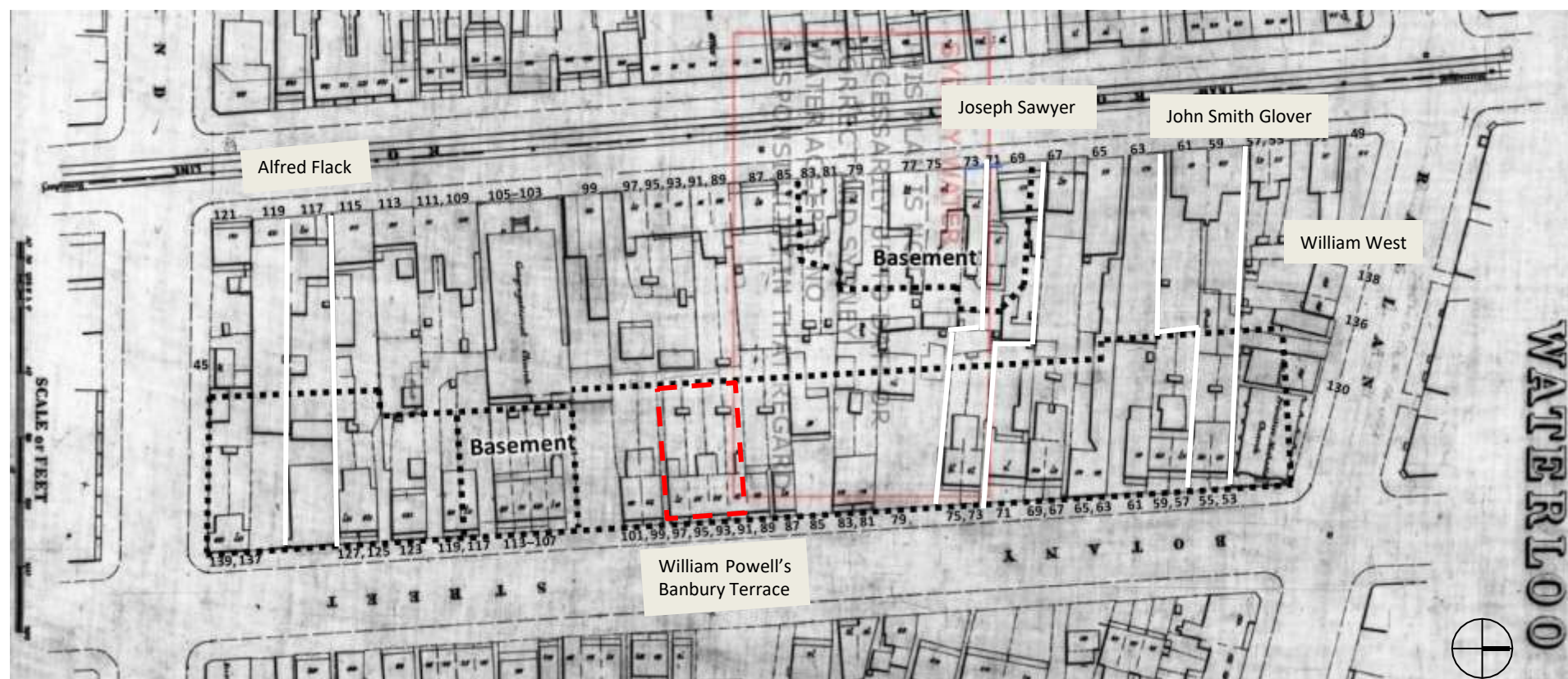


Figure 2.5 Detail from the 1893 Sydney Water Plan with outline of the station box and basements. The approximate leases known from sources are indicated. NB the dimensions identified in the land Titles information are not consistent with information regarding property owners/occupants (Sydney Water Archive Plan # PWDS1544-S44).

2.4 Development in the Later Nineteenth Century

The Borough of Redfern was established in 1859 and Waterloo was incorporated as a separate borough in May 1860, indicating that the suburb was becoming more populated. On 26 September 1855 the first Passenger Railway from Sydney to Parramatta opened. The station now known as Redfern opened in 1878 as Eveleigh Railway Station, located near to the present Mortuary Station. Relocation of the station to its present location was to accommodate the quadruplication of the line in 1885. Associated with the station were the Eveleigh Railway Workshops established as the major railway workshop for the NSW railways in 1882-1897 (Figure 2.3). Construction of the railway and associated infrastructure attracted a large population that needed to be housed locally in Redfern and Waterloo, resulting in a building boom in the late nineteenth century. In 1933, trams began running down Botany Road, linking the suburb and its workers with the City.

Improvements in transportation providing a focus for development put increased pressure on the provision of essential services. In response to a severe drought from the 1850s until the 1870s and the growth in population, Sydney's water supply system was improved and water was sourced from the Botany Swamps. In 1876-1877, to augment the Botany Swamp reserves, the Bunnerong Dam was constructed and water was reticulated to Sydney's inner suburbs. By the end of 1879 reticulation had been extended outwards such that much of Waterloo had been connected to a regular water supply (Aird, 1961:12). In 1888, the Upper Nepean Scheme was completed and the Botany supply was superseded (Aird, 1961:12).

In 1887, the construction of two large sewerage schemes was proposed, the 'northern system' which would service what is now central Sydney and the eastern suburbs, discharging into the ocean at Bondi, and the 'southern system', the Southern Main Outfall Sewer, servicing the area from Redfern, Waterloo and Mascot, discharging at the mouth of the Cook's River in Botany Bay. Construction commenced in 1880 and was completed in 1889, with responsibility for its operation being transferred to the Water Board in 1890 (Figure 2.7) (Aird, 1961:141).

As indicated by developments during the later nineteenth century and the 1893 Sydney Water plan, the study area had become densely populated with houses and commercial premises by the later nineteenth century (see Figure 2.3 above). This was likely in response to the arrival of the railway and in particular the Eveleigh Workshops which provided increased opportunities for employment, as well as the reticulation of water and provision of sewerage. Certainly, Redfern is noted as a working-class suburb during the 1860s, which extended over the following decade to Waterloo and Alexandria, which was the most rapidly growing area, with a population dominated by factory workers, labourers and unskilled workers (Fitzgerald 1987:18, 27). Fitzgerald also notes that Waterloo, with Redfern and Alexandria was a focus of the Sydney Health Board's investigations of 1876 into slum housing, which was characterised by over-crowding and poor sanitation. The layout of streets with an irregular pattern with laneways and culs-de-sac criss-crossing blocks, contributed to the development of slums during the latter part of the nineteenth century (Fitzgerald 1987:62).

When stringent building codes were introduced to the city in the 1870s, areas such as Waterloo became more attractive. The population of Waterloo until the end of the century increased enormously placing increased demand on the need for housing. However, building was often unregulated and of poor standard, constructed to maximise profits, such that despite a lower density population than the city, conditions were similar to those on the western outskirts of the city, due to the lack of facilities and services. By the end of the century, Waterloo had become populated by *larger scale industry, rows of terrace housing and areas of workers' cottages* (Karskens & Rogowsky 2004:57-60).

In 1918, Dame Alice Helen Cooper agreed to sell leased properties which had remained part of the Waterloo Estate, also known as the Cooper Estate, including:

- Lease dated 1 April 1855, for an area of 1 acre 2 roods and 37 perches previously leased to William Powell for 99 years for £288.
- Lease dated 1 July 1857, for an area of 1 acre 2 roods previously leased to William Powell, Botany Street, builder, for 99 years for £900 (NRS 17513, Real Property Application Packet, RPA 28721, SANSW).

2.4.1 W Rising & Co. & Botany Road Retail

In 1927, the Cooper Estate conveyed most of the land in this block with some omissions measuring 2 acres 1 rood 32 perches to Quong Wing, Waterloo, cabinet manufacturer for £2,500 (Old System Deed, No 464, Book 1464). On 6 July 1927, he applied to convert the title to Torrens Title (RPA 28721). A title was issued to him on 5 December 1928 (CT 4224 f 96).

By 1928 Waterloo and Alexandria were the centre of Chinese life in Sydney, although the area had not always been welcoming. In 1882, a scene viewed on Botany Road near Raglan Street was reported: *Some boys had been pelting with stones an unfortunate Chinaman...This passage of events was witnessed by a number of men who had not the manliness to interfere and protect a stranger in a strange land from being insulted by a mob of larrikins* (Evening News, 26 January 1882, p.3). In the early twentieth century furniture manufacture was the most successful and high-profile activity of Chinese workers and businessmen, despite the disapproval of the Labour movement and others, and Waterloo was the focus of this trade, whether run and staffed by Chinese or by others.

In 1915 Quong Wing purchased Joe Hung's Art Furniture workshop at 113 Botany Road and in 1927, Quong Wing's Rising & Co furniture company acquired the properties south of the Congregational Church at 107–115 Botany Road. Quong maximised the commercial and industrial potential of its south-west corner, constructing two floors of showrooms, all open to the street, while a new factory building took over the remainder of the lots (Figure 2.6). By 1928, Quong had purchased most of the Waterloo block. Quong Wing owned two furniture manufactories at Waterloo, trading under the names Rising & Co. and Kissing & Co. Rising & Co., while the Rising & Co. Emporium occupied the block south of the Church and Farmer's and other city department stores stocked their furniture.

Quong Wing died in 1946 and his main furniture business, Rising & Co was put in to liquidation, a process completed by 1950 (NSW Government Gazette, 5 May, 1950, p.1228). From this time most of the block was sold off by Quong's accountant and liquidator Walter Vick. In 1949, Walter Vick sold the central part of the block from 69 to 89 Botany Road and 77 to 91 Botany Street. The buyer was John Matasin, who came to Australia from Italy between the Wars, taking citizenship in 1935 (LP1 Vol.6233, Folio 63, 7 December 1950). Matasin owned a furniture factory in Redfern and took the opportunity in 1949 to enlarge his business, and to on-sell much of his new property.

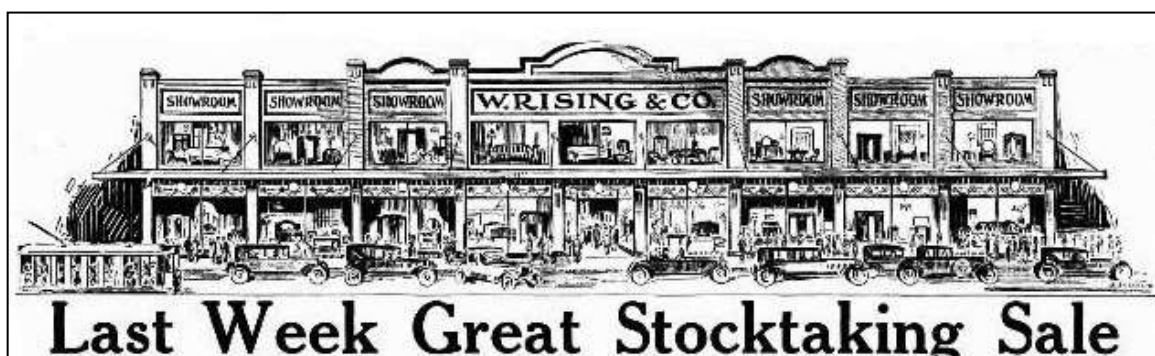


Figure 2.6 Advertisement of W Rising & Co. showroom, 107-117 Botany Road (Sun 24 February 1929:27).

Botany Road is described by Louis Stone in the opening of his novel *Jonah* as a lively retail centre in the early twentieth century:

One side of the street glittered like a brilliant eruption with the light from a row of shops; the other, lined with houses, was almost deserted, for the people, drawn like moths by the glare, crowded and jostled under the lights.

It was Saturday night, and Waterloo, by immemorial habit, had flung itself on the shops, bent on plunder. For an hour past a stream of people had flowed from the back streets into Botany Road, where the shops stood in shining rows, awaiting the conflict. The butcher's caught the eye with a flare of colour as the light played on the pink and white flesh of sheep, gutted and skewered like victims for sacrifice; the saffron and red quarters of beef, hanging like the limbs of a dismembered Colossus; and the carcasses of pigs, the unclean beast of the Jews, pallid as a corpse. The butchers passed in and out, sweating and greasy, hoarsely crying the prices as they cut and hacked the meat. The people crowded about, sniffing the odour of dead flesh, hungry and brutal — carnivora seeking their prey.

At the grocer's the light was reflected from the gay labels on tins and packages and bottles, and the air was heavy with the confused odour of tea, coffee and spices. Cabbages, piled in heaps against the door-posts of the greengrocer's, threw a rank smell of vegetables on the air; the fruit within, built in pyramids for display, filled the nostrils with the fragrant, wholesome scents of the orchard. The buyers surged against the barricade of counters, shouting their orders, contesting the ground inch by inch as they fought for the value of a penny. And they emerged staggering under the weight of their plunder, laden like ants with food for hungry mouths — the insatiable maw of the people.

Stone also describes living and working conditions in the suburb, which were likely largely unchanged since the nineteenth century. Buckland Street is described as *a long, ugly row of two-storey houses, the model lodging-houses of the crowded suburbs, so much alike that...it was difficult to differentiate one from another and where one could make himself at home on an anthill*. The focus of *Jonah's* interest, Clara, was brought up to believe she was *too fine a lady to soil her hands with work...had lived in the street ten years, and was a stranger in it*. Buckland Street was *never empty, but she learned to pick her time for going in and out when the neighbours were at their meals or asleep*. She attended a church at an incredible distance from Waterloo, for fear people should learn her unfashionable address. Her few friends lived in other suburbs whose streets she knew by heart, so that they took her for a neighbour. Clara had also managed to avoid the natural destiny of the Waterloo girls was the factory, or the workshops of anaemic dressmakers, stitching slops at racing speed for the warehouses. A few of the better sort, marked out by their face and figure, found their way to the tea-rooms and restaurants. Clara gave piano lessons, and needless to say, there were few pupils in Waterloo (1911:94-96).

Although this was the peak era for Botany Road as Waterloo's main street for buying and selling during the first half of the twentieth century, Waterloo became synonymous with slum housing, which is so evocatively described by Stone. Former Premier Jack Lang bemoaned the fact that *one*

had to travel through the slums of Waterloo and Redfern to reach Captain Cook's landing place, while Waterloo Council's health officer reported that 500 of Waterloo's 2000 dwellings were unfit for habitation (*The Sydney Morning Herald*, 23 March 1938:23). Local member and NSW Premier Bill McKell believed that the issue of 99 year leases in Waterloo's was a cause of the poor quality housing:

The depressed district is mostly in the Daniel Cooper estate. Sir Daniel Cooper, almost a century ago, had big property holdings...He didn't sell his land. He leased it on 99 year leases. Landlords built the cheapest possible type of house on these leaseholds. Nevertheless, a century ago they were considered pretty good residences. Today they are substandard. Landlords won't even splash a tin of paint on them because in a few years the properties (including the sub-standard homes) revert back to the Daniel Cooper Estate (Truth, 19 January 1947: 33).

As founder of the NSW Housing Commission, Bill McKell was instrumental in the post-War reconstruction of Waterloo and Redfern, with the eastern side of Botany Street flattened and rebuilt with public housing. However, until the 1940s Waterloo's built environment changed remarkably little, compared with the extent of new constructions elsewhere (Figure 2.8). There is some similarity between many of the building footprints recorded in the 1893 Water Board Plan and that of the 1949 City Council Civic Survey. Waterloo became part of Sydney City Council in 1948 and the block was rezoned light industrial, such that during the 1950s the block's retail and residential function had all but disappeared.



Figure 2.7 1890 Higinbotham & Robinson *Map of Waterloo, Parish of Alexandria* with inset detail. Note that the Congregational Church and AIS Bank are the only structures identified within the study area and the Southern Main Outfall Sewer, completed in 1889, is shown (arrowed) and Hinchcliff's Woolwash is also illustrated (<http://nla.gov.au/nla.obj-229915919/view>).

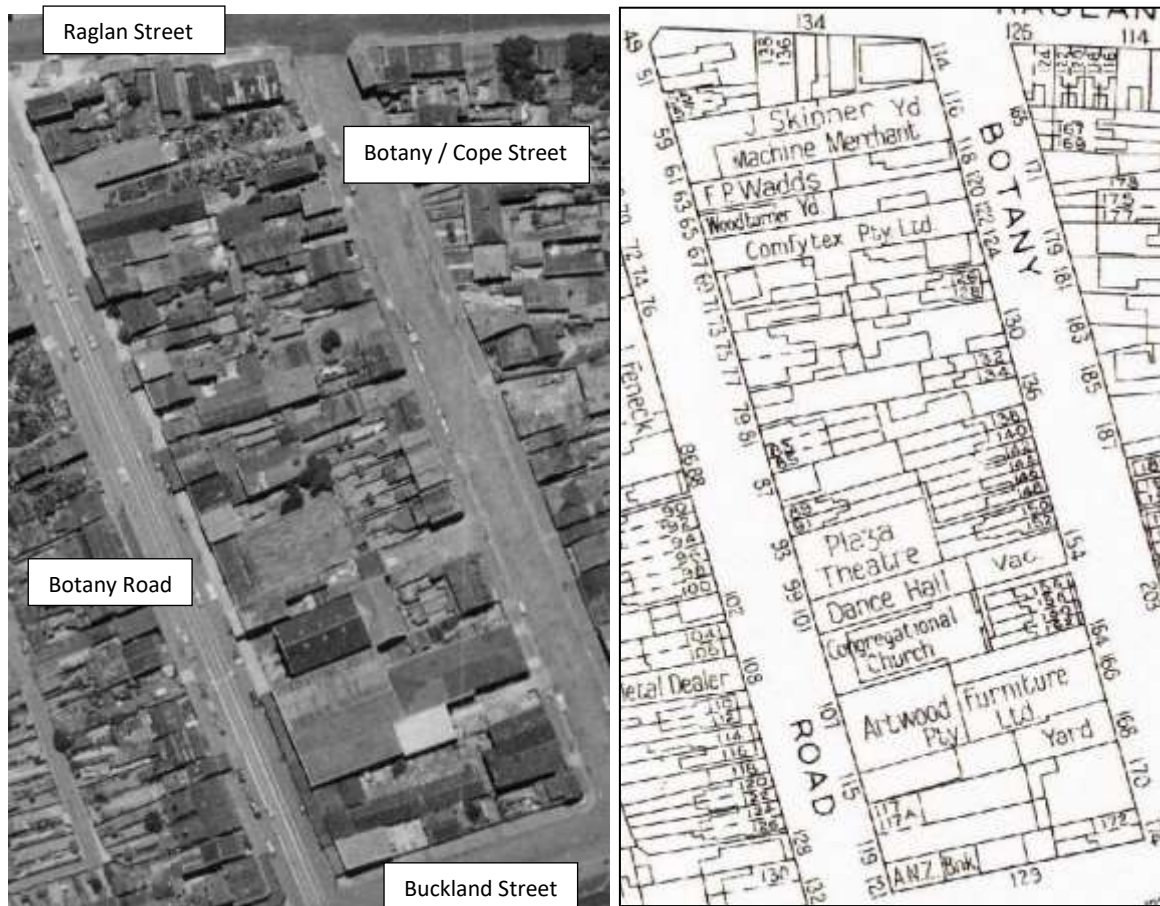


Figure 2.8 1949 aerial photograph of study area (left) and detail from the 1949-1972 City of Sydney Building Surveyor's Detail Sheets (<http://atlas.cityofsydney.nsw.gov.au/maps/city-of-sydney-aerial-photographic-survey-1949/city-of-sydney-aerial-photographic-survey1949-image-96/> and [/city-of-sydney-building-surveyors-detail-sheets-1949-1972/city-of-sydney-building-surveyors-detail-sheets-1949-1972/](http://atlas.cityofsydney.nsw.gov.au/maps/city-of-sydney-building-surveyors-detail-sheets-1949-1972/city-of-sydney-building-surveyors-detail-sheets-1949-1972/)).

3 Analysis of Archaeological Potential

There have been few historical archaeological investigations in the Redfern / Waterloo area to date. There have, however, been some investigations in addition to the assessments undertaken for the Green Square project cited by Artefact (2016b: 277). These include:

1. Redfern RSL Club at 157-159 Redfern Street, Redfern.
2. 31 Cope Street, Redfern.
3. 830-838 Elizabeth Street, Waterloo.
4. Waterloo Station site east, Cope Street (Figure 3.1)

The above sites had been assessed as generally having little, if any, historical archaeological potential due to impacts or disturbance from later works. Some aspects of the archaeology in the 209 Castlereagh St site, on the corner with Bathurst Street Sydney, may have some similarities with the archaeology of Botany Road.



Figure 3.1 Aerial of the local Redfern/Waterloo area with the sites of archaeological investigations indicated (<https://maps.six.nsw.gov.au>).

3.1 Archaeological Excavations in the Local Area

3.1.1 Redfern RSL Club at 157-159 Redfern Street

In 2009, CRM excavated the Redfern RSL Club at 157-159 Redfern Street. Three test trenches were opened to assess the site's archaeological profile. The excavation demonstrated that nineteenth century and early twentieth-century deposits had survived with good integrity. This was despite the likely impacts that the construction of the RSL Club in the 1950s and 1960s would have had. However, there was some disturbance stemming from the installation of various services for the RSL club. In some areas the floating slab for the RSL construction had been laid directly over the

earlier nineteenth and twentieth-century occupations. Demolition deposits, possible footings, and surfaces were found relating to a c.1870s yard building, probably a shed, and a demolition deposit from two c.1870s terraces was also found, used a levelling fill, along with a possible passageway used for access between the houses. Excavations of the trenches was halted at later nineteenth-century deposits at a depth of 400mm–800mm beneath the current surface, to protect and preserve earlier deposits. The indications were that there was potential for earlier nineteenth-century deposits and features to be preserved at the site, some sealed below demolition rubble and basement deposits (CRM, 2009b:14-15). CRM subsequently undertook open-area excavations of the site; however, although the final report is not yet available, it is understood that extensive early-mid-nineteenth century archaeological remains were present.

3.1.2 31 Cope Street, Redfern

In 2007, Archaeological & Heritage Management Solutions (AHMS) investigated three wells at 31 Cope Street, Redfern which were exposed during site clearance for a development. The property was at the south-western corner of Assistant Surgeon William Redfern's 1816 grant and was likely to have been quite swampy. Three incomplete brick-lined wells were exposed between 0.5m – 1m below original ground level, surviving from four and six brick courses to 2.6m in depth. Only three bottles were recovered, from Well 3: an 1850-1880 Udolfo Wolf Schnapps, an 1860s-1880s Hora & Co of London Castor Oil bottle, and an 1830s-1860s oil/vinegar bottle. The soil horizon comprised a redeposited fill with heavy charcoal inclusions below the modern fill, to a depth of 450-500mm, below which was the natural A horizon, *a 400-500 mm of a grey sand lay above a yellow-orange clayey-sand. The yellow-orange, clayey-sand, c. 300 mm deep, was above a mottled-coloured clay that was the basal soil exposed* (AHMS 2007:17-20).

3.1.3 Chubb Factory at 830-838 Elizabeth Street, Waterloo

Archaeological investigations at the Chubb Factory, 830-838 Elizabeth Street were undertaken by Cultural Resources Management (CRM) in 2000. The first land grant in the study area was to JT Hall in 1825, and the land was subdivided in 1829. However, there is no documentary evidence of European occupation at the site until 1914 when a stonemason's yard occupied the site, followed by the Chubb factory in 1920. Several narrow slot trenches and one wider trench were excavated. The earliest deposit found across the site was an intact subsoil profile of sand. Leaching in the sand profile suggested periodic flooding prior to European occupation. In 1914, fills including clay soil and industrial waste were brought in to raise and level the eastern part of the site for the construction of a stonemason's yard, over which a thin bituminous surface had been laid. When the Chubb company acquired the site in the 1920s, fills were again brought in to level and raise the western part of the site. Within the fill was demolition rubble, domestic and industrial wastes, which was capped by a concrete slab.

3.1.4 209 Castlereagh Street Sydney

In 2015, Australian Museum Consulting excavated a site on the corner of Bathurst and Castlereagh Streets, which is not in the vicinity of the Waterloo Station site; however, it had some comparable features. In 1860-1865, a terrace row of brick houses was built at 141-149 Castlereagh Street. Each house comprised a shopfront with living quarters to the rear and above (Figure 3.2). There were variations in construction as three of the houses were earlier and better built with kitchens separated from the main house by a breezeway, whereas the latter two houses had attached kitchens and were relatively poor constructions.

The terraces were built after a brick oviform sewer had been laid along Bathurst Street in 1857 and water had been reticulated to Castlereagh Street in 1859, as such there were no associated cesspits or wells. Of particular interest is the fact that the sandstone foundations were almost immediately beneath the Bathurst House concrete slab. Artefacts recovered from the terrace row supported

the identification of shops, in particular umbrella parts associated with an umbrella maker and a second-hand dealer. An advertisement from 1914 for the sale of second-hand false teeth proved to be of particular interest as a quantity of false teeth were recovered from the site.

The foundations of the terrace row immediately overlay an early nineteenth century public house, which had four associated cesspits, a food storage pit and a rubbish pit, each of which yielded a wealth of artefacts confirming that the building was a public house serving food as well as drink. Fine ceramic and glass tableware were recovered, as well as a quantity of complete bottles, wine glasses and tumblers. Also of interest, was evidence of burning-off of trees with a pattern of burnt roots in the natural A horizon soil, presumably in preparation for the public house (Figure 3.3).



Figure 3.2 Photograph of 141-149 Bathurst Street taken before the row was demolished in 1924 (City of Sydney Archives, Image 001-001324).



Figure 3.3 View south across the 141-149 Bathurst Street foundations. The post holes define the two rooms of the 1813 public house (black dashed lines), the concrete piers and wall ties with Bathurst House. Also note the pattern of burnt roots (circled) (Australian Museum Consulting 2015:123, Figure 6.1).

3.1.5 *Waterloo Station Box on Botany Street (now Cope Street)*

As noted above, AMBS was responsible for the archaeological excavations within the footprint of the Waterloo Station Box from January into May 2018. Although analysis and reporting on the archaeology and artefacts is at an early stage, it is possible to provide an indication of the likely archaeological remains that will be present along the western half of the block along Botany Road.

All of the houses depicted on the 1893 Sydney Water Plan along Botany Street were present. Of particular interest is the pattern of housing along the northern part of Botany Street, where the houses are mis-aligned with the street, indicating that they would pre-date the official formation of the road. In addition, that Banbury Terrace at 91–97 Botany Street, built in 1869, was aligned to the street would also support the assumption that the mis-aligned houses pre-date the terrace row. This assumption was verified by the archaeological investigations which identified two nineteenth century occupation phases.

Early Nineteenth Century Occupation

That some housing on Botany Street was likely to date to the early nineteenth century was substantiated archaeologically by post-holes cut into the natural white sands defining timber-framed buildings which could be associated with some of the houses on the 1893 plan. This was particularly so for the house at 53 and 77–79 Botany Street (Figure 3.4 and Figure 3.5). The 1893 plan does not show a house at 77, but physical evidence of an early house was exposed and the building at 79 appears to have been used for an industrial purpose, presumably in the later nineteenth century. Also appearing in the natural white sands were plough lines with a rich humic soil, indicating that agriculture was practised (Figure 3.5). Water wasn't reticulated until the early 1880s; however, only three cisterns were present on the site, two of which were cut into the natural white sands, and the third into an imported mixed fill underlying the construction of the houses illustrated on the Sydney Water plan. It is unlikely however, that the cisterns were functional as they were filled with sand and formed of a single unmortared brick wall. Although no artefacts were present in the post-holes, a number of pit cuts and cesspits cut into the natural sands yielded a quantity of artefacts, affirming an early nineteenth-century date (Figure 3.7). From the fill of a brick feature, possibly to hold a copper, came a collection of early French or Dutch kaolin smoking pipes, with more from another pit (Figure 3.8).

Later Nineteenth Century Occupation

As well as a quantity of artefacts associated with domesticity were recovered from the houses on Botany Street, including crockery and bottles, a quantity of personal artefacts was also recovered. These include toys, buttons, ornaments etc from rooms in this house, which following analysis, it is hoped, will provide an insight into the people who lived in the house over time, and activity areas within some rooms. One of the greatest depths of underfloor occupation deposit excavated from the site was from the northern most of the Banbury Terrace houses, number 91. The depth was such that the deposit was excavated in two spits of approximately 10cm each.

Before the houses were constructed in the southern part of the site, presumably at some time during the early 1860s, a mix fill was introduced, presumably a levelling fill particularly in the southern section of the site. That it dates to the 1860s is demonstrated as it underlay William Powell's Banbury Terrace, built in 1869 and overlay the early nineteenth century occupation.

An unusual feature of the site was the use of inverted bottles as structural or architectural elements at some properties. An area of inverted ceramic ink storage bottles 3080mm x 670mm, formed part of an internal floor of an extension or outbuilding attached to 71 Botany Street (Figure 3.9). Two of the makers marks on the bottles are Doulton & Co. Stephens, Aldersgate London whose period of production is c.1860s-1880s. That this was an internal space is demonstrated by fragments of lino adhering to an adjacent brick-paved floor. The foundations of the house at 79

Botany Street were finished or repaired with three inverted stoneware stout bottles, perhaps when stone or brick was in short supply. Another collection of inverted glass bottles was exposed during monitoring for Gate 2 at 89 Botany Road; however, excavations ceased at this depth to avoid exposing more features. Also of interest, was the quantity of oyster shells recovered during excavations, particularly in the northern part of the site. There was an Oyster Saloon at 67 Botany Road from 1880, soon becoming a fishmonger, and another at 134 Raglan Street from 1900, becoming a fishmonger in 1928. Although both William Powell and Ann Glover were builders, the quantity of unprocessed oyster shells, confirm that they were not used as a source of lime for mortar, but that an association with an Oyster Saloon, which were popular in the later nineteenth century.

Three gates were also established; two on Botany Road and one on Raglan Street, the excavation of which indicated that there may be some disturbance of the underlying archaeology along Botany Road. The depth excavated for the gates was not deep and where intact archaeological deposits or features were exposed, the gate location was either shifted to avoid damage, or excavation ceased and the feature/deposit covered with geofabric or heavy duty plastic (Figure 3.10 – Figure 3.11).

An initial impression of the artefacts recovered from the houses is that the area can be generally characterised as poor; however, that being said, many artefacts have been recovered for which there are no immediately known parallels. In addition, the range and quality of some artefacts indicate that the residents of Waterloo, like those of the Rocks, had some aspirations to gentility.



Figure 3.4 Variations in the quality of construction is clearly demonstrated in the foundations of the houses at 53–59 Botany Street interrupted by twentieth century concrete piers.



Figure 3.5 A series of post holes associated with the house at 53 Botany Street. The yellow is the Wianamatta clay appearing from beneath the white sands.



Figure 3.6 View east of one of a well, pits, furrows/plough lines and post holes defining a structure beyond beneath 77 Botany Street.



Figure 3.7 Artefacts from a small pit, which includes early nineteenth kaolin smoking pipes, a fragment of a blue shell edge plate and of a Mocha ware bowl with earthworm decoration dating to 1840-1860.



Figure 3.8 Brick feature from which the effigial kaolin smoking pipes, which were recovered.



Figure 3.9 The context of the inverted ceramic ink storage bottle feature [2009] (left) and detail (right).



Figure 3.10 View south of the disturbed deposits at 136–138 Raglan Street (Gate 3, left), and bottle feature at 87 Botany Road (Gate 2, right).



Figure 3.11 View north along the front wall foundations of 65 Botany Road (Gate 1, left) and west along a section of the yard and rooms to the same house(right). The location of the wall, left, is arrowed, right.

3.2 Integrity & Research Potential of the Resource

None of the houses shown on the 1893 Sydney Water plan survived beyond the early-mid twentieth century and there are no surviving plans or images of any of the houses within the study area. The descriptions in the 1888 Assessment Book provide the best understanding of the houses along Botany Road, which are described as dwellings or houses, some with shops and sheds attached, and are brick, wooden or timber and iron (Appendix B). There are however, houses within the local area that should give an indication of the types of houses that had been built along Botany Road (Figure 3.12).



Figure 3.12 Examples of weatherboard and brick single storey cottages and a terrace row in Darlington, to the west of Redfern, which are of a similar date to the Waterloo dwellings.

Despite the loss of detailed records associated with the pre-1888 history of the site, the historical research undertaken for this project and the results of the archaeological excavations of the station box on Botany Street in 2018 demonstrate the accuracy of the Sydney Water plan and that the block bounded by Botany Road, Raglan, Cope and Wellington Streets was occupied from the early-nineteenth century. Although the Sydney Water 1893 plan shows a generally more regular layout of the houses on Botany Road than those along Botany Street, a few houses do not align with the road, indicating that they may have been built before the road was formalised. The integrity of the houses depicted on the Sydney Water plan along Botany (Cope) Street was found to be good during excavations and the same may be expected of the houses on Botany Road; supported by the excavations for the three gates on Botany Road and Raglan Street which found that the exposed archaeological remains generally had good integrity.

Immediately behind the Congregational Church at 107–113 Botany Street was a basement which had removed a terrace row of four houses. Along Botany Road is the Congregational Church which will not be demolished, thus protecting the underlying archaeology; however, there is also a large basement associated with a retail and residential building at 69–83 Botany Road which has removed all archaeology except that the backyards with outbuildings and cesspits. This reduces the extent of archaeological potential along Botany Road. In addition, virtually every property on Botany Road and Botany Street is shown on the 1893 plan with a cesspit; however, the excavations in the station box on Botany Street proved that where these had been converted to a WC they had been cleaned out and back-filled with relatively sterile soils with little in the way of artefacts of interest. Where the cesspits had not been converted, the fills included artefacts associated with their periods of use, with some dating to the early nineteenth century.

The Sands Directories for the mid–late nineteenth century indicates that Botany Street was predominantly residential, whereas Botany Road was dominated by shops; grocers, chemists, butchers, drapers and fishmongers and, from 1914, the W Rising & Co. Emporium south of the Congregational Church. As such, the layout of the Botany Road houses and the associated artefact assemblages should demonstrate distinctive variations consistent with the different standards of

living and aspirations of a commercial property as opposed to the, perhaps poorer, residents along Botany Street. Artefact assemblages associated with particular business carried out from a house, usually from the front room, should be distinctive to the business. Of interest is the description of John Glover's house at 59 Botany Road as comprising a *double shop, 5 rooms and kitchen, good well, stable, and side entrance*; this is the only reference to a well being associated with a property within the station block, despite three poor quality possible wells were exposed during excavations in the station box.

Based on the evidence from the excavations within the Waterloo station box there will be surviving features, deposits and artefacts in the natural white sands associated with the early nineteenth century occupation and activities on the site with good integrity. Very little is known from documents or archaeology concerning patterns of settlement and agricultural activities of the early nineteenth century in the Waterloo/Redfern area. Modifications of the landscape to facilitate settlement and agriculture are rarely recorded other than descriptions of tree-felling and the like. Evidence of preparation of the landscape for occupation and agriculture as evidenced at the Waterloo Station site as cuts in the underlying natural white sands and yellow Wianamatta clay contributes to our understanding of early land management practices. Similarly, the artefact assemblage from the Waterloo Station site provides a detailed insight into the lives of the Waterloo community that is not currently available from any other sources. As such, the research potential of the archaeological resources in the Waterloo Station site is high for the unique contribution that it makes to an understanding of the early pattern of settlement of the Waterloo/Redfern area at a time when this area was on the fringes of urban settlement. Physical evidence associated with the first phase occupation will likely include:

- Timber-framed brick or weatherboard housing.
- Continuity of occupation from the early nineteenth century through to the end of the century, albeit with some reconstruction of housing.
- Information regarding the daily lives of the local community provided by artefact assemblages.
- Information regarding agricultural practices
- Pits, wells and cesspits containing the detritus of everyday life

There are 23 houses that are likely to have good integrity and the yards or part of yards, of another eight properties along Botany Road; however excavation of these would be based in the integrity of the physical remains, the potential to make an important contribution to our current understanding of the site and significance of the archaeological remains. Of particular interest will be the extent to which the archaeology and artefact assemblages demonstrate differences with the predominantly residential properties along Botany Street and the dominance of shops along Botany Road. Physical evidence of the post-1850s/1860s period will include

- Domestic and commercial spaces, such as shops with domestic areas at the rear and/ or above the shop.
- Layout of properties and artefact assemblages indicating the businesses carried out from the houses.
- Domestic and working spaces defined by wall foundations.
- Occupation deposits beneath floors, within cesspits, rubbish pits and possibly wells that allow conclusions to be drawn as to standards of living, occupation and access to goods.
- Outbuildings and evidence of their use.
- Layout of the W Rising & Co. Emporium south of the Congregational Church and associated artefact assemblages indicating local taste and likely extent of imports, particularly from China.

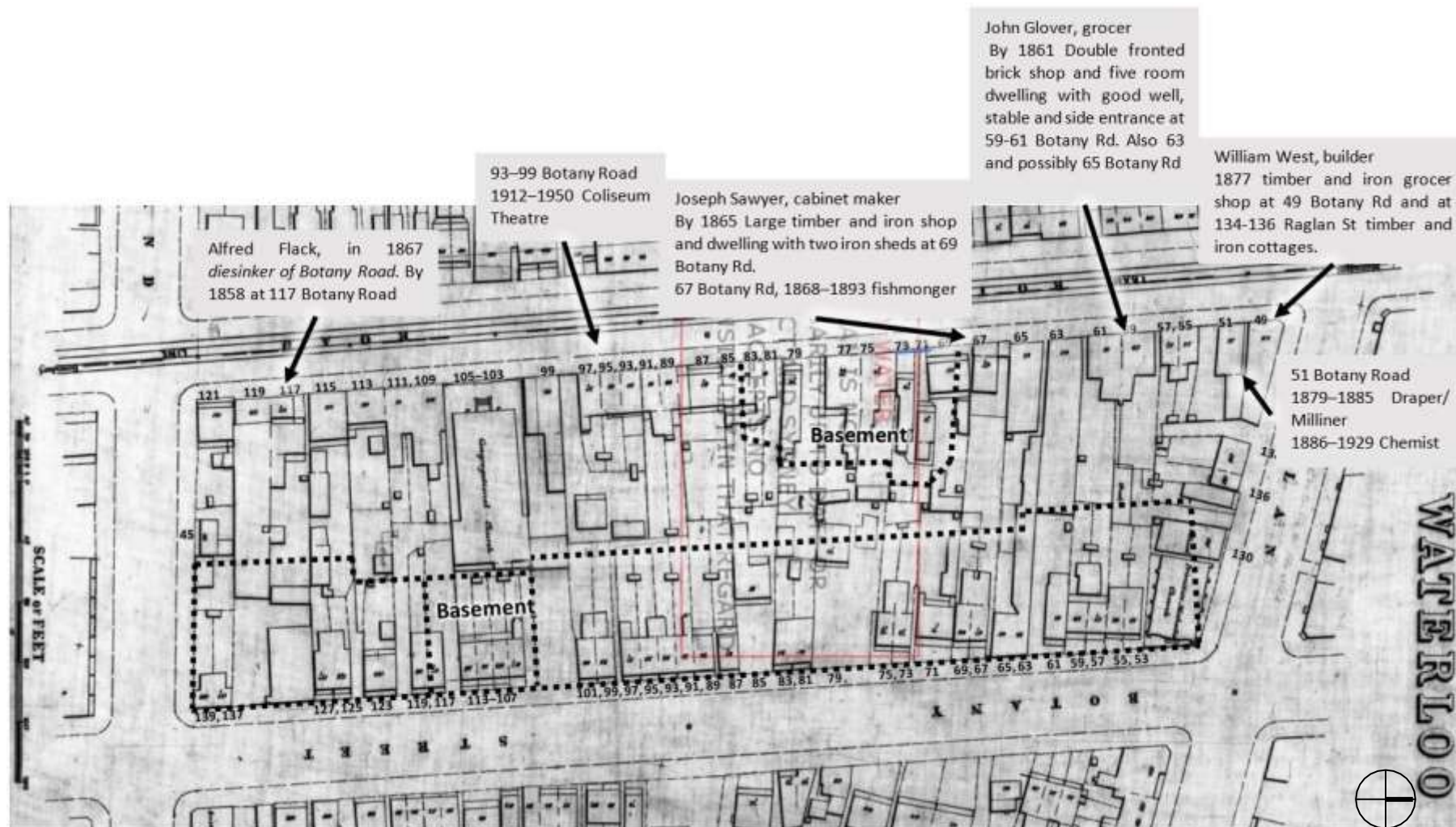


Figure 3.13 The 1893 Sydney Water plan with the excavated station box along Botany Street outlined, as is the basement on Botany Road. Although many of the properties changed hands and business; grocer, hairdresser etc, some continued for a decade or more.

4 Archaeological Significance

The physical evidence of past activities is a valuable resource that is embodied in the fabric, setting, history and broader environment of an item, place or archaeological site. The above evaluation of the Waterloo Station site has identified the potential for relatively intact archaeological resources. 'Cultural heritage significance' and 'heritage value' are terms used to express the tangible and intangible values of an item, place or archaeological site, and the response that it evokes in the community.

4.1 Assessment Against Criteria

The original assessment of significance for the archaeological resources in the Waterloo station box, considered that the remains would have local significance (see Section 1.2 above). Also noted above, during excavations, the significance of the archaeological site was being re-considered in light of the results of the investigations. The following updates the previous assessment of significance and reflects the current understanding of the site's archaeology against the SHR criteria. An item will be considered to be of local or State significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the seven SHR criteria.

Criterion (a) an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);

The significant archaeology of the Waterloo Metro Quarter is associated with the historical development of an urban block in Waterloo. The realised archaeology from Botany Street and the potential Botany Road archaeology have the ability to contribute an understanding on the 'perceived' character of the mid- and later-nineteenth century slums and aspirations to gentility. The archaeology has the ability to provide evidence of the form and function of early- and mid-nineteenth century housing and how these change with use, including the introduction of a business to the domestic environment. Discrete artefact assemblages associated with extant early houses and businesses have the potential to reveal information regarding population densities, occupations, class and gender.

Comparison of artefact assemblages from Botany Road should be distinct from the assemblages recovered from Botany Street, demonstrating the differences between the predominantly domestic residences on Botany Street and the shops/houses on Botany Road.

Physical evidence of the earliest settlement and agricultural activities dating to the early nineteenth century underlie mid-late nineteenth century houses and businesses to provide a rare insight into the urban development of the Waterloo/Redfern area and as such, if present with good integrity would contribute to major research themes of early settlement patterns.

Archaeological evidence with good integrity demonstrating mid-late nineteenth century occupation overlying early nineteenth century settlement and agriculture would be state significant.

Criterion (b) an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area);

The archaeology of the Waterloo Station site is associated with the urban development of a suburban housing block from the early to late nineteenth century and as such is important in understanding the development of settlement at the fringes of the Sydney township, and as such has state significance.

Criterion (c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);

The archaeological resource in the Waterloo Station site is unlikely to demonstrate a high degree of creativity or technical achievement. However, if present with good integrity, the archaeological resource associated with the initial settlement and occupation of the Waterloo Station site has the potential to provide an insight into a locale that developed from simple housing and agriculture of the early nineteenth century. The urban development of the mid-late nineteenth century, which was designated as a slum demonstrates that despite this attribution, the artefact assemblage indicates that the residents had aspirations to gentility and a better life. There is potential that artefact assemblages would provide a comparable insight into our understanding of 'slum' conditions to that provided by other sites within the Sydney area. The archaeological resource of the Botany Road should reveal information regarding small businesses including groceries, a chemist, drapers etc, that is different to the largely domestic properties on Botany Street.

The archaeological resource has the potential to provide an insight into the historical development of an urban environment from the early into the late nineteenth century of the Waterloo/Redfern area that is not available from other sources and would have state significance.

Criterion (d) an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);

While no consultation has been undertaken with the local community in relation to the values of the archaeology, the local community demonstrated interest in the archaeology of their local area and its development during the Open Day held on Saturday 10 February 201. As such, it is likely that an Open Day held during the excavations on Botany Road would be of great interest to the local community and would be well.

The threshold for significance against this criterion has not been met at this time.

Criterion (e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);

The archaeological resource of the Waterloo Station site has considerable research potential for its ability to provide an insight into the settlement, development and everyday activities of a community within the Waterloo Station site and the wider Waterloo/Redfern area from the early into the late nineteenth century. The artefact assemblages associated with houses on Botany Street when compared with the artefact assemblages associated with the Botany Road businesses have the potential to provide an insight into population densities, occupations, class, taste and gender.

The archaeology of the Waterloo Station site can make a contribution to an understanding of the development of housing and commercial activity within Waterloo and the 'perceived' and actual nature of nineteenth century slums. Occupation deposits from underfloors, the content of cesspits, rubbish pits, wells and cisterns (if present), would provide insights into domestic and commercial practices which are not available from any other source. The lack of previous archaeological investigations in the Waterloo area means that assemblages from this site should provide a good baseline resource for wider local research. This assemblage could be evaluated and compared with assemblages from other similar and contemporary urban sites.

Analysis of soils and the fill of cesspits and the like could provide information regarding the initial early nineteenth century landscape, land-use practices, including early agriculture, plantings and the diet of the local community. That this evidence underlies mid-late nineteenth century urban

development, some demonstrating continuity from the earliest occupation has the potential to contribute to substantive research themes and would have state significance.

Criterion (f) an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area);

The physical evidence associated with the earliest occupation of the Waterloo Station site is unique in the local Waterloo/Redfern area. The physical evidence of an urban development from the early nineteenth century on the fringes of the major urban centre of Sydney into an important urban retail and residential area that was often described as a slum, provides an important insight into a rare aspect of NSW's cultural development and as such has state significance.

Criterion (g) an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area).

The physical remains of houses, businesses, outbuildings, cesspits, underfloor deposits and agriculture dating from the early nineteenth century until the late nineteenth century are significant to an understanding of the historical development of the Waterloo/Redfern area.

4.2 Statement of Archaeological Significance

The archaeological resource of the Waterloo Station site has considerable research potential for its ability to provide an insight into the settlement, development and everyday activities of a community within the block and the wider Waterloo/Redfern area from the early into the late nineteenth century. The artefact assemblages associated with houses and businesses have the potential to provide an insight into population densities, occupations, class, taste and gender.

The archaeology of the Waterloo Station site can make a contribution to an understanding of the development of housing and commercial activity within Waterloo and the 'perceived' and actual nature of nineteenth century slums. Occupation deposits from underfloors, the content of cesspits, rubbish pits, wells and cisterns (if present), would provide insights into domestic and commercial practices which are not available from any other source. In particular, variations in the artefact assemblages from Botany Road and Botany Road should be demonstrative of the differences between small scale businesses on Botany Road and the largely domestic assemblages of Botany Street. The lack of previous archaeological investigations in the Waterloo area means that assemblages from this site should provide a good baseline resource for wider local research. This assemblage could be evaluated and compared with assemblages from other similar and contemporary urban sites.

Analysis of soils and the fill of cesspits and agricultural deposits could provide information regarding the initial early nineteenth century landscape, land-use practices, including early agriculture, plantings and the diet of the local community. That this evidence underlies mid-late nineteenth century urban development, some demonstrating continuity from the earliest occupation, has the potential to contribute to substantive research themes and would have state significance.

The archaeological resource associated with the earliest occupation of the Waterloo Station site is unique in the local Waterloo/Redfern area. That evidence of continuity of occupation into the late nineteenth century together with the integration of later businesses and residences that is likely to be present has the potential to contribute to substantive research themes relating development on the fringes of the urban centre of Sydney. As such the archaeological resource in the Waterloo Station site has state significance.

5 Archaeological Method Statement

Archaeological remains can enhance the historical record and as such make a contribution to an understanding of the history and settlement of a local area. To ensure that the research potential and significance of an archaeological resource is realised, archaeological investigations should aim to address substantive research themes. As identified in this report, the archaeological resource within the project footprint has high research potential and state significance. Although the preferred management strategy is to retain archaeological resources in situ, a proposed development makes this option impossible, in which case an archaeological strategy for managing the archaeological resources must be developed; an archaeological research design.

The methodology and proposed research questions provide a framework for archaeological investigations and for the analysis of the results and the management of the artefactual material recovered from the excavations.

5.1 Research Questions

Archaeological research questions provide a framework for an archaeological investigation and for the analysis of the results of the excavation and artefacts recovered during excavations. However, as identified in this report the primary aim of archaeological excavations along Botany Road should be to enhance an understanding of the early occupation and historical development of the station site. The following research questions are informed by the results of the archaeological excavations completed in the station box and are:

Later Nineteenth Century Residential Housing, Commercial Premises and Material Culture

- *Does the physical evidence of houses depicted on the Sydney Water 1893 plan on Botany Road support the presence of groceries, chemists, drapers etc described in the Sands Directories and how are these different to the houses on Botany Street?*
- *What is the evidence for mid–late nineteenth century commercial or industrial businesses or activities that may add to and enhance the information gained by the excavations along Botany Street regarding these activities in the Waterloo/Redfern area?*
- *What is the evidence for the layout and operation of the W Rising & Co. Emporium south of the Congregational Church?*
- *Are there intact occupation deposits that have the potential to provide additional information to that derived from the excavations in the station box and what can these tell us about the survival mechanisms of a mid-nineteenth-century urban ‘slum’ community?*
- *What can the artefact assemblages from occupation deposits tell us about the minutiae of everyday life of the people working and living within this local community that is not available from the assemblage retrieved from the excavations of the station box? Do differences reflect retail activities rather than domesticity?*
- *Does the archaeological evidence of the site support the ‘slum’ depictions of Waterloo generally and as suggested in the novel Jonah? Is there a difference between the domestic housing and artefact assemblages recovered from the excavations along Botany Street and from Botany Road where artefacts should reflect business activities combined with domesticity?*
- *What similarities and differences can be discerned between the artefact assemblages from the Waterloo slum houses and businesses when compared with other sites in Sydney?*

Early Nineteenth Century Settlement and Activities

- *Does evidence of early settlement and agriculture discovered in the station box on Botany Street survive along Botany Road? Can any differences in land use practices be discerned and what does this tell us about the pattern of settlement in the local area?*
- *What additional information regarding land use practices can be recovered to enhance our understanding of the early undocumented history of the Waterloo/Redfern area.*
- *What information will analysis of the early, possibly introduced, soils to facilitate agriculture provide regarding origin, composition, fossil pollens, seeds and crops?*
- *What evidence is there for modifications to housing in response to the local environment?*
- *What can the artefact assemblages from occupation deposits; beneath floors, cesspits, rubbish pits and wells / cisterns, tell us about the daily lives and domestic practices of this community, and which can be evaluated and compared with artefact assemblages from the Botany Street archaeology as well as similar sites within primary urban environments, that may not be available from other sources?*
- *What does the Waterloo Station site archaeology reveal about the early settlement of the Waterloo/Redfern area when this was at the fringes of urban settlement and does this information make a contribution to current understanding or early nineteenth century settlement patterns across Sydney.*

The above questions should allow for a response to the larger research themes relating to: early settlement patterns and agricultural practice, consumerism, material culture, urbanisation, and personal and social identity. The research questions will inform the procedure for recording the archaeological resource uncovered during excavation, the recovery and storage of artefacts and provide a framework for the excavation. In addition, new questions are likely to arise during excavation and / or during the post-excavation analysis, which may provide additional insights into different aspects of the site that may not have been previously considered.

5.2 Archaeological Management Strategy

The Waterloo Station site has been identified as being a state significant archaeological site. As such, the Primary Excavation Director Jennie Lindbergh who directed the excavations in the station box, will attend the site on a daily basis to consult with the Secondary Excavation Director, Lian Ramage. Jennie will provide advice regarding the strategy for the archaeological resource and to direct excavations where this is required. Lian will manage the day-to-day archaeological excavations, in accordance with Jennie's directions. This will ensure that significant archaeology is managed in accordance with Heritage Council requirements. Key members of the team will be:

- James Cole, AMBS Senior Archaeologist, will the Primary and Secondary EDs in the day to day management of the site.
- Guy Hazell, surveyor, who will set out the site grid and survey all site features to contribute to the overall plan of the site in its entirety and in accordance with each identified phase of the site
- Benjamin Wharton, site Planner and Senior Archaeologist.
- Madeleine Rodwell and Sarah Rollason, on-site artefact management.

The team will likely comprise up to 20 archaeologists, though this may increase or reduce in accordance with the site archaeology.

5.2.1 Heritage Induction

AMBS will prepare a document that addresses the project scope, identifying the sensitivities of the site and the relevant heritage requirements of the project and will be presented to all on-site personnel. The induction will be approved by the Primary Excavation Director (ED) and will be

presented by either the Primary or Secondary ED, as appropriate. The induction/toolbox will include an illustrated easy to understand hard copy outlining the main points and procedure, which will include:

- Understanding the heritage significance of the anticipated archaeological resource, including:
- Repercussions of any breaches to the approved archaeological strategy
- Understanding the unexpected finds procedures
- The nature of the archaeological resource
- Maps showing location of anticipated archaeological features
- Photographs of the types of anticipated archaeological features

Additional toolbox meetings will be given each day, as required, to provide an overview and management of the anticipated archaeological resource for that day, when there are new staff joining the team and in the event of unanticipated relics or features are exposed.

5.2.2 Archaeological Testing & Monitoring

Mechanical removal of the extant concrete slabs and wall foundations across the site will be monitored by the Secondary ED, Lian Ramage and, if required by the scale of work, assisted by AMBS Senior Archaeologist James Cole. The archaeological monitoring will be undertaken in all areas where ground-breaking activities will occur along Botany Road.

Although it is known that the buildings depicted on the 1893 Sydney Water plan are likely to be present and that some at least will have good integrity, it is not proposed that all of these will be excavated. The aim of the mechanical clearance of overburden is to expose the outlines and footprints of the housing and properties, after which, the Primary ED, with the Secondary ED and Senior Archaeologist will inspect the site to determine whether any warrant manual excavation.

In addition, it is known that contaminants are present in the site, including asbestos and as such it is understood that removal of contaminants may destroy the archaeology associated with some properties. As such, it will not be possible for manual excavation until the site has been made safe.

5.2.3 Open Area Stratigraphic Excavation

The primary aim of open area excavation along Botany Road is to collect information that will contribute to and enhance the results of the station box excavations, specifically as this relates to the earliest European occupation of the site. The significance and research potential of the archaeological resource will be the guiding principal with regarding excavation of mid-late nineteenth century houses, shops outbuildings and yards. As such it is not intended to excavate every building depicted on the 1893 Sydney Water plan along Botany Road unless the associated archaeology has an appropriate level of significance and has the potential to provide information that will contribute to important research themes.

The aim will be to excavate a sample of the most intact of the early properties. Determination of the sample will be based on, but not limited to:

- Buildings that are similar to those on Botany Street that proved to have been occupied from early nineteenth century and with good integrity will be a focus of excavation.
- Largely intact occupation deposits within rooms, cesspits and outbuildings.
- Where the artefact assemblage is likely to provide an insight into the lives and activities of the occupants.
- Focus on those properties with some known history.
- Terrace rows and semi-detached houses will be assessed for their integrity, and likely the building(s) and yard area(s) with the greatest integrity will be identified for excavation.

- Only those cesspits that have not been converted to WC will be excavated; however, a sample of the converted cesspits will be excavated to confirm the findings from the Botany Street cesspits.

It should be noted that the integrity and research potential of the physical remains may require that this strategy is modified to ensure that either;

- The archaeological and research potential of the site is fully realised; or
- The integrity of the physical remains is poor and will not contribute to the research questions for the site and do not warrant archaeological excavation and salvage.

Following excavation of buildings identified for excavation, foundations will be removed mechanically to expose the underlying natural sands and physical evidence of early nineteenth century occupation and activities. The early nineteenth century features will be excavated manually.

Excavation will be in accordance with the following methodology to ensure that all significant archaeological relics, features and deposits are appropriately managed and recorded:

- Establish a site datum and lay out a grid, relevant to the size of the site, 10m, 20m or 50m, across the site in order to record the levels of extant deposits, features and relics;
- Significant features will be recorded in detail and excavated manually under the supervision of the excavation director:
 - All underfloor areas that are excavated will be within a 500mm grid, using 50mm spits, and wet sieved;
 - Cesspits and rubbish pits will be excavated along tip lines (if identifiable);
- All significant archaeological deposits, features and relics that are exposed during the excavations will be recorded in accordance with heritage best practice standards.

Recording will include:

- Cleaning features to facilitate photographic recording;
- Scale plans;
- Elevations of features, if relevant;
- Digital photographs (in JPG and RAW format); and
- Photogrammetry
- Site survey; and
- Detailed description of the feature, deposit or relic to ensure that a clear and comprehensive record of the archaeological resource of the site is preserved for the future.
- Sequential numbering of features and deposits to facilitate preparation of a Harris Matrix and artefact labelling;
- Preparation and development of a Harris matrix, to show stratigraphic relationships between all recorded archaeological features and deposits;
- All information regarding the location, dimensions and characteristics of all recorded archaeological features and deposits will be recorded on pro-forma context sheets;
- Collection of all significant artefacts for analysis, except from non-significant unstratified fill. Samples of bricks and mortar will be collected from each structure, as relevant;

Soil samples will be taken from topsoils, cesspits, agricultural features and other relevant deposits for analysis by a palynologist. The results of the analysis should provide an insight into the indigenous and introduced flora of the locality and diet of the local community.

A **Clearance Certificate** will be issued by the Primary ED following completion of all archaeological investigations across the site in its entirety, or in accordance with priority areas.

Sieving Strategy

Evidence of past activities is provided by artefacts recovered during archaeological excavation, in particular from occupation deposits. Occupation deposits with potential to allow for conclusions to be drawn as to standards of living and access to goods occur beneath floors, within cesspits, rubbish pits, wells or cisterns, and yard deposits. Occupation deposits would be wet or dry sieved, in accordance with the density of the soil matrix and the likely improved retrieval of significant artefacts.

Where relevant, sample sieving of deposits will be done to determine whether a deposit warrants sieving and if so, this should be wet or dry sieving. Two recycling wet sieving systems have been constructed by the TSE team to facilitate that wet sieving is environmentally compliant.

Each room of each house under investigation and that has underfloor deposit will be gridded into 1m squares. The deposit within each square will be excavated and sieved to ensure that all evidence of material culture is retrieved for analysis, no matter how small. The purpose of this process is to spatially map areas of activity as demonstrated in the material assemblage. Similarly, dense deposits from other structures or features such as cesspits and wells or cisterns will also be sieved, if this is deemed to be the best strategy for retrieving all possible artefacts.

Artefact Management

Artefacts will be sorted on site and non-significant artefacts will be discarded. Retained significant artefacts will be cleaned, bagged, and labelled in accordance with archaeological context, and appropriately stored for analysis so that any information that can contribute to the understanding of the site and its historical development is not lost. Artefact processing and analysis will be in accordance with the system developed by AMBS and currently in use for the Botany Street and other Metro sites excavated by AMBS. The database for each site will be included in the Excavation Report for that site.

5.1 Unexpected Heritage Finds & Archaeological Relics Management Plan

As identified in this report the archaeology within the Waterloo Station site bounded by Botany Road, Raglan, Cope (Botany) and Wellington Streets has been identified as having considerable research potential and state significance. The archaeological management strategy has been developed in accordance with the likely integrity, potential research value and significance of the Waterloo Station site archaeological resource. The aim of the archaeological program is to salvage archaeological remains with good integrity to respond to the research questions and to contribute to an understanding of the historical development of the Waterloo/Redfern area.

This archaeological method statement addresses the appropriate management of all significant archaeological resources that are likely to be present and as such it is unlikely that Unexpected Heritage Finds will be exposed and identified within the Botany Road excavation area. In addition, as the archaeology has been identified as having state significance, any state significant unexpected heritage find will be managed in accordance with the archaeological management strategy identified in this method statement.

5.2 Public Engagement

In accordance with Heritage Council standard requirements, an Open Day should be organised to allow members of the local community and general public the opportunity to view the archaeological excavations and artefacts recovered from the excavations. The Public Open Day

held on Saturday 10 February 2018 generated considerable interest. AMBS would assist in managing the Open Day and recommend that it should be held later in the archaeological program when there would be an opportunity to appreciate the archaeological remains associated with the early nineteenth century and mid-late nineteenth century.

5.3 Post-Excavation Management

Preparation of an excavation report is a standard condition of consent for approval to remove the archaeological resource from any site. This ensures that the information gained through excavation can be disseminated to inform future excavations and on-going research. The report will include the post-excavation analysis of all archaeological features, deposits and structures, catalogue and analysis of all artefacts and historical context.

5.3.1 Final Excavation Report

At completion of the archaeological investigation program a report will be prepared in the Sydney Metro template and will detail the results of the fieldwork and post-excavation analysis. The report will be prepared in accordance with current heritage best practice and the requirements of a standard excavation permit and will include:

- An executive summary of the archaeological programme;
- Due credit to the client paying for the excavation, on the title page;
- An accurate site location and site plan (with scale and north arrow);
- Historical research, references and bibliography;
- Detailed information on the excavation, including the aim, the context for the excavation, procedures, treatment of artefacts (cleaning, conserving, sorting, cataloguing, labelling, scale photographs and/or drawings, location of repository) and analysis of the information retrieved;
- Nominated repository for the items;
- Detailed response to research questions (at minimum those stated in the approved Research Design);
- Conclusions from the archaeological programme. The information must include a reassessment of the site's heritage significance, statement(s) on how archaeological investigations at this site have contributed to the community's understanding of the site and other comparable archaeological sites in the local area and recommendations for the future management of the site;
- Details of how information about this excavation has been publicly disseminated (for example provide details about Public Open Days and include copies of press releases, public brochures and information signs produced to explain the archaeological significance of the site).

5.3.2 Future Research

The focus of research questions change from generation to generation. Information gained during excavations, analysis of artefacts and the archaeology would make a significant contribution to on-going and future research for students, archaeologists and historians and as such, the information should be made freely available. This would include ensuring a secure and accessible repository for the artefacts, to be available for further research.

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Appendix A

Land Titles Information

Land Titles Information for Leases let by William Powell in the 1850s north to south				
No.	Date	Lessee	Dimensions	Deed
1	1 April 1855	William WEST, Botany Rd, builder	W Botany Rd 25' N Raglan St 200' E Botany St 25' S	Bk 49 No 945
2	1 October 1850 [sic – probably 1857]	John Smith GLOVER, Sydney, clerk	W Botany Rd N West E Botany St 20' S Bell	Bk 51 No 659
3	- Oct 1857	George BOLT, Waterloo Estate, labourer	W Botany Rd 25' N Glover 200' E Botany St 25' S Barry 200'	Bk 51 No 858
4	6 March 1858	Charles BARRY, Waterloo Estate, bootmaker	W Botany Rd 25' N George Bolt E Botany St 25' S Phyper 200'	Bk 54 No 83
5	13 March 1858	John PHYPERS, Waterloo Estate, labourer	W Botany Rd 25' N Barry 200' E Botany St 25' S Cook 200'	Bk 54 No 324
5	18 March 1873	John PHYPERS, Sydney, maltster to Sarah STOKES, wife of Edmund STOKES, Sydney, dealer and her trustee	See above	Bk 134 No 994
6	13 March 1858	Charles COOK, Waterloo Estate, labourer	W Botany Rd 25' N Phyper 200' E Botany St 25' S Lawson 200'	Bk 54 No 325
7	30 July 1861	Richard PUCKERIDGE, Pyrmont, brickmaker	W Botany Rd 25' N Charles Cook E Botany St S Sheppard [sic] 200' PLUS W Botany Rd 25' Depth 200' E Botany St No other positional data – possibly adjoining above lot	Bk 73 No 869
7.1	19 Oct 1865	Richard PUCKERIDGE, Pyrmont, brickmaker TO Joseph SAWYER, Botany St, Waterloo, cabinet maker	W Puckeridge 25' N McCartney 100' E Botany St 25' S Hill 100'	Bk 95 No 769
8	1 January 1864	James HILL, Waterloo Estate, builder	2 parcels 1. Begins 3 chains 61 feet south of Raglan St W Botany Rd 50' N Mrs Sawyer E Towns S Spanswick 100' 2. Begins 2 chains 58 ft south of Raglan St E Botany St 30' N Property 1 above 'sic] W Mrs Sawyer S Towns	Bk 86 No 399
8.1	16 Feb 1866	James HILL, Sydney, builder TO Joseph HINCHCLIFFE, Waterloo Estate, postmaster	W Botany Rd 23' 6" N Mrs Sawyer 100' E Towns S Spanswick 100'	Bk 97 No 382

Land Titles Information for Leases let by William Powell in the 1850s north to south				
No.	Date	Lessee	Dimensions	Deed
			(half of land leased from Powell)	
8.2	8 May 1872	James HILL, Botany Rd, Waterloo Estate, bricklayer [plus Edwin Godfrey, Newtown, contractor & William Powell, Waterloo, builder] TO Charles COULSON, Sydney, mariner	Begins 148 ft north of Buckland St W 11' N Gardener 100' E Botany St 11' S a lane 100'	Bk 130 No 315
8.2.2	23 Feb 1876	Emily COULSON, widow of Charles COULSON, Sydney, mariner TO John ABBOTT, Waterloo, dairyman	See above	Bk 157 No 805
9	30 Aug 1878	Rev Thomas John CURTIS, Redfern, Presbyterian minister	Begins 242 ft north of Buckland St W Botany Rd 54' N Mrs Powell (2 shops) 112' E Rappeneker & Mrs Powell S Garland 112'	Bk 183 No 437
10	13 April 1864	James TEMPLETON, Sydney, baker	W Botany Rd 26' N Mrs Lewis 200' E Botany St 26' S Pitman 200' (lately occupied by William Stewart)	Bk 87 No 622
11	2 March 1871	John HURST, Waterloo, watchmaker	W Botany Rd 52' 6" N Templeton E Botany St 52' S Eves [sic]	Bk 125 No 473
11	5 April 1873	John HURST, Waterloo, watchmaker TO Thomas Barber GOLDFINCH, Waterloo, butcher	See above	Bk 138 No 338
12	1 July 1855	Martin SMITH	W Botany Rd 40' N Wm Powell 200' E Botany St S Townshend 200'	Recited in Bk 86 No 53
12	16 Dec 1863	Martin SMITH, Waterloo Estate, dealer & William POWELL, Waterloo Estate, gentleman TO Benjamin EVE, Waterloo Estate, woolsorter	See above	Bk 86 No 53
13	18 Oct 1862	Samuel TOWNSHEND, Redfern, butcher	W Botany Rd 50' N Martin Smith 200' E Botany St 54' S Alfred Flack	Bk 80 No 509
13	1 May 1865	Samuel TOWNSHEND, Botany Rd. Waterloo, butcher TO John MULDER, Pitt St, Redfern, grocer	See above	Bk 92 No 866
14	1 January 1858	Alfred FLACK, Botany Rd, die sinker	W Botany Rd 49' N 207' E Botany St 57' S John Isaac Holborow	Bk 61 No 83
14.1	1 May 1865	Alfred FLACK, Botany Rd, die sinker TO John PAUL, Botany Rd, brickmaker	Part of above W Botany Rd 24' N 100' E Alfred Flack S John Isaac Holborow	Bk 93 No 464
15	27 June 1878	John Isaac HOLBOROW, Waterloo, -	W Botany Rd 25' N 200' E Botany St 25' S Buckland St 200'	Bk 181 No 424

Other leases apparently within the Block but with vague boundary descriptions				
No.	Date	Lessee	Dimensions	Deed
	1 January 1863	James WISEMAN, Waterloo Estate, dealer	W Botany Rd 26' N Bolt & Parker 200' E Botany St 26' S land owned by Powell occupied by Newton	Bk 139 No 596
	10 Feb 1874	George Cross TURNER, Waterloo, storeman	Begins 75 ft south of Raglan St W Botany St 10' N West now Turner E 7' 6" S 75'	Bk 146 No 935
	1 July 1875	Valentine DAVIS, Botany St, carpenter	W N E Botany St 40' S George Spanswick	Bk 153 No 485

Appendix B

Tabulated synthesis of Sands Directory information for Botany Road

Rates Assessment Book information for 1888 is highlighted

House numbers are not introduced until 1883 and addresses prior to this date have been extrapolated from available information and may not be entirely accurate

49–71 BOTANY ROAD												
Year	49	51	53	55	57	59	61	63	65	67	69	71
1857						John Smith Glover subleases land from William Powell						
1858								Charles Barry subleases land from William Powell	John Phyphers, labourer, subleases land from William Powell			
1861						John Glover, general dealer					Richard Puckeridge, brickmaker, subleases land from William Powell	
1864						John Glover, dealer	George Bolt?	Charles Barry				
1865						William Glover, grocer					Richard Puckeridge subleases land to Joseph Sawyer	
1866						Glover, A. and Sons, grocers		Charles Barry			Ann Sawyer	J. Mulder grocer (?)
1868						Mrs Ann Glover, grocer		Charles Barry		John Macartney	Mrs Ann Sawyer	
1870						A Glover & Son, grocers		Charles Barry	Edmund Stokes	John Macartney		

49–71 BOTANY ROAD												
Year	49	51	53	55	57	59	61	63	65	67	69	71
1877	William James, grocer						William Nixon	Charles Barry	Edward Stokes			
1879	William George James, grocer	Mrs Beeby, draper		William George James, grocer	John Knight, stonemason	Glover & Sons, grocers	William Nixon	Charles Barry	Edmund Stokes	John Macartney, fishmonger	Ann Sawyer	
1880	William James, grocer	Edward Augustus Abbey, draper		Vacant house	George White, printer	Mrs Ann Glover & Sons, grocers	William Nixon	Charles Barry	Edward Stokes	John McCartney, oyster saloon	Mrs Ann Sawyer	George Worsley
1882	William James, grocer	G			Mrs Turner	Mrs Ann Glover, grocer	William Nixon	Charles Barry	Edmund Stokes	John Macartney	Ann Sawyer	George Worsley, cooper
1883	Byran Pogson, grocer	Isabell Beeby, draper		Bernard Parker, bootmaker	Vacant	A Glover & Sons, grocers	William Nixon	Charles Southey	John Macartney, fishmonger	Edwin Stokes	Vacant	
1884	Byron Pogson, grocer	Mrs EA Beeby, draper & milliner		James Barnett, boot finisher	Edward William Piper, French polisher	Ann Glover, grocer	William Nison	Charles Southey	Edmund Stokes	Arthur McCartney, oysterman	Joseph Sawyer	William Henry Bray, carpenter
1885	Byron Pogson, grocer	Mrs EA Beeby, draper & milliner		James Barkle, bootfinisher	George White, carpenter	Lawrence L Chapman, grocer	Robert Potts, bootmaker	Charles Southey	Edmund Stokes William Kippen, greengrocer	Arthur McCartney, fishmonger	Joseph Sawyer, cabinet maker	William H Bray, carpenter
1886	Byron Pogson, grocer	LP Williams, chemist		James Barkle	George White, carpenter	Lawrence L Chapman, grocer	Robert Potts, bootmaker	Charles Southey	John Jones, signwriter	Arthur McCartney fishmonger	Joseph Sawyer, cabinet maker	

49–71 BOTANY ROAD												
Year	49	51	53	55	57	59	61	63	65	67	69	71
									Edmund Stokes John Swan, greengrocer		McQueen, boilermaker	
1887	Byron Pogson, grocer	LP Williams, chemist		James Barkle	Smith	Lawrence L Chapman, grocer	Robert Potts, bootmaker	Hayter & Green, produce merchants	Mrs E Stokes John Swan, greengrocer	Arthur McCartney fishmonger	Joseph Sawyer, cabinet maker James McQueen, boilermaker	
1888	Owner: WG Williams Occupier: Byron Pogson Trade: grocer Structure: Wooden shop and dwelling Value: £152	Owner: LP Williams Occupier: LP Williams Trade: Chemist Structure: Brick shop, dwelling and shed, chemist Value: £82	Owner: LP Williams Occupier: LP Williams Trade: Chemist Structure: Brick shop, dwelling and shed, chemist Value: £82	Owner: Jane Turner Occupier: James Barkle Trade: Bootmaker Structure: Brick house (attached to 57) Value: £26	Owner: Jane Turner Occupier: Frank Santer Trade: N/A Structure: Brick house (attached to 55) Value: £26	Owner: William Glover Occupier: Lawrence L Chapman Trade: Grocer Structure: Brick shop and dwelling Value: £70	Owner: William Glover Occupier: Robert Potts Trade: Bootmaker Structure: Fruiterer Timber and iron shop, dwelling and shed Value: £26	Owner: Walter Hayter Occupier: Walter Hayter Trade: Produce merchants Structure: Wooden shop and 2 rooms, 2 sheds Value: £70	Owner: LL Chapman Occupier: John Swan Trade: Greengrocer Structure: Brick shop and dwelling Value: £94	Owner: Arthur McCartney Occupier: Arthur McCartney Trade: Fishmonger Structure: Timber and iron house and shop Value: £47	Owner: Joseph Sawyer Occupier: Joseph Sawyer Trade: Cabinetmaker Structure: Wooden house, shop and sheds Value: £35	Owner: Joseph Sawyer Occupier: Edwin Makant Trade: N/A Structure: Timber and iron house Value: £21
1889	Byron Pogson, grocer	LP Williams, chemist		James Barkle, bootmaker	Frank Santer	Lawrence L Chapman, grocer	Robert Potts, bootmaker Mrs Potts, fruiterer	Hayter & Green, produce merchants		Arthur McCartney fishmonger	Joseph Sawyer, cabinet maker James McQueen, boilermaker	Edwin Makant

49–71 BOTANY ROAD												
Year	49	51	53	55	57	59	61	63	65	67	69	71
1890	WG James, grocer	LP Williams, chemist		James Barkle, bootmaker	Frank Santer		Robert Potts, bootmaker Mrs Potts, fruiterer	Hayter & Green, produce merchants	LL Chapman & Co, grocers	Arthur McCartney fishmonger	Joseph Sawyer, cabinet maker Miss Sawyer, dressmaker	Robert Cox
1892	B Barchan, storekeeper	LP Williams, chemist		James Barkle, bootmaker	Mrs Jane Turner	William Glover Jnr	Robert Potts, bootmaker	Walter Hayter, produce merchant	LL Chapman & Co, grocers	Arthur McCarthy fishmonger	Joseph Sawyer, cabinet maker Miss Sawyer, dressmaker	Robert Cox
1893		LP Williams, JP, chemist		James Barkle bootmaker	Mrs Jane Turner	J McLaughlin & Co, grocers	Robert Potts, bootmaker	Walter Hayter, produce merchant	LL Chapman & Co, grocers	Arthur Macartney, fishmonger	Joseph Sawyer, cabinet maker Miss Sawyer, dressmaker	Robert Cox
1895	Henry Prince, provision dealer	LP Williams, JP, chemist				Arthur Macartney, fishmonger	Robert Potts, bootmaker	Walter Hayter, produce merchant	Wilfred Birks, grocer		Joseph Sawyer, cabinet maker	Robert Cox
1896	Henry Prince, provision dealer	LP Williams, JP, chemist	John Barkel			John Hobbs, fishmonger	Robert Potts, greengrocer	Walter Hayter, produce merchant	Wilfred Birks, grocer		Joseph Sawyer, cabinet maker	Robert Cox
1897	Henry Prince, provision dealer	LP Williams, JP, chemist	John Barkel		Mrs J Turner	Jacob Bid, greengrocer		Walter Hayter, produce merchant	Wilfred Birks, grocer		Joseph Sawyer, cabinet maker	Robert Cox

49–71 BOTANY ROAD												
Year	49	51	53	55	57	59	61	63	65	67	69	71
1898	Henry Prince, provision dealer	LP Williams, JP, chemist	John Barkel		Mrs J Turner	B Simes, fancy goods shop			Wilfred Birks, grocer		Joseph Sawyer, cabinet maker	Robert Cox
1900	Henry Prince, provision dealer	LP Williams, JP, chemist	John Barkel		Mrs J Turner		T Rowan	J Clune, produce dealer	Wilfred Birks, grocer	R Henley, bootmaker	Joseph Sawyer, cabinet maker	Charles Stanshall
1903	Green Bros, provision dealers	LP Williams, JP, chemist		Thomas Orr	Mrs J Turner	Samuel Mendez, fruiterer	George Daden, dealer	John Clune, produce dealer	Wilfred Birks, grocer	Michael Moloney, dealer	Joseph Sawyer, cabinet maker	John Pike, tanner
1905	Green Bros, provision merchants	LP Williams, JP, chemist		Thomas Orr	George Mapstone	George Leah, greengrocer	Alfred H Hicking, furniture dealer	John Clune, produce dealer	Wilfred Birks, grocer	Richard Molloy	Joseph Sawyer, cabinet maker	Mrs Clara McQueen Francis Daniels
1908	Green Bros, provision merchants	LP Williams, JP, chemist		Thomas Orr	Frederick Miller	EJ Wood, greengrocer	Solomon Levy, fish shop	Mrs Catherine Gunning, produce dealer	LL Chapman & Co, grocers Wilfred Birks, grocer	Thomas Johnson, bootmaker	Joseph Sawyer, cabinet maker	Mrs Clara McQueen
1909	Green Bros, provision merchants	LP Williams, JP, chemist		Thomas Orr	Frederick Miller	Mrs J Wood, greengrocer	Solomon Levy, fish shop	James Clune, produce dealer	L.L Chapman and Co Wilfred Birks, grocers	Thomas Johnson, bootmaker Mrs Sarah Johnson, fruiterer	Joseph Sawyer, cabinet maker	Mrs Clara McQueen
1910	Green Bros, provision merchants	LP Williams,		Thomas Orr	Frederick Miller	Mrs J Wood, poultry dealer	George House, fish shop	James Clune, produce dealer	Wilfred Birks, grocer	Thomas Johnson, bootmaker	Joseph Sawyer, cabinet maker	Mrs Clara McQueen

49–71 BOTANY ROAD													
Year	49	51	53	55	57	59	61	63	65	67	69	71	
		JP, chemist								Mrs Sarah Johnson, confectioner			
1913	Green Bros, provision merchants	LP Williams, JP, chemist		Thomas Orr	Frederick Miller	Edward Wood, poultry dealer	J Oliver White, fish shop	James Clune, produce dealer	Wilfred Birks	LL Chapman & Co, grocers	Joseph Sawyer, cabinet maker	Mrs Clara Connell	
1915	Green Bros, provision merchants	LP Williams, JP, chemist		Thomas W Orr	Frederick Miller	Edward Wood, poultry dealer	J Oliver White, fish shop	James Anderson, furniture dealer	Wilfred Birks	LL Chapman & Co, grocers	Joseph Sawyer, cabinet maker	Mrs Clara Connell	
1917	Green Bros, provision merchants	LP Williams, JP, chemist		Daniel Oliver Gray	Frederick Miller	Edward Wood, poultry dealer	J Oliver White, fish shop	James Anderson, furniture dealer	Wilfred Birks	LL Chapman & Co, grocers	White & Co, small goods manufacturer Mrs Sawyer, dressmaker	Mrs Clara Connell	
1918	Green Bros, provision merchants	LP Williams, JP, chemist			Frederick Miller	Edward Wood, poultry dealer	J Oliver White, fish shop	James Anderson, furniture dealer	Wilfred Birks	LL Chapman & Co, grocers	White & Co, small goods manufacturer Mrs Sawyer, dressmaker	Mrs Clara Connell	
1919	Green Bros, provision merchants	LP Williams, JP, chemist		Windsor Claude Johnson	Frederick Miller	Edward Wood, poultry dealer	J Oliver White, fish shop	James Anderson, furniture dealer	Wilfred Birks	LL Chapman & Co, grocers	White & Co, small goods manufacturer Mrs Sawyer, dressmaker	Mrs Clara Connell	
1921	Mrs EC Prince, provision merchant	LP Williams, JP, chemist		Windsor Claude Johnson	Frederick Miller	Edward Wood, poultry dealer	J Oliver White, fish shop	James Anderson, furniture dealer	Wilfred Birks LL Chapman & Co, grocers	Arthur White & Co, butchers	Miss Henrietta Sawyer	(off) Mrs Clara Connell	

49–71 BOTANY ROAD													
Year	49	51	53	55	57	59	61	63	65	67	69	71	
1923	Mrs Prince EC	LP Williams, JP, chemist		Windsor Johnson C	Frederick Miller	George Wood E	Oliver White J fur shop	L Drovet cabinet maker	GB Freer	Phoenix Meat Co	Miss Henrietta Sawyer	(off) Mrs C Connell	
1926	Mrs Prince, grocer EC	MC Kirby, chemist		Windsor Johnson C	Frederick Miller	George Wood, poulterer E	E White, furrier	A Whittingham, motor garage Jules C Pinot, machinist	Robert Koller, wine saloon B	Electric Cabinet Works	Miss H Sawyer, dressmaker	(off) John Connell	
1929	Mrs Prince, grocer EC	MC Kirby, chemist		Windsor Johnson C	Frederick Miller	Alfred Mercer, French polisher	Workmen's Institute	A Whittingham, motor garage Jules C Pinot, machinist	Robert Koller, wine saloon B	Phillip Stretton, wood carvers Morgan & Co, cabinet makers	Miss H Sawyer	(off) John Connell	
1930	Mrs Prince, grocer EC				Thomas Kenny		Workmen's Institute	A Whittingham, motor garage Jules C Pinot, machinist		Stretton & Wadd, wood carvers & turners	Miss H Sawyer	(off) John F Daniel	
1932-1933	Mrs Prince, grocer EC			James Whitty	Thomas Kenny		Workmen's Institute	Jules C Pinot, machinist	D Spear, electrical supplies	Stretton & Wadd, wood carvers & turners	Miss H Sawyer	(off) John F Daniel	

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
1866		James Hill, bricklayer subleases land to Joseph Hinchcliffe											
1867		Joseph Hinchcliffe, post office and newsagent	James Hill, bricklayer					William Parker					
1875		Mrs Sarah Hinchcliffe, stationer		James Wiseman				William Parker	William Symons, ironmonger				
1877		Joseph Hinchcliffe, newsagent	George Cowdrey, boot finisher	James Wiseman				William Parker	William Symons, ironmonger				
1879	C Baldwin	Jane Hinchcliffe, newsagent	George Condray, bootfinisher	James Wiseman, cab owner	William Parker, tobacconist	Mrs R Clark, dressmaker		William Parker, mason	William Symons, ironmonger		George Worthington, grocer	Frederick Chapman, painter	Vacant
1880		Mrs Susannah Hinchcliffe, newsagent	George Cowdry, bootfinisher	James Wiseman, cab proprietor	H Bryan, tobacconist, Virginia house		Joseph George Matthew Fawcett, builder	William Parker	William Symons, ironmonger		George Worthington, grocer	Frederick Chapman, painter	Mrs Sophia Brown, confectioner

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
1882	Valentine Davis(?)	Mrs Sarah A Hinchcliffe, stationer	James Lyons, engineer	James Wiseman				William Parker	William Symons, ironmonger	A Powell, hairdresser		Frederick Chapman, dealer	
1883	John Donnerley, carpenter	Mrs J Hinchcliffe, newsagent	James Lyons, engineer	James Wiseman, cabman	Richard Allum, fruiterer	William Clark, grocer	John H Marks, greengrocer	William Parker	William Symmons, ironmonger	William A Powell	Vacant		Phillip Brack
1884	John Wells	Mrs James Hinchcliffe, stationer & newsagent	Post & Telegraph Office – RJ Farquharson, postmaster	James Wiseman	John B Taylor, oil and colourman	William Steel, bootmaker	William Clark Henry Stokes, plasterer	William Parker	William Symons, ironmonger	William Albert Powell, hairdresser	John Hall, clicker	Charles Yeo	Frederick Cowperthwaite, dealer
1885	William Garrad, bookbinder	Mrs James Hinchcliffe, stationer & newsagent	Post & Telegraph Office – RJ Farquharson, postmaster	Alfred T Tritton, wood & coal dealer	John B Taylor, oil and colourman	Peter McCole, watchmaker	William Clark	William Parker	William Symons, ironmonger	William A Powell, hairdresser	Isack Hudson, confectioner's shop	William Amiot, bootmaker	Frederick Cowperthwaite, dealer
1886	William Garrad, bookbinder		Post & Telegraph Office – RJ Farquharson, postmaster	Alfred T Tritton, fuel merchant	John B Taylor, oil and colourman	Peter McCole, watchmaker	William Clark, dealer	William Parker	William Symons, ironmonger	William A Powell, hairdresser	John Clinton, carpenter	R. F. Archer, storekeeper	Frederick, Cowperthwaite, dealer

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
1887	William Garrad, bookbinder	Mrs S Hinchcliffe, stationer	Post & Telegraph Office – RJ Farquharson, postmaster	Alfred J Tritton, fuel merchant	John B Taylor, oil and colourman	Peter McCole, watchmaker	William Clark, dealer	William Parker	William Symons, ironmonger	William A Powell, hairdresser	Richard Mills	Mrs. J. Tangye	Frederick Cowperthwaite, dealer
1888	Owner: William Garrad Occupier: William Garrad. Trade: Bookbinder Structure: Timber and iron house Value: £21	Owner: James Hinchcliffe Occupier: Mrs S. Hinchcliffe Trade: Stationer and Newsagent Structure: Brick shop and dwelling Value: £59	Owner: William Symons Occupier: R.J Farquharson Trade: Postmaster Structure: Brick shop and dwelling Value: £35	Owner: Alfred J Tritton Occupier: Alfred J Tritton Trade: Fuel merchant Structure: Wooden house and shed Value: £47	Owner: Wallace Read Occupier: John B Taylor Trade: Oil and colourman Structure: Brick house and shop Value: £42	Owner: William Tucker Occupier: Peter McCole Trade: Watchmaker Structure: Brick house and shop Value: £32	Owner: William Tucker Occupier: William Clark Trade: Dealer Structure: Brick house and shop Value: £38	Owner: William Jones Occupier: William Parker Trade: N/A Structure: Brick house Value: £23	Owner: William Symons Occupier: William Symons Trade: Ironmonger Structure: Brick house and shop Value: £53	Owner: William Powell Occupier: William A Powell Trade: Hairdresser Structure: Brick house and shop Value: £53	Owner: John Nunn Occupier: George Lumsley Trade: Fruiterer Structure: Wooden house and shop Value: £23	Owner: John Nunn Occupier: William Peck Trade: N/A Structure: Wooden house and shop Value: £23	Owner: John Nunn Occupier: Frederick Cowperthwaite Trade: Dealer Structure: Wooden house and shop Value: £23
1889	William Garrad, bookbinder	Mrs S Hinchcliffe, stationer	John Swan, greengrocer	Alfred J Tritton, fuel merchant	John B Taylor, oil and colourman	Peter McCole, watchmaker	William Clark, dealer	William Parker	William Symons, ironmonger	William A Powell, hairdresser	William Goodman, dyer		Frederick Cowperthwaite, dealer
1890	William Garrad, bookbinder	Mrs J Hinchcliffe, stationer	Joseph Sindell, draper	Alfred J Tritton, fuel merchant	John B Taylor, oil and colourman	Peter McCole, watchmaker	William Clark	Jones	William Symons, ironmonger	William A Powell, hairdresser		Henry McKittrick, fruiterer	WD Dunlop, confectioner

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
							Mrs Stardrobe, dealer						
1891	William Garrad, bookbinder	Mrs J Hinchcliffe, stationer	William Symons, ironmonger	Alfred J Tritton, fuel merchant	WG Read, fruiterer	Peter McCole, watchmaker	Arthur E Davie Mrs Davie, dealer	H Jones		William A Powell, hairdresser			John Maclure, bootmaker
1892	William Garrad, bookbinder	James Hinchcliffe, stationer	William Symons, ironmonger	Alfred J Tritton, fuel merchant	WG Read, fruiterer	Peter McCole, watchmaker	Arthur E Davie Mrs Davie, dealer	H Jones		William A Powell, hairdresser	John Kelly, dealer	Mrs P Pearce, greengrocer	John Maclure, bootmaker
1893	William Garrad, bookbinder	James Hinchcliffe, stationer	William Symons, ironmonger	Alfred J Tritton, fuel merchant	DT Burt, storekeeper	Peter McCole, watchmaker	Arthur E Davie Mrs Davie, dealer	H Jones	John Renoch, painter	William A Powell, hairdresser	Peter Wedd, fruiterer		J Sharman, bootmaker
1894	William Garrad, bookbinder	James Hinchcliffe, stationer	William Symons, ironmonger	Alfred J Tritton, fuel merchant	Joseph Round, fruiterer	Peter McCole, watchmaker	George Lomas, dealer	H Jones		William A Powell, hairdresser	James Holdess, fruiterer	Mrs Brennan	J Henley, bootmaker (off) William Pearce
1895	William Garrad, bookbinder	James Hinchcliffe, stationer	William Symons, ironmonger	Alfred J Tritton, fuel merchant	John S Blake, greengrocer	Peter McCole, watchmaker				William A Powell, hairdresser	James Holden	H Maynard	Andrew Collie J Henley, bootmaker (off) William Pearce
1896	William Garrad, bookbinder	James Hinchcliffe, stationer	William Symons, ironmonger	Francis Mountain, fuel	Mrs Kate Dawson, confectioner	Peter McCole, watchmaker				William A Powell, hairdresser	Alfred West	John Fairbank	W Brennan (off) William Pearce

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
				merchan t									
1897	William Garrad, bookbind er	James Hinchcliff e, stationer	William Symons, ironmonger	Francis Mountai n, fuel merchan t		Peter McCole, watchmake r		William J Jones	FL Speckardt, tinsmith	William A Powell, hairdresse r		John Williams, bootmaker	(off) William Pearce
1898	William Garrad, bookbind er	James Hinchcliff e, stationer	William Symons, ironmonger	Francis Mountai n, fuel merchan t		Peter McCole, watchmake r	B Simes, grocer	William J Jones	FL Speckardt, tinsmith	William A Powell, hairdresse r	John Williams, bootmaker		John R Cott (off) William Pearce
1899	W Booth, bootmake r	James Hinchcliff e, stationer	William Symons, ironmonger	Francis Mountai n, fuel merchan t		Peter McCole, watchmake r	George Sutton	William J Jones	WH Lewis, greengroce r	William A Powell, hairdresse r			
1900	W Booth, bootmake r	James Hinchcliff e, stationer		Francis Mountai n, fuel merchan t		Peter McCole, watchmake r	J Howe	William J Jones	John McDonald	William A Powell, hairdresse r	James McNeil		
1901	W Booth, bootmake r	James Hinchcliff e, stationer	James Symans, boot importer	Francis Mountai n, fuel merchan t	Mrs H Taylor, dressmake r		J Howe	Mrs S Jones	Jane McDonald	William A Powell, hairdresse r	Edward Costin Jnr	Henry Langton	FW May, bootmaker
1902	W Booth, bootmake r	James Hinchcliff e, stationer	James Symons, boot importer	A Shirley, fuel merchan t	Mrs H Taylor, dressmake r	Peter Christense n	J Howe	Mrs S Jones	Mrs H Wheeler, dressmaker	William A Powell, hairdresse r		Mrs A Fullagar	John Walker, bootmaker
1904	W Booth, bootmake r	James Hinchcliff	Clark & Hulme, grocers	A Shirley, fuel	Mrs H Taylor,	Mrs Rosa Morrison	John Campbell, baker	Mrs S Jones	Charles H Smith,	William A Powell,		George Buttensha w, painter	Henry Ash

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
		e, stationer		merchan t	dressmake r				clothes dealer	hairdresse r			
1905	W Booth, bootmake r	James Hinchcliff e, stationer	Mary Clench, grocer	A Shirley, fuel merchan t	Mrs H Taylor, dressmake r	William Hare	Mrs Mary Druitt, grocer	Mrs S Jones	Charles H Smith, saw sharpener	William A Powell, JP, hairdresse r			Arthur Whitley, chair- caner
1907	William C Coops	James Hinchcliff e, stationer	Mrs Elizabeth Skinner, grocer	A Shirley, fuel merchan t	Mrs H Taylor, dressmake r	George W Burton, plumber	Albert James, grocer	Wentwort h Hall	Mary J Clench, refreshmen ts	William A Powell, JP, hairdresse r			
1909	William C Coops	James Hinchcliff e, stationer	Mrs Elizabeth Skinner, grocer	Michael McKenna , fuel merchan t	Mrs H Taylor, dressmake r	James Durkins	Albert James, grocer	Wentwort h Hall	Mary J Clench, refreshmen ts	William A Powell, JP, hairdresse r		Walter Kennedy	William Irvine
1910	William Booth	James Hinchcliff e, stationer	Mrs A Hall	Michael McKenna , sawdust vendors	Mrs Charlotte Hunter, greengroce r	Mary Ann Johnson	Albert James, grocer	Wentwort h Hall	Mary J Clench, refreshmen ts	William A Powell, JP, hairdresse r			
1911	William C Cook	James Hinchcliff e, stationer	Mrs A Hall	Michael McKenna & Sons, sawdust vendors	Mrs N Robertson, confection er	Mary Ann Johnson	Mrs S Bridges, grocer	Wentwort h Hall	John Jenkins, confectione r	William A Powell, JP, hairdresse r			
1912	Richard Henley, boot repairer	James Hinchcliff e, stationer	Mrs A Hall, dressmaker	Michael McKenna & Sons, sawdust vendors	Mrs N Robertson	Mary Ann Johnson	Mrs S Bridges, grocer	Wentwort h Hall	Abel F Green, confectione r	William A Powell, JP, hairdresse r	Coliseum Moving Pictures		

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
				T Johnson, boot repairer									
1913	Richard Henley, boot repairer	James Hinchcliffe, stationer	Mrs A Hall, dressmaker	Michael McKenna & Sons, sawdust vendors	Mrs N Robertson	Mary Ann Johnson	Mrs S Bridges, grocer	Wentworth Hall	Richard TV Cressy, confectioner	William A Powell, JP, hairdresser	Coliseum Pictures		
1915	Matilda Wighton	Henry Grimes, stationer	Mrs A Hall, dressmaker	Michael McKenna & Sons, sawdust vendors	Alfred Murray, artist	Mary Ann Johnson	Mrs Sarah C Bridges, grocer	Wentworth Hall	Marino Petrich, confectioner	Richard Matchett, hairdresser	Coliseum Pictures		
1917	Matilda Wighton	Henry Grimes, stationer	Mrs A Hall, dressmaker	M McKenna & Sons, sawdust vendors	Alfred Murray, artist	Rudolph Fabian	Mrs Sarah Bermingham, grocer	Wentworth Hall	Mrs M Petrich, confectioner		Coliseum Pictures		
1919	M Nimmo Wighton	John Owen Rees	Henley Bros	M McKenna & Sons, sawdust vendors	Albert Franklin	Rudolph Fabian		Wentworth Hall	Mrs Mary Petrich, confectioner		Coliseum Pictures		
1920	Matthew N Wighton, tea merchant	John Owen Rees	Richard Henley, bootmaker	M McKenna & Son, sawdust vendors	Albert Franklin	Rudolph Fabian		Wentworth Hall	Mrs M confectioner	Petrich,	Coliseum Pictures		
1922		John Dugan	Mrs Rebecca Simmons	JC Morales	Albert Franklin	Rudolph Fabian	WC Bays	Wentworth Hall	Mrs M confectioner	Petrich,	Coliseum Pictures		

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
				WW Martin & Sons									
1924	George Elliott	Albert E Robinson, newsagent	F Elliott, ham & beef	WW Martin & Sons, brass founders		Arthur Brooker	WC Bays, confectioner	Returned Soldiers' Boot Factory St Silas' Parish Hall	Mrs M Petrich, confectioner		Coliseum Theatre		
1925	George Hubbard, dyer & cleaner	Albert E Robinson, newsagent	F Elliott, ham & beef	WW Martin & Sons, brass founders	P Pannyotus, fish & ships	Arthur Brooker	WC Bays, confectioner	Returned Soldiers' Boot Factory St Silas' Parish Hall	Mrs M Petrich, confectioner		Coliseum Theatre		
1926	George Hubbard, tinsmith	Albert E Robinson, newsagent	Puccini, actuary	WW Martin & Sons, brass founders		Arthur Brooker	WC Bays, confectioner	Returned Soldiers' Boot Factory St Silas' Parish Hall	Mrs M Petrich, confectioner		Coliseum Theatre		
1927	George Hubbard, tinsmith	J Workman, newsagent		WW Martin & Sons, brass founders WS Ward, band saw experts	Miss McGrail, draper	Mrs Mabel Alexander, grocer	WC Bays, confectioner	Returned Soldiers' Shoe Co – E Rigley St Silas' Parish Hall	Mrs M Petrich, confectioner		Coliseum Theatre		

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
1928	George Hubbard, tinsmith	J Workman, newsagent		(78) WW Martin & Sons, brass founders WS Ward, band saw experts RC Martin, dealer in old wares	Miss McGrail, draper	E	Mrs M Alexander, small goods	St Silas' Parish Hall	Mrs M Petrich, confectioner		Coliseum Theatre		
1929	George Hubbard, tinsmith	David Morrison, newsagent	Italian Artists Association	WW Martin & Sons, brass founders WS Ward, band saw experts RC Martin, dealer in old wares	Miss McGrail, draper	E	Mrs Kathleen Farley, small goods	Alexander Taylor, pattern maker St Silas' Parish Hall	Mrs M Petrich, confectioner		Coliseum Theatre		
1930	Thomas McAlister	David Morrison,	Italian Artists Association	WW Martin & Sons,	Miss McGrail, draper	E	C Lindsay, small goods	Alexander Taylor,	Mrs M Petrich, confectioner		Coliseum Theatre		

73–97 BOTANY ROAD													
Year	73	75	77	79	81	83	85	87	89	91	93	95	97
		newsagent		brass founders WS Ward, band saw experts RC Martin, dealer in old wares				pattern maker St Silas' Parish Hall					
1932 - 1933	Thomas McAlister, bootmaker	Keith Ritchie, newsagent	Italian Artists Association	WW Martin & Sons, brass founders WS Ward, band saw experts RC Martin, dealer in old wares	Miss McGrail, draper	E C Lindsay, small goods		Alexander Taylor, pattern maker St Silas' Parish Hall	Mrs M Petrich, confectioner		Coliseum Theatre		

99–121 BOTANY ROAD												
Year	99	101	103	105	107	109	111	113	115	117	119	121
1858										Subleased by Alfred Flack from William Powell		
1864			Thomas B Goldfinch, butcher									
1866			Thomas Goldfinch					John Crummy	J Mulder, Botany Road, grocer			
1867			Goldfinch, Thomas B., butcher					John Crummy, green grocer		Alfred Flack		
1868			Thomas B Goldfinch, butcher					John Crummy		Alfred Flack		John Holborow, woolwasher
1870			T B Goldfinch, butcher					John Crummy, dealer		Alfred Flack		
1875			Thomas Goldfinch, butcher					John Crummy, dealer	John Mulder, grocer		Robert Coates, grocer	John Isaac Holborough
1877			Thomas Goldfinch, butcher						John Mulder, grocer		Robert Coates, grocer	
1878												Subleased by John Holborow from William Powell
1879	Ann Barnsley	Tong Sing Sun, storekeeper	Thomas B Goldfinch, butcher	Vacant		Frederic Douglass, fellmonger	George Anderson	John Crummy,	John Mulder, baker & grocer	John Jefferies, butcher	Robert Coates & Sons, hay &	John Holborow, J wool sorter

99–121 BOTANY ROAD												
Year	99	101	103	105	107	109	111	113	115	117	119	121
								dealer & greengrocer			corn dealers	(Inspector of nuisances)
1880	Mrs Jane Barnsley	Toon Sing Sun, store	Thomas B Goldfinch, butcher Robert Goldfinch, van owner			Frederick Douglass, fellmonger	George Anderson, carpenter	John Crummy, greengrocer	John Mulder, baker & grocer	John Jefferies, butcher	Robert Coates, hay & corn dealer	John Holborrow, J butcher
1882		Jan Goon grocer	Thomas B Goldfinch, butcher				George Anderson, fishmonger	John Crummy, greengrocer	John Mulder, baker & grocer	John Jefferies, butcher		
1884	Robert Cain, wood dealer	Loo Pun, grocer				Jane Barnsley shoemaker	George Anderson, fishmonger	Thomas Haythorpe, greengrocer	John Alderman Mulder, baker	John Jefferies, butcher	Robert Coates, hay & corn dealers	Johanna Holborrow
1885	Robert Cain, fuel merchant	Loo Pun, grocer	Congregational Church – Rev E Adams					Thomas Haythorpe, greengrocer	Susannah Mulder, baker	John Jefferies, butcher	Robert Coates, hay & corn dealers	Johanna Holborrow
1886	Robert Cain, fuel merchant	Bun Loo, grocer	Congregational Church – Rev E Adams		Charles Dutton, grocer	Lawrence Levy, furniture dealer	Charles Cockford, provision store	John McClune, greengrocer	John W Mulder, baker	John Jefferies, butcher	Robert Coates, produce dealers	Johanna Holborrow
1887	Robert Cain, fuel merchant	Tyson, grocer	Congregational Church – Rev E Adams		Charles Dutton, grocer	Lawrence Levy, furniture dealer	Alexander McLean, bootmaker	Mrs Daniels, H grocer	Mulder Brothers, bakers	John Jefferies, butcher	Robert Coates, produce dealer	Joanna Holborrow
1888	Owner: John Nunn Occupier: Robert Cain	Owner: John Nunn Occupier: William Haworth	Congregational Church – Rev E Adams		Owner: Thomas Barber	Owner: Benjamin Eaves	Owner: Benjamin Eaves Occupier: Alexander McLean	Owner: William Tucker	Owner: John Mulder Occupier: William and John Mulder	Owner: Charlotte Jefferies Occupier: Mrs	Owner: Robert Coates	Owner: Johanna Holborrow

99–121 BOTANY ROAD												
Year	99	101	103	105	107	109	111	113	115	117	119	121
	Trade: Fuel merchant Structure: Wooden house and shop Value: £23	Trade: Dealer Structure: Brick house and workshop Value: £28			Occupier: Charles Dutton Trade: Grocer Structure: Brick house and shop Value: £46	Occupier: Ivy Brothers Trade: Drapers Structure: Brick house and shop Value: £46	Trade: Bootmaker Structure: Brick house and shop Value: £46	Occupier: Thomas Haythorpe Trade: Greengrocer Structure: Brick house and shop Value: £46	Trade: Pastrycooks Structure: Brick house and bakery Value: £59	Charlotte Jefferies Trade: Butcher Structure: Brick house and shop Value: £46	Occupier: Robert Coates Trade: Produce dealer Structure: Brick produce store Value: £59	Occupier: Mary Holborrow Trade: N/A Structure: Brick house Value: £23
1889	Robert Cain, fuel merchant	William Haworth, dealer	Congregational Church – Rev E Adams		William Cole, tailor	Ivy Brothers, drapers		Mrs Ann Halward, greengrocer	Mulder Brothers, pastrycooks	Mrs Charlotte Jefferies, butcher	Robert Coates, produce dealer	Joanna Holborrow
1890	Mrs Gorman		Congregational Church – Rev E Adams			Mrs Minett, fruiterer	Australian Joint Stock Bank Ltd (branch) –Percy McDonnell, manager	William Whitehouse, greengrocer	Alexander Douglas, baker, pastrycook	Mrs Charlotte Jefferies, butcher	J Shand, produce & fuel merchant	Joanna Holborrow
1891			Congregational Church – Rev E Adams			Andrew Sjoberg	Australian Joint Stock Bank Ltd (branch) – A Windeyer, manager	William Whitehouse, greengrocer		Mrs Charlotte Jefferies, butcher	J Shand, produce & fuel merchant	Mrs Joanna Holborrow, grocer
1892			Congregational Church – Rev E Adams		James Foster, painter	Andrew Sjoberg	Australian Joint Stock Bank Ltd (branch) – A Windeyer, manager	JC Blinman, fruiterer	Alfred Williams, baker	Mrs Charlotte Jefferies, butcher	J Shand, produce & fuel merchants	Mrs Joanna Holborrow, grocer
1893			Congregational Church – Rev J Beckenham		Mrs Timbrell, provision store	Andrew Sjoberg	Australian Joint Stock Bank Ltd (branch) – A	Harry Stevens, fruiterer	Alfred Williams, baker	Mrs Charlotte Jefferies, butcher	J Shand, produce & fuel merchant	Mrs Joanna Holborrow

99–121 BOTANY ROAD												
Year	99	101	103	105	107	109	111	113	115	117	119	121
							Windeyer, manager J Winter, caretaker					
1894		William Haworth, furniture dealer	Congregational Church – Rev J Beckenham		W Bryson, hairdresser	Andrew Sjoberg, dealer	Australian Joint Stock Bank Ltd (branch) – A Windeyer, manager J Winter, caretaker	John Humphries, dealer	Alfred Williams, baker	Mrs Charlotte Jefferies, butcher	J Shand, produce & fuel merchant	Mrs Joanna Holborrow
1895			Congregational Church – Rev J Beckenham		W Bryson, hairdresser				Alfred Williams, baker		J Shand, produce & fuel merchant	
1896		W.S. Ireland			W Bryson, hairdresser				Alfred Williams, baker		J Shand, produce & fuel merchant	
1897			Congregational Church – Rev J Beckenham- minister		W Bryson, hairdresser	Andrew Sjoberg, dealer		Richard Henley, bootmaker	Alfred Williams, baker	Caledonian Meat Co – John Cassera, manager	J Shand, produce & fuel merchant	Peter Holborrow, bootmaker
1898			Congregational Church – Rev J Beckenham- minister		W Bryson, hairdresser	Andrew Sjoberg, dealer		Richard Henley, bootmaker	Alfred Williams, baker	Caledonian Meat Co – Arthur J Smith, manager	T Douglas, produce & fuel merchant	Peter Holborrow, bootmaker
1899		W Howarth, dealer (off) William Pearce	Congregational Church – Rev J Beckenham- minister		W Bryson, hairdresser	James Skinner, district registrar	Frederick Bowman	Charles Whitmore	Thomas Haigh	Caledonian Meat Co – WJ Bottomley, manager	T Douglas, produce & fuel merchant	A Amos, blacksmith

99–121 BOTANY ROAD												
Year	99	101	103	105	107	109	111	113	115	117	119	121
1901		A Haworth (off) George Barker, Samuel Barker	Congregational Church – Rev J Beckenham-, minister		W Bryson, hairdresser	Frederick Todd, bootmaker	Mrs S Bowman, ham & beef shop	James Hillman, fruiterer	EJ Ible, baker		T Douglas, produce merchant	A Amos, blacksmith
1902		A Haworth, furniture dealer (off) Bartholomew Connolly	Congregational Church – Rev J Beckenham-, minister		T Bryson, hairdresser	Frederick Todd, bootmaker	Mrs S Bowman, ham & beef shop	Mrs M Buss, grocer			T Douglas, produce merchant	A Amos, blacksmith
1903	William Bray, carpenter	A Haworth, furniture dealer	Congregational Church – Rev J Beckenham-, minister		T Bryson, hairdresser	Frederick Todd, bootmaker	Mrs S Bowman, ham & beef shop	Mrs M Buss, grocer	Herber Haines, baker	Mrs Charlotte Jefferies	T Douglas, produce merchant	A Amos, blacksmith
1904	Henry Nobes	A Haworth, furniture dealer	Congregational Church – Rev J Beckenham-, minister		G Bryson, hairdresser	Frederick Todd, bootmaker	Mrs F Bowman, ham & beef shop	Mrs M Buss, grocer		Mrs Charlotte Jefferies	T Douglas, produce merchant	A Amos, blacksmith
1906	Walter Kennedy	William Haworth, furniture dealer	Congregational Church – Rev J Beckenham-, minister		Joseph Bryson, hairdresser	Frederick Todd, bootmaker	Mrs F Bowman, ham & beef shop	Mrs M Buss, grocer		Mrs Charlotte Jefferies, fruiterer	T Douglas, produce merchant	A Amos, blacksmith
1907	Clifford James	William Haworth, furniture dealer	Congregational Church – Rev J Beckenham-, minister		Joseph Bryson, hairdresser	Frederick Todd, bootmaker	Mrs F Bowman, ham & beef shop	Mrs M Buss, grocer	Michael O'Brien, baker	Mrs Charlotte Jefferies, fruiterer	T Douglas, produce merchant	A Amos, blacksmith
1909	James Douglas	Joseph Bryson, hairdresser	Congregational Church – Rev J Beckenham-, minister		James Anderson	Frederick Dodd, bootmaker	Ernest Durnell, ham & beef shop	Mrs M Buss	Riichard Wallmann, baker		T Douglas, produce merchant	A Amos, blacksmith

99–121 BOTANY ROAD												
Year	99	101	103	105	107	109	111	113	115	117	119	121
1910		Joseph Bryson, hairdresser	Congregational Church – Rev J Beckenham-, minister		Mrs Annie Brown, china & glassware shop	Frederick Dodd, bootmaker	Mrs HJ Taylor, ham & beef shop	Mrs M Buss	Richard Wallmann, baker	MC Lee, fruiterer	T Douglas, produce merchant	A Amos, blacksmith
1912		Joseph Bryson, hairdresser	Congregational Church – Rev A Fisher-Webster, minister		EJ McDonald, fruiterer	Frederick Todd, bootmaker	Mrs B Batty, ham & beef shop	Mrs Edwards A	Frank McCube?	MC Lee, fruiterer Mrs Charlotte Jefferies	T Douglas, produce merchant	A Amos, art metal worker
1913		Joseph Bryson, hairdresser	Congregational Church – Rev A Fisher-Webster, minister		Mrs Isabella E Stanley, fruiterer	Frederick Todd, bootmaker	Mrs B Batty, ham & beef shop		Hang Lee Sun, art cabinet maker	MC Lee, fruiterer Mrs Charlotte Jefferies	T Douglas, produce merchant	A Amos, art metal worker
1914		Joseph Bryson, hairdresser	Congregational Church – Rev A Fisher-Webster, minister		Mrs Sheedy, L fruiterer	Frederick Todd, bootmaker	Mrs B Batty, ham & beef shop	Hang Lee Sun, cabinet maker	W Rising & Co, art furniture manufacturers	Mrs Maria C Lee, fruiterer Mrs Charlotte Jefferies	T Douglas, produce merchant	A Amos, art metal worker
1917		Mrs Grace Bryson, hairdresser	Congregational Church		S Pearce, confectioner	Frederick Todd, bootmaker	Mrs B Batty, ham & beef shop	Joe Hang, cabinet maker	W Rising & Co, art furniture manufacturers	William J Willcocks, fruiterer	T Douglas, produce merchant	A Amos, art metal worker
1919		Mrs Grace Bryson, hairdresser	Congregational Church		WS Ward	Frederick Todd, bootmaker	Mrs B Batty, ham & beef shop		W Rising & Co, art furniture manufacturers	William J Willcocks, fruiterer	T Douglas, produce merchant	Mrs Harriett Wilmot
1920		Mrs Grace Bryson, hairdresser	Congregational Church		William S Ward, saw sharpener	Frederick Todd, bootmaker	Mrs Blanche Batty, refreshment room	W Rising & Co, art furniture manufacturers		William J Willcocks, fruiterer	Thomas Douglas, produce merchant	

99—121 BOTANY ROAD													
Year	99	101	103	105	107	109	111	113	115	117	119	121	
1922		T & A Bryson, hairdresser	Congregational Church		William S Ward, saw sharpener		Mrs B Thoroughgood	W Rising & Co, art furniture manufacturers		William J Willcocks, fruiterer	Thomas Douglas, produce merchant	W Willcocks	
1924		T & A Bryson, hairdresser	Congregational Church		William S Ward, band saw experts	GT Day, boot maker	Mrs B Thoroughgood, confectioner	W Rising & Co Ltd, cabinet makers		William J Wilcocks, fruiterers	Thomas Douglas, produce store	R Mitchell, jute merchants	
1925		T & A Bryson, hairdressers Thomas E Bryson Jnr, engineer	Congregational Church		William S Ward, band saw experts	GT Day, boot maker	Mrs B Thoroughgood, confectioner	W Rising & Co Ltd, cabinet makers		Mrs Ward, dressmaker Walter E Harberry	Thomas Douglas, produce store		
1926		T & A Bryson, hairdressers Thomas E Bryson Jnr, engineer	Congregational Church		William R Ward, band saw experts	GT Day, boot maker	Mrs B Thoroughgood, confectioner	W Rising & Co Ltd, cabinet makers		F Silvedre, statuary	Thomas Douglas, produce store	William Wilcox, fruiterer	
1927		T & A Bryson, hairdressers Thomas E Bryson Jnr, engineer	Congregational Church		W Rising & Co Ltd, cabinet makers					The Federal Finance & Mortgage Co 117a W Batt, fishmonger	Thomas Douglas, produce store	William Wilcox, fruiterer	
1928		T & A Bryson, hairdressers Thomas E Bryson Jnr, engineer	Congregational Church		W Rising & Co Ltd, cabinet makers						117a L Connolly, fishmonger	Thomas Douglas, produce store	William Wilcox, fruiterer

99–121 BOTANY ROAD												
Year	99	101	103	105	107	109	111	113	115	117	119	121
1929		T & A Bryson, hairdressers Thomas E Bryson Jnr, engineer	Congregational Church	W Rising & Co Ltd, cabinet makers							Timothy Kennedy, produce merchant	William Wilcox, fruiterer
1932- 1933		T & A Bryson, hairdressers Thomas E Bryson Jnr, engineer	Congregational Church	W Rising & Co Ltd, furniture manufacturers						A Lynch, fish shop	Timothy Kennedy, produce merchant	S King, furniture manufacturer