CBD AND SOUTH EAST LIGHT RAIL PROJECT
ENVIRONMENTAL IMPACT STATEMENT

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TECHNICAL PAPER 5:
HERITAGE IMPACT ASSESSMENT

CBD and South East Light Rail
Heritage Impact Assessment

Report prepared for Parsons Brinckerhoff on behalf of Transport for NSW

November 2013

Report Register

The following report register documents the development and issue of the report entitled CBD and South East Light Rail—Heritage Impact Assessment, undertaken by Godden Mackay Logan Pty Ltd in accordance with its quality management system. Godden Mackay Logan operates under a quality management system which has been certified as complying with the Australian/New Zealand Standard for quality management systems AS/NZS ISO 9001:2008.

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Contents   Page

Executive Summary

Scope

The purpose of this Heritage Impact Assessment (HIA) is to assess the potential heritage impacts of the proposed CBD and South East Light Rail (CSELR) project, including the track and stops, associated infrastructure, bridges and tunnels, substations, stabling and maintenance facilities, and construction works depots. The report assesses the potential impacts of the CSELR on Aboriginal and non-Aboriginal archaeology, built heritage and heritage landscapes.

The assessment is based on the Definition Design as developed to 5 September 2013, with some later revisions.

The report includes in Section 2, a historical overview of the five precincts though which the CSELR will be constructed, based on primary and secondary sources. Significance assessments and archaeological assessments are based on the Section 2 historical overview, existing assessments and listings of heritage items on local, state and Commonwealth heritage registers, and other currently available documentary sources.

Key Findings

Aboriginal Archaeology

The report finds that that the construction of the CSELR will not result in any direct impacts on any registered Aboriginal sites identified on the Aboriginal Heritage Information Management System (AHIMS) database administered by the Office of Environment and Heritage (OEH).

Works will however occur in areas within the vicinity of a number of Potential Archaeological Deposits (PADs) registered on AHIMS, and in other areas that have the potential to yield Aboriginal objects. The likelihood for Aboriginal objects to be impacted upon by the proposed works will be further refined during the geotechnical investigations and Aboriginal test excavation in key impact areas.

In summary, the proposed works program has the potential to impact on the following types of Aboriginal archaeology:

- Remnant Aboriginal archaeological deposits that may have survived in highly developed locations in small pockets of remnant natural soil or in truncated soil profiles (i.e. Surry Hills and City Centre precinct).

- Aboriginal objects that may be present in historical archaeological stratigraphic layers.

- Aboriginal archaeological deposits on the upper slopes of the Surry Hills precinct (where Blacktown soils are present) that may have survived in locations where modern disturbance has not extended right through upper soil horizons capable of bearing Aboriginal archaeological deposits and into culturally sterile B horizon clays.

- Intact soil profiles that may have potential for Aboriginal archaeological evidence to be present, such as stone objects and/or hearths. Given the likely depth of Botany sands within the Moore Park, Kensington/Kingsford and Randwick precincts, it is possible that such intact soil profiles may remain below the modern disturbance. Organic remains such as middens or

burials may be present, (if environmental conditions permit), for example, if pH is close to neutral or within anaerobic/waterlogged conditions, as have been found in nearby sand sheet contexts.

- Aboriginal archaeological deposits may survive in Tay Reserve, dating to the nineteenth century, as the area was known to be used by Aboriginal people in the historical period.

- Within the Rozelle precinct, where there is some potential for rock engravings to be present on unmodified sandstone outcrops.

- Within the Rozelle precinct where there is some possibility that isolated cultural material such as stone objects or midden material may survive highly disturbed beneath, or within, reclamation fill. Any archaeological sites that may have been located in this precinct such as middens or artefact scatters are, however, unlikely to have survived the processes of twentieth-century, large-scale, organised land reclamation undisturbed.

Historical Archaeology

The report finds that the construction of the CSELR would have the potential to result in impacts on historical archaeology of State and Local significance. This report analyses the CSELR route in terms of Historical Archaeological Management Units (HAMUs), based on the assessed level of historical archaeological potential and significance. The HAMUs along the CSELR route with potential for State significant historical archaeology to be present, or where known State significant archaeological sites are present include:

- The Tank Stream HAMU;

- First Fleet Park HAMU;

- Alfred Street/Herald Square HAMU;

- George Street North HAMU;

- Town Hall HAMU;

- Belmore Park HAMU

- Eddy Avenue HAMU;

- Chalmers Street HAMU; and

- Tay Reserve HAMU.

There is potential for archaeological remains of Local significance to be present within most of the HAMUs along CSELR route, except for where archaeological remains have been removed by previous extensive ground disturbance.

Built Heritage and Landscape

The report finds that the construction of the CSELR would result in some adverse impacts on heritage items and landscapes, and heritage conservation areas, ranging from minor to major. The impacts would include direct physical impacts (such as tunnelling, tree removal or demolition of significant fabric or elements), impacts on visual settings from the additional infrastructure (such as

stops, catenary wires and supporting poles) or, in the case of Moore Park, Tay Reserve and High Cross Reserve, significant incursions of the alignment and stops into significant landscape areas. While this report finds that the majority of these impacts are minor, some moderate and major adverse impacts have also been identified.

The report finds that the CSELR would have a major adverse impact on the following heritage items, landscapes and heritage conservation areas:

- First Fleet Park, Circular Quay (temporary impact);

- Devonshire Street significant trees, Surry Hills;

- Tay Reserve, Kensington;

- University of New South Wales significant trees (near Anzac Parade), Kensington;

- Racecourse Precinct Heritage Conservation Area, Randwick;

- Royal Randwick Racecourse significant trees, Randwick;

- Wansey Road significant trees, Randwick; and

- High Cross Reserve and significant trees, Randwick.

The CSELR project would have a moderate or minor adverse impact on other heritage items and landscapes along the route, including Martin Place, Moore Park, Central Station and Daking House (Rawson Place). Some impacts, particularly those resulting from construction works depots, would be temporary (this includes temporary construction works depots at Belmore Park and First Fleet Park).

Mitigation Measures

Section 6.0 of the HIA proposes a range of strategies and mitigation measures to avoid/minimise impacts on built and landscape heritage items and Aboriginal and non-Aboriginal archaeology. The detailed design, documentation and construction stages of the project would implement these measures and it is expected that iterations of these measures are developed as the project progresses. It is vital that expert heritage advice is retained throughout the project to help ensure heritage impacts are avoided or minimised, and managed according to current best practice.

The following mitigation measures would be implemented throughout the detailed design and construction stages of the CSELR:

General Measures

- Heritage specialists (for built and landscape heritage and Aboriginal and historical archaeology) would be involved in the detailed design and documentation phase and with the construction teams selected to carry out the construction works to ensure that the recommended mitigation measures are implemented and impacts on heritage items and sites minimised. Heritage specialists would also be able to assist by identifying opportunities to reveal, and where possible interpret, the significance of heritage items and archaeological sites.

- New services would be grouped and located in existing service trenches, where possible, to reduce the amount of excavation and new structures required, to minimise impacts on potential archaeological resources and to reduce visual impacts on heritage items and conservation areas caused by increased visual clutter.

- All contractors working on the CSELR project would receive a heritage induction to provide appropriate procedures in the event that Aboriginal or historical archaeological material is uncovered during the works, and to reduce risks of physical impacts on built and landscape heritage items.

- All archaeological mitigation measures including archaeological monitoring, test excavation, salvage excavation and post-excavation management would be undertaken in accordance with the requirements of the relevant heritage legislation.

- Should significant archaeological resources be found, relevant public dissemination of information would occur during the works program (e.g. through media releases, public open days, website, brochures and/or long-term interpretation measures).

- Further, more detailed, targeted mitigation methodologies for the management of impacts on significant Aboriginal and historical archaeological resources would be undertaken at the detailed design stage, once key ground disturbance impacts have been finalised (in terms of exact depth, width, extent and type of impact). This would ensure that the archaeological mitigation strategies are streamlined and reduced in scope to target the key areas of unavoidable impact on significant archaeological resources.

- A strategy for conservation and curation of any Aboriginal or historical artefacts recovered during works would be developed. A care and control agreement for the custodianship of any Aboriginal cultural material recovered during works would be designed with the RAPs and implemented.

- Subsequent stages of interpretation development would seek to develop the concepts identified in the Heritage Interpretation Strategy report, and would also address the interpretation of any significant archaeology investigated during the course of the CSELR project.

Aboriginal Archaeology

- Aboriginal objects would be managed in accordance with an Archaeological Research Design (ARD), Archaeological Technical Report (ATR) and Aboriginal Cultural Heritage Assessment Report (ACHAR) as required by the OEH *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (2012). These reports would be prepared by a qualified archaeologist with demonstrated experience in Aboriginal archaeology in consultation with Aboriginal stakeholders. Management of the Aboriginal objects will include archaeological investigation, salvage, post-excavation analysis, community consultation and a post-excavation Care and Control Agreement.

- Aboriginal archaeological test excavation would be undertaken in key locations along the CSELR route in accordance with the *Code of Practice for Archaeological Investigation of Aboriginal objects in NSW* (2012), including involving registered Aboriginal stakeholders.

- Any Aboriginal archaeological works undertaken along the CSELR route would include the involvement of and consultation with local Aboriginal stakeholders.

Historical Archaeology

- Physical impacts to historical archaeological sites of State significance would be avoided, where possible. Design modifications to avoid identified archaeological sites of State significance would be undertaken.

- Historical archaeological test excavation and additional research would be undertaken in Zone 1 Areas (as identified in Section 4) along the CSELR route in order to determine the exact location, extent, nature and integrity of potential State significant archaeological resources.

- Historical archaeological monitoring and/or salvage excavation would be undertaken to mitigate the impacts of the CSELR project, in the Zone 1 and Zone 2, as identified and assessed in Section 4.

Built Heritage and Landscape

- Works within or adjacent to heritage items or heritage conservation areas would be subject to careful detailed design to enhance the compatibility of the new elements within their heritage context to ensure adverse impacts are avoided or minimised.

- Appropriate and effective measures would be implemented to protect the physical fabric of heritage items during construction of the CSELR.

- Light rail stops would be designed to be compatible with their heritage context, in terms of form, scale, materials and any landscaping.

- Photographic archival recording of built and landscape heritage items that would be subject to adverse impacts resulting from the construction of the CSELR (as per the recommended mitigation measures below) would be undertaken in accordance with the relevant NSW Heritage Division guidelines.

- Subsequent stages of interpretation development would seek to develop the concepts identified in the Heritage Interpretation Strategy report, and would also address the interpretation of the history of roads, neighbourhoods and heritage items along the CSELR route.

1.0 Introduction

1.1 Project Background

Godden Mackay Logan (GML) has been commissioned by Parsons Brinckerhoff (PB) on behalf of Transport for NSW to prepare the Heritage Impact Assessment (HIA) for the proposed CBD and South East Light Rail (CSELR) project. The purpose of the HIA is to support the Environmental Impact Statement (EIS) for the project.

The CSELR will comprise the construction and operation of a new light rail service, including approximately 12 kilometres of new light rail track from Circular Quay to Central, then to Kingsford and Randwick, via Surry Hills and Moore Park (refer to Figure 1.1).

This HIA assesses the potential impacts of the proposed CSELR on heritage items and conservation areas, Aboriginal archaeology and historical archaeology. The impact assessment is based on the Definition Design as at 5 September 2013.

1.2 Statutory Context for Heritage

In New South Wales cultural heritage is principally protected under three acts:

- *Heritage Act 1977* (NSW) (Heritage Act);

- (NSW) *Environmental Planning and Assessment Act 1979* (EP&A Act); and

- *National Parks and Wildlife Act 1974* (NSW) (NPW Act).

There is also Commonwealth legislation that applies to certain heritage places. Places listed on the National Heritage List (NHL) and the Commonwealth Heritage List (CHL) are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) (EPBC Act). Items of National Heritage value (defined by the EPBC Act as being of 'outstanding heritage value to the nation') are listed on the NHL and can be owned and controlled by any agency, organisation or individual. The CHL is for those places owned or controlled by the Commonwealth that have been assessed as having heritage values against the criteria established under that Act.

The Register of the National Estate (RNE) is a national list of Australia's natural, historical and cultural heritage places maintained by the Australian Heritage Council. Since February 2012, the RNE is retained primarily as an archival information resource and inclusion on it does not provide for direct legal protection or management requirements.

In June 2013, Transport for NSW made an application to the Department of Planning and Infrastructure for the CSELR project to be assessed as a State Significant Infrastructure (SSI) Project (Application No. SSI 13_6042). As a declared SSI Project, the CSELR project will be assessed under Part 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

The Director General's environmental assessment requirements (DGRs) for the CBD and South East Light Rail Project were issued on 5 August 2013 (Application no. SSI 6042). The DGRs, with respect to heritage, state that:

Non-indigenous Heritage – including but not limited to:

- *the identification of items and areas of heritage significance materially affected by the project during its construction and operation, by field survey and research, including any buildings, works, relics, gardens, landscapes, views, trees or places of heritage significance;*

- *the assessment is to include the consideration of, but not limited to, Sydney Opera House (SHR01685) and the World Heritage buffer zone, Circular Quay Railway Station Group (SHR01112),Tank Stream (SHR00636), Sydney Cove West Archaeological Precinct (SHR01860), National Mutual Building (SHR00234),former ANZ Bank (SHR00085), Cenotaph (SHR01799), General Post Office (SHR00763), Westpac Bank (SHR00664), former CBC Bank (SHR00664), Sydney Town Hall (SHR01452), St Andrew's Anglican Cathedral and Chapter House (SHR01814), Central Terminal and Central Railway Stations Group (SHR01255),Centennial Park, Moore Park and Queen Park (SHR01384); and where impacts to State or locally significant historic items are identified, the assessment shall:*

  - *outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures);*

  - *the preparation of a Heritage Interpretation Strategy Report;*

  - *the preparation of a Historical Archaeological Assessment Report to assess whether the proposed works have the potential to impact on any archaeology;*

  - *demonstrate that an appropriate archaeological assessment methodology, including research design (where relevant) has been undertaken, including results; and*

  - *take into account the guidelines of the NSW Heritage Manual (1996), consideration of the draft Royal Randwick Racecourse Conservation Management Plan (Godden Mackay Logan, 2006), draft Prince of Wales Hospital Conservation Management Plan (prepared for NSW Health) and be undertaken by a suitably qualified and experienced archaeologist.*

1.3 CBD and South East Light Rail Route

The proposed CSELR will be located in the City of Sydney and Randwick City local government areas (LGAs) and will traverse the suburbs of Sydney CBD, Haymarket, Surry Hills, Moore Park, Randwick, Kensington and Kingsford.

The CBD line will commence at Circular Quay and run north to south along George Street to Rawson Place, where it will run east along Rawson Place to Eddy Avenue, in front of the principal elevation of Central Station. The line will turn south at Chalmers Street, then east along Devonshire Street, Surry Hills. The CSELR line will cross South Dowling Street at grade and enter a tunnel below Moore Park west, coming back to surface east of Anzac Parade in Moore Park East. From there, it will head south to Alison Road where the line will branch off to Randwick along Alison Road; and Kensington, UNSW and Kingsford along Anzac Parade.

The proposed route of the CSELR is shown in Figure 1.1.

1.4 Methodology

1.4.1 Overview

The report has been prepared in response to the DGRs—issued on 5 August by the NSW Department of Planning & Infrastructure—for the CBD and South East Light Rail Project

(Application no. SSI 6042). In particular, the report addresses the heritage impacts of the proposed light rail, on items of State and Local heritage significance and outlines the proposed mitigation and management measures, including an evaluation of the effectiveness of the mitigation measures. In addition, it provides an overview of the Aboriginal archaeological potential and historical archaeological potential along the entirety of the proposed light rail route and establishes a set of mitigation measures for the management of impacts on potential or known significant archaeological resources.

The following methodology has been adopted in preparing this report:

- review of statutory heritage lists, including the State Heritage Register, heritage schedules on Local Environmental Plans (LEPs) and Regional Environmental Plans, state agency Section 170 heritage and conservation registers and the National Heritage List (NHL) and Commonwealth Heritage List (CHL);

- review of relevant heritage reports, archaeological zoning plans and archaeological assessments previously prepared for relevant items and areas along the route, as available;

- preparation an Aboriginal Archaeological Due Diligence assessment in accordance with the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW*;

- site inspections of the CSELR route to inspect listed heritage items, heritage conservation areas and potential archaeological sites;

- desktop research and historical research to inform the impact assessment, including review of relevant conservation management plans (CMPs) and other plans of management; and

- consultation with heritage advisors at local councils and state agencies for further advice regarding items on their heritage registers, where required.

A Heritage Interpretation Strategy Report has been prepared by GML as a stand-alone technical report to accompany the EIS documentation.

1.4.2 Report Structure

The report is set out as follows:

- Section 1.0—Introduction

- Section 2.0—Historical Overview

- Section 3.0—Aboriginal Archaeology

- Section 4.0—Historical Archaeology

- Section 5.0—Built and Landscape Heritage

- Section 6.0—Recommendations and Mitigation Measures

Each section is set out precinct by precinct, based on the five precincts defined in the CSELR Definition Design. A plan showing these precincts is provided as Figure 1.2.

1.4.3 Aboriginal Due Diligence Assessment

The Aboriginal archaeological component of this assessment has been prepared in accordance with the Office of Environment and Heritage (OEH) guideline document *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW 2010*. The due diligence assessment process involves analysing the environmental context and archaeological background of an area, and the results of a site inspection to establish whether a proposed activity may harm known or potential Aboriginal objects and/or Aboriginal places. It establishes recommendations for the management of Aboriginal archaeological potential and heritage values during the CSELR project, in line with current best practice.

An assessment of cultural heritage or scientific significance, is not required as part of this process. Furthermore, as it is not a requirement of the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW 2010*, consultation with local Aboriginal stakeholders has not been undertaken.

1.4.4 Assessment of Heritage Significance

The Statements of Significance for the assessed heritage items have been drawn from the following state and federal statutory and non-statutory heritage registers:

- Australian Heritage Database (comprising the NHL, CHL and RNE).

- NSW State Heritage Register (SHR).

- NSW State Heritage Inventory Database.

- *City of Sydney Local Environmental Plan 2012* (SLEP 2012).

- *Randwick Local Environmental Plan 2012* (RLEP 2012).

- Centennial Park and Moore Park Trust S170 Heritage and Conservation Register.

- Sydney Cricket & Sports Ground Trust S170 Heritage and Conservation Register.

- Sydney Water S170 Heritage and Conservation Register.

- AusGrid S170 Heritage and Conservation Register.

- RailCorp S170 Heritage and Conservation Register.

- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (Harbour REP).

- *Sydney Regional Environmental Plan No. 26—City West* (City West REP).

- City of Sydney Register of Significant Trees 2013.

- Randwick City Council Register of Significant Trees 2008.

Additional information on significance, including heritage curtilages, has been drawn from conservation reports, such as conservation management plans, conservation plans and heritage impact statements, where available. However, new assessments of heritage significance have not been undertaken.

The methodology for assessments of heritage significance is based on the NSW heritage criteria as set out in the *NSW Heritage Manual* guideline *Assessing Heritage Significance*, prepared by the NSW Heritage Council, 2002.

1.4.5 Historical Archaeological Assessment

The evaluation of the historical archaeological potential associated with various phases of the study area's history is based on consideration of the physical evidence observed at the sites, identified areas of previous disturbance, historical information about the development and occupation of the sites and previous archaeological assessments and excavations. Consequently, a broad approach to the identification of the potential archaeological resource has been adopted and is based on a predictive model that assumes that historical archaeological remains are generally located in close proximity to occupation and activity areas.

The assessment of archaeological impacts has been primarily prepared based on the historical information presented in Section 2.0, readily available secondary sources and a field survey.

Historical background and significance assessment of individual sites has been primarily based on previous historical archaeological assessment and excavations, as well as historical information gathered for this study from a range of primary and secondary sources. A field survey of sites along the CSELR route has been undertaken to assess the general condition and locations of known and potential historical archaeological sites.

1.4.6 Assessment of Heritage Impact

This heritage impact assessment has been prepared with reference to the guideline document *Statements of Heritage Impact*, 2002, prepared by the NSW Heritage Office and contained within the *NSW Heritage Manual*.

In order to clarify the potential impacts of the proposed works, GML has developed a ranking for measuring the severity of potential impacts on heritage values. The methodology used to rate the severity is explained below.

Table 1.1 Ranking of heritage impact.

Rating	Definition
Major adverse	Actions which will have a severe, long-term and possibly irreversible impact on a heritage item. Actions in this category would include partial or complete demolition of a heritage item or addition of new structures in its vicinity that destroy the visual setting of the item. These actions cannot be fully mitigated.
Moderate adverse	Actions which will have an adverse impact on a heritage item. Actions in this category would include removal of an important part of a heritage item's setting or temporary removal of significant elements or fabric. The impact of these actions could be reduced through appropriate mitigation measures.
Minor adverse	Actions which will have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/small part of the setting of a heritage place. The action may also be temporary and/or reversible.
Neutral	Actions which will have no heritage impact.
Minor positive	Actions which will bring a minor benefit to a heritage item, such as an improvement in the item's visual setting.
Moderate positive	Actions which will bring a moderate benefit to a heritage item, such as removal of intrusive elements or fabric or a substantial improvement to the item's visual setting.

Rating	Definition
Major positive	Actions which will bring a major benefit to a heritage item, such as reconstruction of significant fabric, removal of substantial intrusive elements/fabric or reinstatement of an item's visual setting or curtilage.

1.5 Description of the Proposal

The following project description is based on information provided by Transport for NSW.

The CSELR comprises the construction and operation of a light rail service, including approximately 12 kilometres of new light rail track from Circular Quay to Central and Kingsford and Randwick via Surry Hills and Moore Park.

The key infrastructure works for construction of the CSELR include:

- approximately 12 kilometres of new light rail track from Circular Quay to Central and Kingsford and Randwick via Surry Hills and Moore Park (a total of 13 kilometres including track at required maintenance depot and stabling facilities);

- 20 light rail stops along the route, including an interchange with heavy rail at major rail stations (Circular Quay, Wynyard, Town Hall and Central), ferry interchange at Circular Quay and bus interchanges at the Town Hall, Queen Victoria Building, Rawson Place, Central Station, Randwick and Kingsford stops;

- platforms at all stops to accommodate 45 metre long light rail vehicles (LRV), except at the Central Station and Moore Park stops, where platforms would be provided to accommodate both 45 metre and 90 metre long light rail vehicles (double length vehicles for special event services between Central Station and Moore Park);

- terminus facilities at the Circular Quay, Kingsford and Randwick stops;

- facilities in Randwick and at Rozelle for Light Rail Vehicle (LRV) stabling and/or maintenance (including washdown). The Randwick stabling yard would include facilities for the temporary storage of LRVs overnight, inspection and cleaning, and light maintenance or repair work. The Rozelle maintenance depot would consist of maintenance inspection tracks with a building, workshops and storage and would allow for more extensive maintenance and repair of LRVs;

- integration with the existing light rail system including a new junction between the two lines at the intersection of Hay Street and George Street;

- approximately 11 substations along the route (each approximately 80 square metres in area) to supply power for the LRVs;

- a new bridge structure spanning the Eastern Distributor;

- a tunnel under Moore Park;

- a pedestrianised zone in George Street (from Bathurst Street to Hunter Street) with LRVs operating wire–free in this zone; and

- public domain improvements including paving, street trees, lighting and furniture.

Other project elements related to the intended use and function of the proposal include:

- high frequency, 'turn up and go' services every three minutes during peak periods within the CBD and out to Moore Park with services operating every six minutes between Moore Park and the Randwick and Kingsford branches;

- a fleet of 26 electric-powered LRVs (plus an additional four spare LRVs), approximately 45 metres long, featuring air conditioning and accessible low-floor design;

- a highly reliable service with the capability to carry up to 9,000 passengers per hour in each direction;

- capacity for approximately 80 seated and 220 standing passengers in each LRV

It is anticipated that it will take approximately five to six years to build the CSELR, with work beginning at multiple sites from mid-2014.

1.6 Limitations

As it is not a requirement of Due Diligence assessments, GML has not prepared a significance assessment of Aboriginal cultural heritage or consulted with the local Aboriginal community.

The proposed site for the Rozelle maintenance/stabling depot was inspected from adjacent roadways only.

As the Local Environmental Plans for Sydney and Randwick LGAs have recently been updated, GML has not identified any potential heritage items not currently listed.

This report assesses the construction boundary for the CSELR route as shown on the Construction Footprint and Land Acquisition plans issued by Parsons Brinkerhoff on behalf of Transport for NSW dated 4 September 2013.

1.7 Author Identification

This HIA has been prepared by Julia Dowling, Senior Consultant; Sally MacLennan, Consultant; and Steven Barry, Consultant. Michelle Richmond, Historian, prepared the historical overview. Natalie Vinton, Senior Associate, provided specialist advice and input regarding Aboriginal and non-Aboriginal archaeology. Peter Romey, Partner, provided guidance and reviewed the report.

1.8 Acknowledgements

GML gratefully acknowledges the assistance provided by City of Sydney Council, Randwick City Council, NSW Heritage Division, OEH, Hugh Swinbourne, Alex McDonald and Geeta Kumar of PB and Carolyn Riley of Transport for NSW in preparing this report.
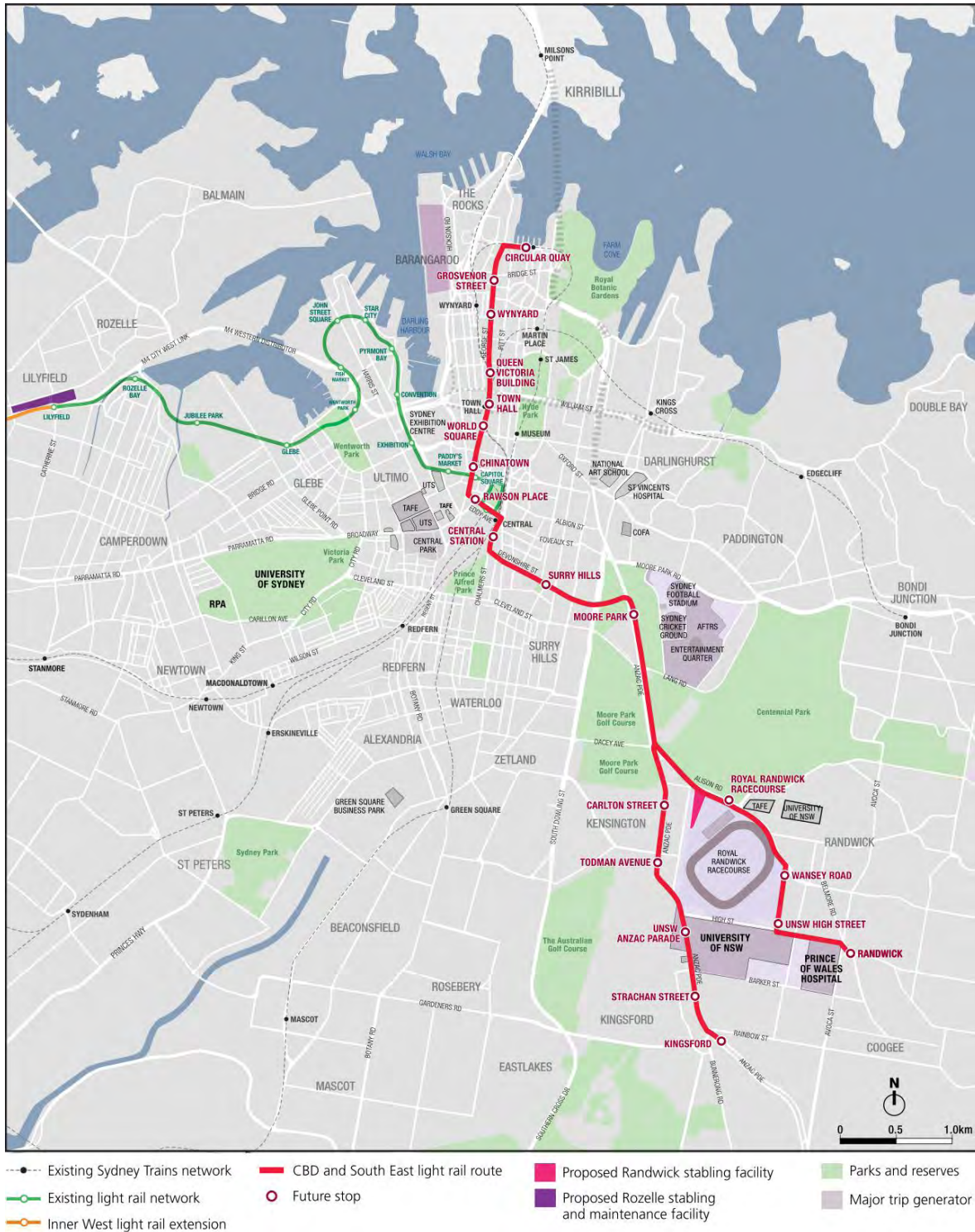
Figure 1.1 Overview of the CSELR proposal and the existing light rail network. (Source: Transport for NSW 2013)

Figure 1.2 The five precincts and proposed Rozelle maintenance facility of the CSELR. (Source: Parsons Brinckerhoff 2013)

2.0 European Historical Context of the Study Area

2.1 Preamble

This section of the HIA provides a general historical overview of the area through which the route of the CSELR passes as well as historically important areas close by. It outlines the historical context (including a brief history of settlement and land use) of the suburbs through which the CSELR is proposed to be built.

The route of the light rail has been divided into five precincts and a history of each precinct is provided below:

- City Centre precinct (Circular Quay to Chalmers Street);

- Surry Hills precinct (Devonshire Street to South Dowling Street);

- Moore Park precinct (South Dowling Street to Alison Road);

- Kensington/Kingsford precinct (Alison Road to Kingsford) (includes junction); and

- Randwick precinct (Alison Road to Randwick).

A historical overview of the proposed Rozelle Stabling/Maintenance Depot has also been prepared and is included as Section 2.7.

2.2 City Centre Precinct (Circular Quay to Chalmers Street)

2.2.1 Origins: 1788–1810

Sydney Cove, the current site of Circular Quay, was the site of the initial landing of the First Fleet in Port Jackson on 26 January 1788. Early sketches and journals indicate that a continuous ridge of Hawkesbury sandstone ran north to south from Sydney Cove, and a freshwater stream (soon to be known as the Tank Stream) ran parallel and emptied into the head of the cove near where Bridge Street lies today (Figure 2.2). The Tank Stream estuary contained mudflats and marshes which early surveys suggest extended to the present location of the Museum of Contemporary Art (MCA) back to Bridge Street and across the southern end of the bay. This area became exposed at low tide, ensuring that early wharf facilities were concentrated along the western and eastern sides of the Cove.[1] The Alfred Street area at this time lay under the mudflats of the Tank Stream at the head of the cove.

On arrival at Sydney Cove, Governor Phillip placed the convicts and marines on the rocky western slopes of the bay—known today as The Rocks—and built a residence for himself and other principal officers on the eastern side of the Tank Stream (Figure 2.2). A track connected these two settlements, which would later be known as Bridge Street. Soon after landing at Sydney Cove the settlers found good deposits of clay about a mile away where they quarried and manufactured bricks. This area, close to where Central Station lies today, became known as the Brickfields. A track led from The Rocks along the western side of the Tank Stream to the Brickfields, which formed the basis of what is now George Street (Figure 2.1). When Surgeon Wogan walked to the Brickfields along the track during the first few years of the colony, he described it as 'a pleasant road through the wood about a mile or two from the village'.[2] Lesueur's 1802 plan shows the Brickfields as a small village (Figure 2.7).

Early names for George Street were 'High Street' (Figure 2.8) and 'Sargent Major's Row'; and it was not until 1810 that Governor Macquarie officially named the street after King George III. From early on the amount of traffic along its path made it clear that George Street was the town's most important thoroughfare. Early buildings constructed on or near George Street by 1791 included the gaol, grain store and the barracks (Figure 2.1). By 1791 the government lumber yard had been established on the western side of the Tank Stream fronting Bridge and George Streets in order to prepare materials to be distributed to various work sites.[3]

When a site for Sydney's first permanent burial ground was chosen by Governor Phillip and the Reverend Richard Johnson in September 1792, it was described as being on the outskirts of town. This site (now occupied by the Sydney Town Hall) had previously been cultivated by Marine Captain Shea (buried there in 1789) and it remained the town's main burial ground until 1820.[4] The cemetery was under the control of St Phillips Church, whose priest presided over all burial services and buried everyone with Church of England rites, regardless of their denomination.[5] In 1804 a timber fence was erected around the cemetery, but by 1808 all the fence posts had been stolen. The entire site was enclosed by a stone wall in 1820.[6] The cemetery was officially closed in 1820 as it was said to have been full and a new cemetery was set aside near the Brickfields. While no official records remain, it has been estimated that over 2000 people were buried in the Old Sydney Burial Ground.[7] A number of recent projects on the Town Hall site have uncovered remains from the cemetery.[8]

Up until Phillip's departure in 1792 all the land in the colony was in government control. Acting Governor Major Grose (1792–1794) was the first to initiate grants to officers who quickly took up land in and around the town.[9] Grants in George Street were issued to officers and emancipists alike. On the corner of present-day George and Grosvenor Streets, Lieutenant Governor Major Ross of the New South Wales Corps built a stone residence close to the barracks (Figure 2.3). Following Ross' departure, it was occupied by Grose and then by Lieutenant Governor William Paterson.[10] When the French navigator, Peron, visited Sydney in 1802 he stayed at Paterson's house, describing it as having 'a vast garden which was worth the attention of both philosopher and naturalist on account of the great number of vegetables cultivated there'.[11] Plans of Sydney in 1800 and 1807 locate the Lieutenant Governor's house (Figures 2.6 and 2.8). The present alignment of George Street runs over the Lieutenant Governor's property (Figure 2.12). By the early 1800s, many of the houses in town had gardens attached to them that were producing fruit and vegetables.[12] Lesueur's 1802 plan captures the settlement laid out like a small English village. Each cottage is shown on an allotment fronting a street with a rear garden (Figure 2.7). A watercolour dating from 1796 shows the row of small cottages with rear gardens along George Street, opposite the barracks parade ground (Figure 2.4)

Up until 1800, building in brick remained available only to the government or the privileged, so most private houses were simple timber structures. As the population grew and convicts completed their sentences and set up for themselves, building activities increased and slowly improved. In the year after Phillip's departure in 1792, about 160 houses were built in Sydney, each house being allowed up to 1400 bricks for a chimney and a floor. For the most part these houses were located along High Street (George Street) and Pitt's Row, eventually reaching in a continuous line to the Brickfields (Figure 2.11).[13] In Grimes' plan of Sydney published in 1800, 37 lots are shown in private possession under various conditions of tenure with a number of these fronting George Street (Figure 2.6).

With the arrival of Governor King in September 1800, the first attempts to regulate the boundaries within the town were undertaken. King introduced a system for regulating and forming the streets in the winter of 1803. The system was designed to improve the quality of the roads while at the same time ensuring that private property was defined through fences between neighbours, and between gardens and footpaths.[14] This coincided with an increase in the number of town leases that were given, which in turn saw the extension of the main streets, particularly George Street. A comparison of two maps from the period—Lesueur's 1802 map and Meehan's 1807 map—shows the dramatic extension of the town and the main streets (Figures 2.7 and 2.8).

One of Governor King's main projects was the development of the female orphanage. He purchased a 'spacious brick dwelling house' from Lieutenant William Kent, a naval officer about to leave the colony. Kent's house stood on the northern corner of Bridge and George Streets and was one of only two two-storey dwellings in the town at this time (Figure 2.8).[15]

King also completed the new gaol on the corner of Essex and George Streets, replacing the earlier gaol which had been burnt down. This building was described as being made of stone with thick substantial walls.[16] Recent excavation suggests that foundations for this wall and other structures associated with the gaol still remain under George Street.[17]

In October 1788 the first attempt to build a crossing over the Tank Stream consisted of a log structure which remained until it was washed away in 1792.[18] A second bridge remained in use until 1802 when Governor King built a decorative stone arch bridge across the stream. This bridge represented the southern end of Sydney Cove until the construction of Circular Quay in the 1840s.[19]

From the 1800s new streets began to appear on the line of what was later to become Hunter, King, York and Barrack Streets (Figures 2.7 and 2.8).

By 1807 land was being leased along the estuary of the Tank Stream and part of the mudflats (Figure 2.8).[20] Conditions for this lease stated that the land was to be developed; thus, the first sanctioned program of land reclamation in the cove was initiated.[21] Also, at this time it was noted that through the combination of reclamation and the silting up of the Tank Stream, the extent of navigable water had receded by 250 metres.[22]

Many of the allotments shown on the 1807 plan were located in George Street, extending from The Rocks area to the burial ground. A few additional parcels of land are shown further south towards the Brickfields. There is a scattering of small structures in the Brickfields area, mostly on the eastern side of George Street (Figure 2.8).

After Governor Bligh was overthrown in 1808, a series of Lieutenant Governors administered the colony until Governor Macquarie's arrival in 1810. Lieutenant Governor Joseph Foveaux was responsible for the construction of the new military barracks in George Street and the store house at Sydney Cove.[23]

2.2.2 The Macquarie Years: 1810–1822

Governor Macquarie arrived in 1810, and with his arrival the building of Sydney began. Under Macquarie, the town developed from the embryonic stage into a major administrative and trading centre. One of his first tasks was to regulate the streets and give regular and permanent names to all the streets in the town, including George Street. He also did away with the existing system of leases for town land which was said to have 'encouraged mean and perishable' structures, and

replaced them with free hold grants which could be made conditional on building controls 'for the beauty and convenience of the town'.[24]

Of the Tank Stream, Macquarie's first impression was that it was 'grossly rendered impure by filth of every kind'.[25] In September 1810 he gave orders to protect the Tank Stream; dumping rubbish, washing clothes and watering animals was forbidden; and slaughter houses, tanneries, dying houses and breweries near its banks were to be demolished. Each property owner fronting the stream had to build a masonry wall 4 feet (1.3 metres) high along the bank.[26]

The works program under Macquarie saw the lumber yard developed and expanded as it became the centre of the largest single enterprise in the colony. New covered saw pits; furnaces for iron and brass founders; and workshops for blacksmiths, nailers, painters, glaziers and harness makers were built on the site. The surrounding walls were raised and a solid gate constructed to discourage theft.[27] The lumber yard became the nucleus of Macquarie's public works system and the source of many of the colony's main goods.

The four-storey Commissariat Stores building designed by Foveaux was completed by Macquarie in 1812 (Figure 2.10). Its purpose to supply and store government supplies for the colony made it of particular importance. Located at the northern end of George Street, its main frontage was to Sydney Cove.[28] By 1812, paintings of Sydney Cove began to show the existence of a seawall constructed across the head of the cove with a sand area on its northern side (Figure 2.10).

George Street between Bridge Street and the King's Wharf (now the corner of Alfred and George Streets) developed as one of the town's peak commercial areas which included the following: the printing offices of the Sydney Gazette; the first Bank of NSW; the houses and warehouses of emancipist traders, Mary Reiby and Issac Nichols; the first post office, also run by Nichols; the stores and offices of the shipwright, James Underwood; and next to this, the Female Orphan School on the corner of George and Bridge Streets; and additional dwelling houses.[29] North of Underwood's grant, a stone drain ran underneath George Street, east to west, to drain stormwater runoff from the ridge to the west.[30] The drain ran under the Bank of Australia and was later utilised in the colony's first bank robbery in September 1828.[31]

Opposite the government lumber yard were new military barracks surrounded by a stone perimeter wall running along George Street from just south of Margaret Street to Barrack Street (Figure 2.13). The barracks were accessed via four gates, one on each side of the wall. The primary gate and guard house fronted George Street, close to the site of the present ramp from George Street to Wynyard Station.[32] A wide gravel path led from the George Street gate to the main building, with green lawns on either side. The actual barracks buildings were set back from George Street, between York and Clarence Streets (Figures 2.12 and 2.13). A number of guard houses established in the town by Macquarie in 1810 were also associated with the barracks. One of these guard houses was built on the northwest corner of what is now George and Grosvenor Streets, opposite the Lieutenant Governor's house (Figure 2.12).[33]

Further south, the George Street General Post Office was constructed c1822, reputedly designed by Francis Greenway, and served as the Police Office and Customs House before being adapted to post office use in 1830 (Figure 2.14).[34]

The markets were relocated away from Circular Quay to the corner of George and Market Streets in 1811 (now the site of the Queen Victoria Building).[35] To the south of the markets, the Old Sydney Burial Ground remained but fell into disrepair with many headstones knocked over; while others

were used to make footpaths around the temporary cathedral constructed on the southern part of the site in the 1840s (Figure 2.20).[36]

Macquarie had grand plans for the land on the southern side of the cemetery and had engaged the architect Francis Greenway to design a gothic cathedral for the site. The foundations of the building were laid prior to the arrival of Commissioner Bigge in 1819, but Bigge put a stop to Macquarie's grand plans and the cathedral was never constructed (when George Street was widened in 1837, the location of this original foundation stone lay in the middle of the road).[37] This site would later house a much smaller St Andrew's Cathedral which was officially opened in 1868.[38]

In 1812 George Street was reconstructed south from Hunter Street, providing a proper road to Brickfield Hill.[39] This provided stimulus to the commercial activity in George Street, which was now one of the few formalised streets in the town. George Street, south of the cemetery, slowly developed between 1810 and 1820 with a scattering of small businesses and an occasional house. Obed West, who was born in Pitt Row in 1807, was invited to describe the streets of Sydney during the 1820s and 1830s. He described George Street, south of Bathurst Street, as follows:

'…starting from Bathurst Street was another manufactory, though a small one – that of clay pipes by a Mister Clewitt. Next to this and running half way to Liverpool Street was one block in which stood a small cottage surrounded by a fine fruit garden and a painter named Noble. At the back of his place was a large bakehouse and a granary which serves two purposes, being both in connection with baking and a theatre. Just beyond this was Mr Bowman's large wheelwright establishment and on the corner, a blacksmith named Wilkinson.'[40]

He described George Street near the Haymarket as follows:

On the Haymarket corner was a potter named Ball who had a large block of ground, and there stood another wattle and daub house with a thatched roof. All around the Haymarket at that time were wattle and daub houses, thatched, with gardens about them, principally occupied by soldiers …On the square now known as Haymarket Square were the Government Brickyards where the bricks required for the various Government establishments were made …The first toll gate stood at the Haymarket, near the boundary of Jones's property, then came a large paddock up to Hay Street. Beyond this point there were no houses in George Street.[41]

At the Brickfields, Macquarie built barracks for the workers. The Carters' Barracks was a complex of buildings constructed c1819 on the corner of Pitt Street and what became Burial Ground Road. The barracks housed convict gangs working on the brickfields as carters and brick makers, and also included a barracks for convict boys which comprised mess halls, kitchens and workshops, as well as the barracks accommodation. The Carters' Barracks were described by Governor Macquarie as a barracks:

…for 200 Male Convicts at the 'Brick Fields', and also Stables for the whole of the Government Working Horses and Bullocks, with a garden for the use of the convicts.[42]

The boys' barracks were described by Governor Macquarie as follows:

Another barrack for 100 convict boys, with Mess Room and Kitchens, etc., contiguous to the other aforementioned Barrack at the Brick Fields, but separated by a High Party-Wall with Workshops for the employment of the Boys inhabiting the latter Barracks, the whole range of these Buildings being enclosed with a Strong Brick Wall of 12 Feet high.[43]

The State Records NSW entry for the place notes that:

[t]he boys were kept in the barracks for up to three years and were government apprentices trained to work as carpenters, blacksmiths, painters and shoemakers and upon their release worked as servants for up to seven years.[44]

A treadmill had been erected in the barracks by November 1824.

The continuing growth of Sydney under the leadership of Governor Macquarie was cut short with the arrival of Commissioner John Bigge in 1819 as mentioned above. Bigge had been appointed to investigate the laws, regulations and usages of the settlement under Macquarie, who was being viewed in England and by his colonial critics as being too autocratic and directing the colony away from its purpose as a convict settlement. Bigge's report was critical of Macquarie's ambitious designs for Sydney and New South Wales, despite his obvious enthusiasm for the success of the colony and the country as a whole.[45]

Macquarie ended his time as Governor in December 1821. Following his departure, there was a degree of stagnation in the development of the town. The Bigge Commission had curtailed much of the official building program and the new administration under Governor Brisbane set different priorities.[46]

In Bigge's report, he mentioned that many residents desired a quay to be constructed across the mouth of the Tank Stream where the mud and sand flowed into the Cove. As a result, a committee was established to examine the practicalities of constructing the quay and planning began in 1822.[47]

2.2.3 Boom, Recession and Gold Fever: 1820s–1860s

Economic success in the rural economy, particularly the pastoral industry, in the late 1820s and early 1830s was reflected in Sydney by a building boom. The initial development was around the corners of George and Market Streets and George and King Streets, where the earlier house and garden lots were subdivided into smaller commercial/residential lots. Further north the Orphan School site was subdivided and developed in 1828 and the lumber yard on the opposite corner of George and Bridge Streets was subdivided in 1830.[48]

Surveyor General TL Mitchell reported in the 1830s that 'the regularity of the streets' did not extend much beyond Campbell Street at Brickfield Hill.[49] The steepest part of Brickfield Hill, close to the intersection of Liverpool and George Streets, saw teams of convicts pull cartloads of 350 bricks into Sydney over a road that was 'a dangerous quagmire in winter and in summer [was] petrified into rutted concrete by the raging sun'.[50] A massive public works program was implemented in the 1830s that involved improvements to George Street. In 1837 the government decided to remove the top portion of Brickfield Hill between Castlereagh and Pitt Streets to remove the steep incline and make it more manageable for traffic.[51] George Street itself was reconstructed with a crushed granite surface being laid in a version of macadam road construction.[52]

By 1839, according to a contemporary guide book, George Street was recognised as the most extensive and well-built streets in Sydney, with certain buildings rivalling anything that would be seen in London or other major English centres.[53] Much of the street frontage between Bridge and King Streets had now been developed; while in the vicinity of the barracks and the Sydney Gaol, the houses and buildings were older and of a less substantial design, with some wooden cottages remaining on the street front.[54]

By the late 1830s, the brick pits were seen as a hindrance to the expanding town of Sydney and in 1841 they were closed.[55] The hay and corn markets, which lay south of Campbell Street, and the

new cattle market opened in 1818 came to dominate this part of Sydney and the area became known as the Haymarket. The presence of the fruit and vegetable market saw Chinese market gardeners come in from the suburbs to trade, often staying overnight in boarding houses located in the surrounding streets.[56] Further south the Carters' Barracks remained and the Benevolent Asylum was built fronting George Street in 1821 to provide shelter and care to the poor, aged and infirm (Figure 2.15). In 1834 the Carters' Barracks closed and a debtors prison operated from the site until 1842. From c1848 the barracks site was occupied by the Convent of the Good Samaritan and the Sydney Female Refuge, two institutions established to help 'fallen' Catholic and Protestant women respectively.[57]

Between the back wall of the asylum and Elizabeth Street lay the Sandhills or Devonshire Street Cemetery, established in 1820 to replace the Old Sydney Burial Ground; and beyond this lay the allotments of Surry Hills.[58] Part of the barracks appears to have been demolished by 1865—the Trigonometrical Survey of Sydney of that year shows that the intersection of Burial Ground Road and Pitt Street had been widened to accommodate the new tram system, for which a tram car shed was established on the former barracks site near Burial Ground Road (Garden Road). By the early 1870s a new building for the convent had been constructed on the Pitt Street frontage of the site.

At Sydney Cove work began on constructing the quay. Between 1837 and 1847 convicts built a large stone seawall and reclaimed approximately 10 acres of mudflats.[59] The completed project was given the name Semi Circular Quay (later condensed to Circular Quay) and raised the whole area by approximately two feet (600mm) to overcome the extremes of the tide (Figure 2.16). The mudflats were crossed by a wooden bridge extending east from Pitt Street to Bon Accord Wharf and became known as the Bon Accord Bridge.[60]

By the 1850s an ever-increasing number of ships were arriving at Sydney Cove but the depths of mud which had silted up since the construction of the seawall meant that ships would often be moored up to 23m from the shore. A second phase of development at Circular Quay between c1846 and 1857 saw the stone wall extended west and a timber wharf constructed from approximately the current site of ferry wharves 5 and 6 to a position north of Argyle Street (within the overseas passenger terminal) along the western shoreline (Figure 2.18).[61] The wharf's completion allowed the extension of the north to south running streets, such as Pitt Street and Castlereagh Street, through to the quay. Alfred Street, between Macquarie and Pitt Streets, was established as part of this reclamation program. It was called Alfred Street at its western end and Albert Street at its northern end. The work also included the covering of the Tank Stream on the Bridge and Hunter Streets section, with a sandstone arch roof and its adaptation to a drain and a sewer.[62] Figure 2.16 shows the covering of the Tank Stream during the construction of Semi Circular Quay.

The reclamation of the tidal foreshores made additional land available for wharfage and buildings associated with the maritime trade, including warehouses and wool stores (Figures 2.17 and 2.18). Customs House was built in Alfred Street on reclaimed land in front of First Government House. It was prominently sited to take advantage of the shipping at Circular Quay. A number of structures in the yard behind serviced the main building, including stables and accommodation for customs employees along the southern boundary.[63]

During the 1840s and 1850s, first the gaol and then the military barracks were decommissioned allowing for substantial new development on the western side of George Street. The removal of the barracks allowed for the construction of two new roads leading west from George, Margaret and

Wynyard Streets. The land was largely taken up by the building of commercial premises, which—combined with Lyon's Auction Market on the corner of George and Grosvenor Streets (previously known as Charlotte Street), the Bank of Australasia and the Bank of Australia which lay either side of Jamison Street—helped formulate the town's first identifiable Central Business District (CBD).[64] By 1853 both the Bank of New South Wales and the Commonwealth Banking Corporation (CBA) had also opened for business in new premises further south on George Street.

On the northwest corner of George and Grosvenor Streets, the Hordern Building was completed in 1841. This land had previously been partially occupied by the main guard house. John Hordern, son of Anthony Hordern, operated a drapery and haberdashery business from the site and the building was associated with the clothing trade for most of the 1800s. Mr James Kerr operated a drapery and tailor shop there from the early 1860s, while from 1865 James Johnson ran a successful outfitting, tent making and drapery shop until the early 1890s.[65] Johnson's long running association with the building has seen this corner unofficially named 'Johnson's Corner'.

On the corner of Barrack Lane and George Street, directly opposite the GPO, the merchant trader, David Jones, opened his first store in 1838 (Figure 2.21). David Jones traded from this corner site well into the twentieth century and became established as a Sydney shopping tradition.

George Street was described by Joseph Fowles in 1848 thus:

> *George Street: - the main artery through which the vital stream of commerce flows to the remotest parts of the Colony……..The newcomer cannot fail of being surprised with the bustle and animation that pervades this street; numberless Omnibuses in constant motion, Hackney Carriages, Coaches, Gigs, Waggons, and every description of vehicle, from the humble 'shay cart' to the regular four in hand, passing and repassing; with now and then the huge bullock dray, laden with wool; or other produce, and drawn by eight or ten immense bullocks, wending its way to the Merchant's Stores: gives character to the scene and stamps it Colonial.[66]*

Figure 2.14 shows this busy George Street.

With the discovery of gold in the 1850s, the shops along George Street and the rest of Sydney took on a new look as they took advantage of the demand for digging equipment and accessories. While there was a significant drain on the population as many headed west to seek their fortune, those that remained took full advantage of the fever that the gold rushes produced.[67] The resulting commercial boom which lasted through the 1850s and into the 1860s was followed by a building bonanza as a sudden increase in available capital poured into the city.[68] By the mid-1850s, George Street was lined with two-storey commercial buildings with rear yards (Figures 2.20–2.23).

The increasing importance of the railways from the 1850s and the tramways from the 1870s affected the commercial development at the southern end of George Street. Banks, department stores, theatres and institutional buildings were erected there including the original three-storey Anthony Hordern's Building (Figure 2.22).

The first horse-drawn tram service to Circular Quay began operating in 1861, running from the old railway terminus at Redfern to the quay. By the 1870s trams were operating in a large anti-clockwise loop from Central Station down Castlereagh Street to Circular Quay and back up Pitt Street, allowing easy transfer to the ferries.[69] For many years, 27 regular services operated from Circular Quay and it was the focal terminal point of most electric tram services to the eastern suburbs. A large tram shed was constructed in the middle of Alfred Street at the Pitt Street end (Figure 2.28) where the street originally curved north to connect with Barlow Street. Trams did not begin operating along George Street until the 1890s.[70]

Sydney has always had a good supply of pubs and bars, and in the early years most Sydney corners were incomplete without a hotel. Among the best known in this period were the Sydney Hotel and Robert Coopers Inn opposite the Town Hall. Cooper also had a distillery on the western side of Broadway near St Benedict's School—his speciality was manufacturing gin, out of which he made a great deal of money.[71]

2.2.4 Victorian Sydney: 1870s–1900s

The 1870s in Sydney were the beginning of a new period of development characterised by a change in the scale of the city. This was heralded by the construction of a number of grand projects in the city in the Victorian Neo-Classical style.[72]

In George Street, construction began on Stage 1 of the Town Hall in 1869 on the former Old Sydney Burial Ground site. A plan of the Old Burial Ground in 1865 shows a proposed re-alignment of George Street in front of the Town Hall at this time (Figure 2.20). The Town Hall was built as a symbol of wealth and status for the city and, until the construction of the Opera House in the 1970s, was the major venue for the reception of guests to Sydney, including royalty.[73]

Construction of a new GPO, designed by the Colonial Architect, James Barnet, began in 1866. This project was one of the largest building programs the city had seen to date. The Tank Stream which ran through the site was enclosed during construction and St Martin's Lane (which ran down the north side of the site) was widened, causing the demolition of several buildings facing George Street.[74] The completed design dwarfed the surrounding buildings in George Street, which was still dominated by two and three-storey terrace style colonial shops and offices. The GPO signalled the beginning of a new building program in this section of George Street, as banks and commercial premises rose to the scale presented by the new building.[75]

Directly across George Street from the GPO, the premises of the Bank of New South Wales on the corner of George and Wynyard Streets, and the Commercial Banking Corporation building fronting George and Barrack Streets both began remodelling in the 1870s. The competition between the two banks was physically evident in their building programs through the latter half of the nineteenth century. Both banks were designed by John Hilley in the 1850s; the Bank of NSW in a Renaissance Commercial Palazzo style; and the CBC bank in a Classical style. The competitive building program between these two banks continued from 1870 until 1932 as first one and then the other would add new floors, giving them prominence over their rival.[76]

In many parts of George Street the same building process was occurring through the 1880s and 1890s. Buildings such as the eight-storey George Patterson House (1892) at 252 George Street with its Victorian Italianate style; the expanding department store of David Jones Limited (1885) redesigned by the architect Walter Liberty Vernon, with four floors and intricate wrought iron detailing; or the grand Italianate style Sydney and Melbourne Hotel (1884) on part of the former Johnson's Corner site, close to the corner of George and Grosvenor Streets, all contributed to keep George Street as Sydney's premier street at the turn of the new century. The fashionable Strand Arcade linking George Street to Pitt Street was completed in 1890, and Australia's largest and grandest Victorian arcade, the Queen Victoria Building, was opened in 1898 on the former markets site, designed by the City Architect, George McRae.[77]

At Circular Quay the shipping trade had been gradually relocating to Darling Harbour since the 1870s to be close to the developing rail links; and in 1879 the first ferry jetty was constructed opposite Customs House at Circular Quay. This signalled a change in use of the quay which saw it

develop into a transport, leisure and recreational centre. Additionally, passenger shipping lines such as P&O began to acquire berths at the quay, and by 1890 up to five million passengers were arriving per year, necessitating a major upgrade of wharf facilities.[78]

One of the main problems in the city up until the 1880s was the dust raised by the heavy traffic on the streets. George Street, as with other city streets, had been laid in a macadam style since the 1830s. The dust was overcome by watering the road, but this was only ever a short-term solution. In 1880, part of King Street was used to experiment with woodblocking as a road surface. The blocks were 9 x 3 inch wide pieces of Australian hardwood, coated in tar and then laid down on a bed of tarred felt. From 1882 George Street was gradually paved with the blocks, covering over the old macadam road surface (Figure 2.24).[79]

2.2.5 The War and Postwar Years: 1900s–1950s

In 1900 Sydney was subjected to an outbreak of the Bubonic Plague. Over 100 people died as a result of the epidemic and the government of the day responded by resuming large parts of the city for slum clearance and redevelopment. Part of the redevelopment plan was for the widening of George Street to a uniform 80 feet from the north of Grosvenor Street. Work began in 1911 under the guidance of the Public Works Department. As a result of the work, all the buildings on the western side of George Street between Grosvenor and Alfred Streets were demolished, including the 1841 Horden/Johnson Building (corner Grosvenor and George Streets). A completely new commercial streetscape was created, with the replacement buildings designed by the Government Architect, WL Vernon.[80] The completion of the office buildings and the Brooklyn Hotel on Johnson's Corner were regarded by the Department of Public Works as the most important buildings constructed in the years between 1912 and 1913. They presented a unified entrance to the city from the harbour in terms of scale, materials and design and remain on the site today.[81]

On 8 December 1899, an electric tramway was opened along George Street and ran as far as Harris Street (Figure 2.28).[82] This reduced the dependence on horse-drawn trams in the CBD. Signal boxes were installed at the busy intersections including King and George Streets, which saw eight million tram movements annually by 1920. Prior to the construction of the underground railway in 1925, approximately 90,000 passengers used the CBD tram system each day.[83]

In 1901 the whole area of government land south from Hay Street—which included Belmore Park; the Presbyterian Church and school on the corner of Hay and Pitt Streets[84]; the Convent of the Good Samaritan and the Female Orphan Refuge (on the corner of Pitt Street and Garden Road); the Benevolent Asylum; Police Barracks and Christ Church parsonage; and the Devonshire Street Cemetery—was resumed for the construction of Sydney's Central Railway Station. This dramatically affected this part of Sydney, transformed the shape and layout of Belmore Park and saw the creation of Eddy Avenue and Rawson Place.[85]

Rawson Place cut through a commercial city block to connect George Street to Pitt Street and then on to Eddy Avenue. Construction of this street necessitated the demolition of the buildings from 780 to 790 George Street which were mostly two-storey commercial buildings with rear yards; and the demolition of Christ Church St Lawrence's Infants and Primary School buildings fronting Pitt Street (Figures 2.31–2.32). Eddy Avenue was constructed from Pitt Street across part of the tram shed depot corner of Garden Road and Pitt Street, and through the buildings of the Convent of the Good Samaritan and the Sydney Female Refuge at its western end, near Pitt Street. It then continued across the southeast corner of Belmore Park to connect with Elizabeth Street. Eddy Avenue and Belmore Park then became effectively the forecourt of the new railway building. Trams

ran along Eddy Avenue from its construction, and connected Central Station to the busy CBD tram network.

In response to the construction of Central Station, Anthony Horderns opened the new emporium in 1906 on the corner of George, Goulburn and Pitt Streets. This five-storey building covered half a city block and was at one time the largest department store in the world (Figure 2.36).[86]

Congestion continued in the city and the trams were soon over-crowded. There was also continued criticism of having a railway terminus at the southern end of the business district, far from the harbour. Plans began for a new city railway system with Chief Engineer, JJC Bradfield, advocating a city railway with links to the north shore via a new harbour bridge.[87] Bradfield's plan included an underground loop line running from the new Central station with five city stations (Town Hall, Wynyard, Circular Quay, St James and Museum) and two other lines being carried over the harbour to North Sydney.[88] The intervention of the First World War meant work did not start in earnest until the early 1920s and the loop was not finally completed until the 1950s when Circular Quay Station was built. In 1923 work began on the Central to Town Hall section of the underground railway (Figure 2.34), and in 1927 the Wynyard excavations began (Figure 2.35). The stations were completed by early 1932 and opened on 19 March 1932 as part of the Sydney Harbour Bridge opening celebrations.[89]

Both Town Hall and Wynyard stations were built with a series of pedestrian subways and entrances to allow the easy flow of traffic. One of the Town Hall subways ran under George Street to the Woolworths Building. In the case of Wynyard Station, one of the subways ran under George Street to Hunter Street.

A further change to the city in the 1930s was the demolition of buildings fronting George Street near the GPO for the widening of St Martin's Lane to form Martin Place.[90]

At Circular Quay, the major changes of this period occurred during the construction of the Cahill Expressway and Circular Quay Railway Station. Although both were not opened until the late 1950s (Circular Quay Railway Station on 20 January 1956, and the Cahill Expressway on 14 March 1958), preparation for their construction resulted in a number of major physical changes to the nearby landscape. Many buildings were demolished and roads realigned or vanished altogether. From the late 1930s the two-storey shop/residences at 150–172 George Street and Rowan's Bond Store at 5–13 Pitt Street were demolished (Figures 2.27–2.28 and 2.33). Alfred Street was subsequently extended west to meet George Street in the 1940s.

2.2.6 The Skyscraper: 1950s–Present

This phase saw the beginning of consolidation and construction of multi-storey buildings on amalgamated sites. Up until the 1950s, a 150 foot height limit was in place on all buildings in Sydney. Local conditions meant that for city developers a building of 12 storeys with a basement was sufficient. However, as Sydney began to grow after World War II with a boom in the population, demand for city office space quickly rose.[91] In 1957, the Committee for the Control of the Heights of Buildings was set up to investigate the need to lift the height restrictions. The committee recommended that the height level be doubled, resulting in a rush of building projects.[92]

The first building to exceed the old height restrictions in the city was the AMP building at Circular Quay east, built in 1961. In 1966, Goldfields House at the corner of George and Alfred Streets was designed as a 'bookend' to Circular Quay, mirroring the AMP building.[93] By the mid-1960s, office towers were reaching higher and higher. In 1968, the completion of Australia Square facing George
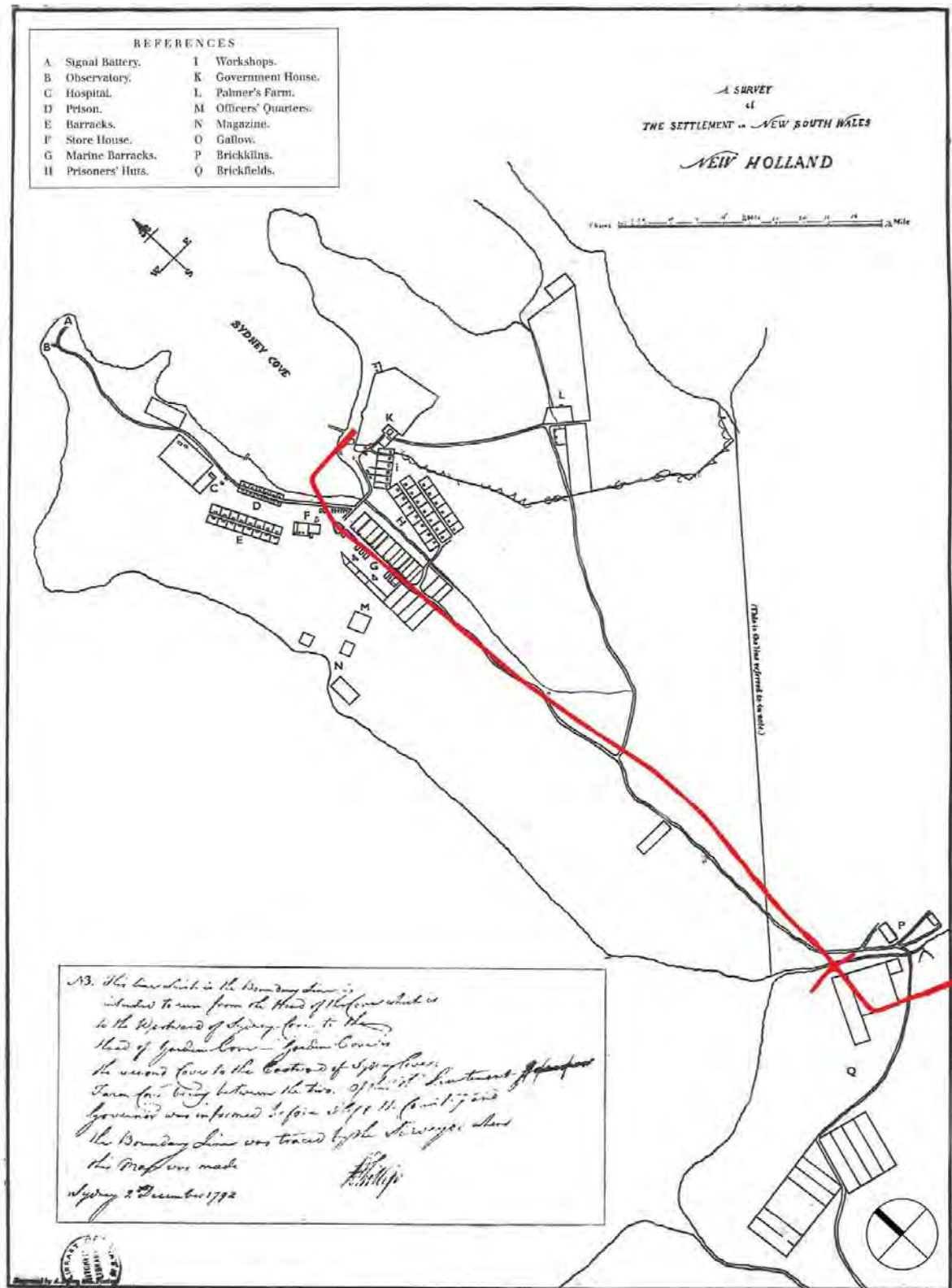
Street between Bond Street and Curtin Place set the pace for development in the city. This development saw the amalgamation of around 25 city commercial and retail sites and the removal of Dean's Lane and part of Hamilton Street (Figure 2.29). When completed, Australia Square (with its 45 storeys) was the tallest lightweight tower of its kind in the world. The construction of the Regent Hotel (now Four Seasons) in 1981 on the site of the original Sydney Gaol; the Qantas International Centre on the block of George and Lang Streets in 1982; Grosvenor Place between George and Harrington Streets; and then the Westpac Plaza on the corner of George and Jamieson Streets transformed the scale of the northern end of George Street.[94] Massive excavations were carried out for each of these projects, often disturbing the remains of previous occupations. However, due to the shifting nature of George Street, the external foundations of many early buildings survive under the present George Street alignment. This is the case particularly in north George Street, in and around Grosvenor and Alfred Streets where shop frontages and wall foundations have been located, possibly from the original gaol.[95]

One of the greatest impacts on the buildings south of Bathurst Street was the construction of the George Street cinema complex and its offices during 1974–1976. In 2004 World Square was constructed on the site of the former Anthony Hordern's Building which had been demolished in 1986.[96]

Trams in the CBD were decommissioned in 1959 and replaced by diesel busses.[97] Some tracks were removed at this time while others remain under the road surface. In George Street, it is not known how much of the tramline remains under the roadway; while at Circular Quay, photographs show some of the tracks being removed. George Street remains the busiest street in Sydney in terms of number of buses per hour; most bus services to the inner western and northwestern suburbs travel along part of or most of George Street.[98]

The traditional role of George Street as a financial and commercial centre remains today, as does its position as Sydney's main street.

Figure 2.1 The 1791–1792 Survey of the Settlement of Sydney. The proposed route of the CSELR is shown overlaid as a red line. (Source: Ashton P & Waterson D 2000, *Sydney Takes Shape*, p 13)
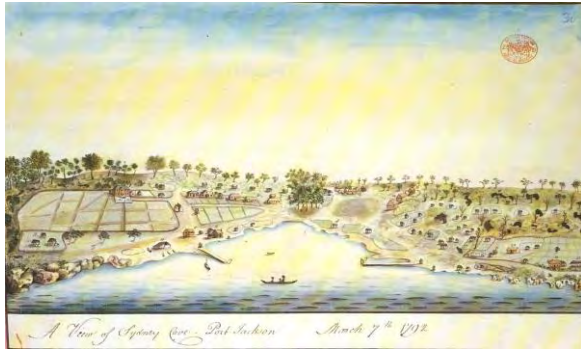
Figure 2.2 A 1792 watercolour of Sydney Cove and the Tank Stream. Note the Governor's House to the left of the image with gardens to supply food for the colony. The track from the Governor's House across the Tank Stream would later become Bridge Street. To the right of the image the beginnings of George Street can be seen. (Source: McCormick T 1987, *First Views of Sydney 1788–1825: A History of Early Sydney*, David Ell Press Sydney, p 53)
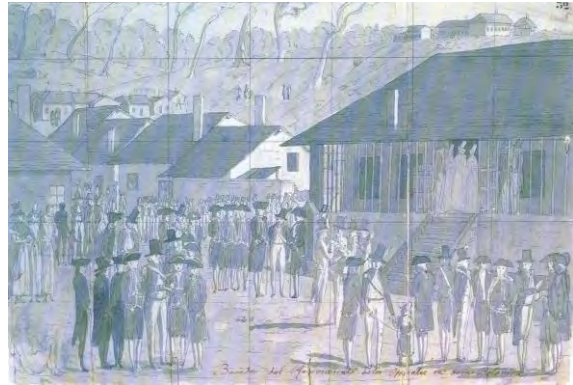
Figure 2.3 A 1793 pen and ink drawing of a reception in front of the Lieutenant Governor's house. The gathering is taking place at the intersection of present-day George and Grosvenor Streets. The verandah was said to have been added in 1793 and is the first recorded impression of an Australian verandah. (Source: McCormick T 1987, *First Views of Sydney 1788–1825: A History of Early Sydney*, David Ell Press Sydney, p 49)

Figure 2.4 A 1796 watercolour of Sydney Cove attributed to John Hunter, second Governor of NSW. The view along George Street heading south shows small cottages with rear gardens. An early timber bridge is shown across the Tank Stream. (Source: McCormick T 1987, *First Views of Sydney 1788–1825: A History of Early Sydney*, David Ell Press Sydney, p 69)

Figure 2.5 A 1796 watercolour looking across the parade ground to George Street. A group of the NSW Corps is shown parading in front of the new barracks. (Source: McCormick T 1987, *First Views of Sydney 1788–1825: A History of Early Sydney*, David Ell Press Sydney, p 69)

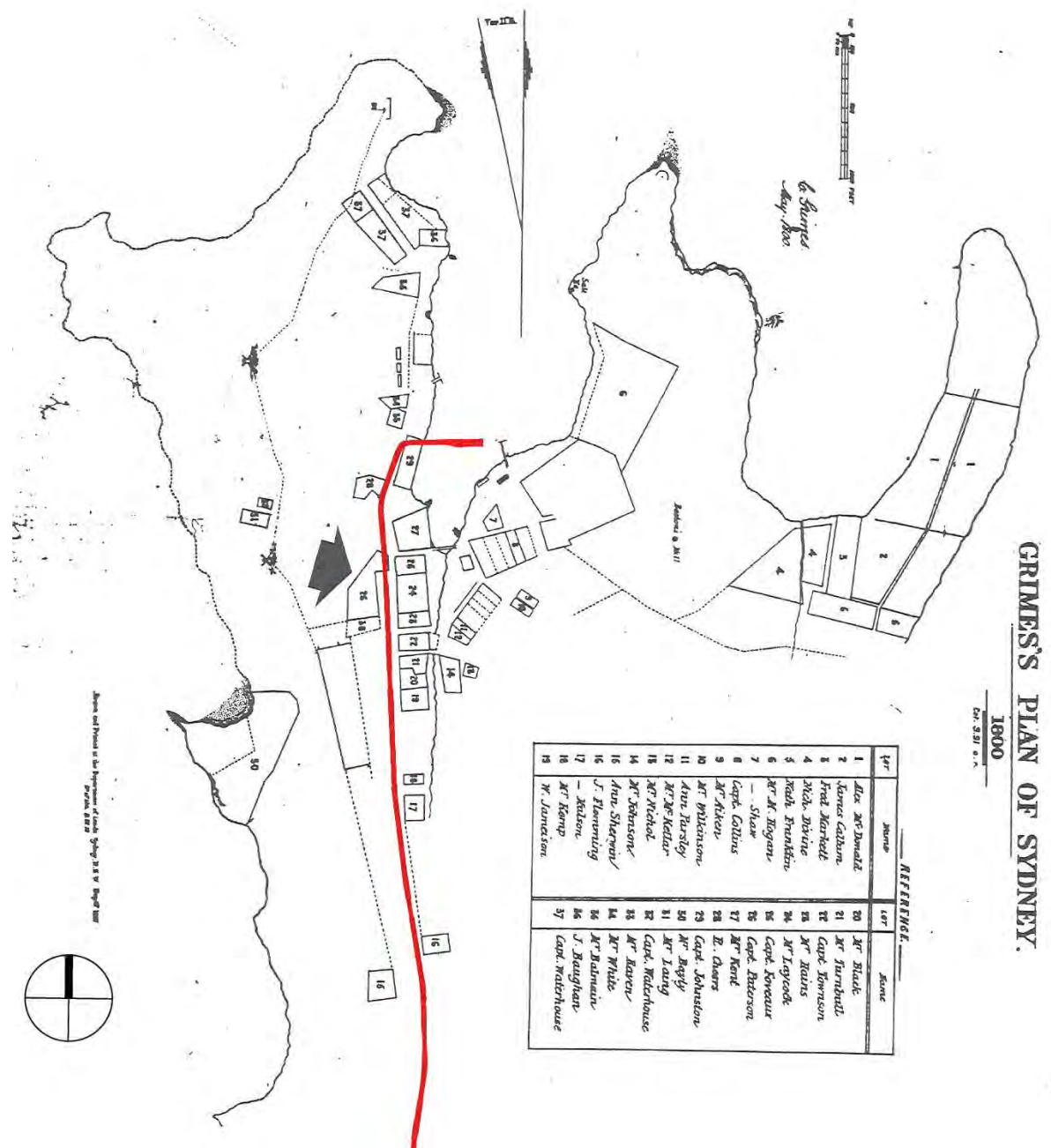**Figure 2.6** Grimes' Plan of Sydney, 1800. The arrow points to William Patterson's house and garden shown facing the principal street (George Street) as reference 26. The proposed route of the CSELR is shown overlaid as a red line. (Source: Kelly and Crocker, 1978, Sydney Takes Shape)

Figure 2.7 Lesueur's 1802 Plan De La Ville De Sydney showing George Street extending to meet the road to Parramatta. (Source: Ashton P & Waterson D 2000, *Sydney Takes Shape*, p 15)
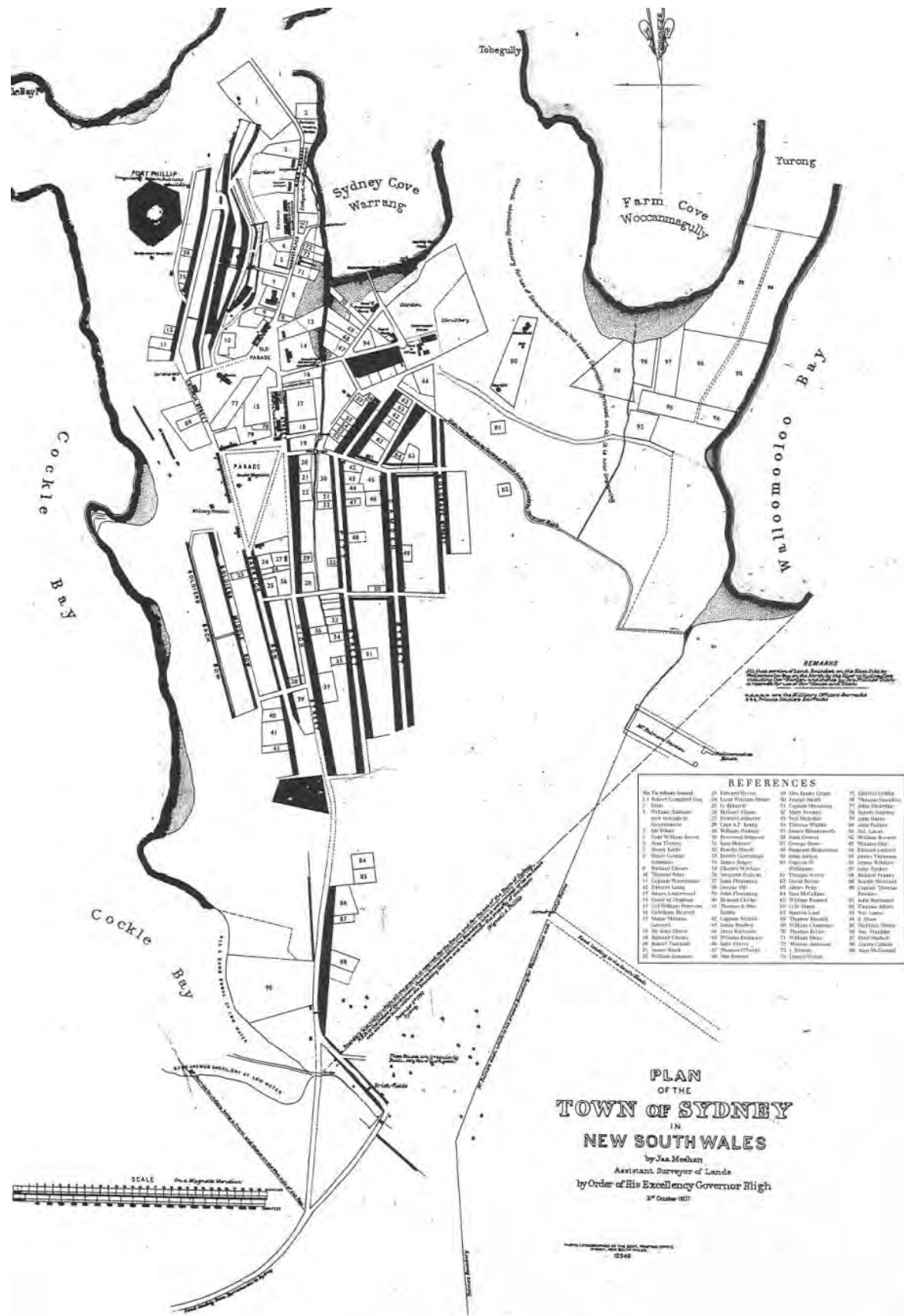
Figure 2.8 James Meehan 1807 Plan of the town of Sydney in New South Wales. Note that High Street (George Street) has been extended to connect to the road to Parramatta, and has been formalised. (Source: Ashton P & Waterson D 2000, *Sydney Takes Shape*, p 17)

Figure 2.9 An 1803 view of Sydney Cove from The Rocks, painted by JW Lancashire. It shows the new stone bridge over the Tank Stream at the head of Sydney Cove and the government wharf which had just recently been extended. (Source: SLNSW)

Figure 2.10 An 1812 watercolour of Sydney Cove. At this time, the four-storey Commissariat Stores had just been completed. (Source: McCormick, T et al. 1987, *First views of Australia 1788-1825: a history of early Sydney*, Chippendale, NSW, Longueville Publications, p 154)

Figure 2.11 An 1819 painting by Joseph Lycett looking northeast from Grose Farm to Sydney Town, showing a line of small buildings flanking George Street near Brickfield Hill. (Source: National Library of Australia)
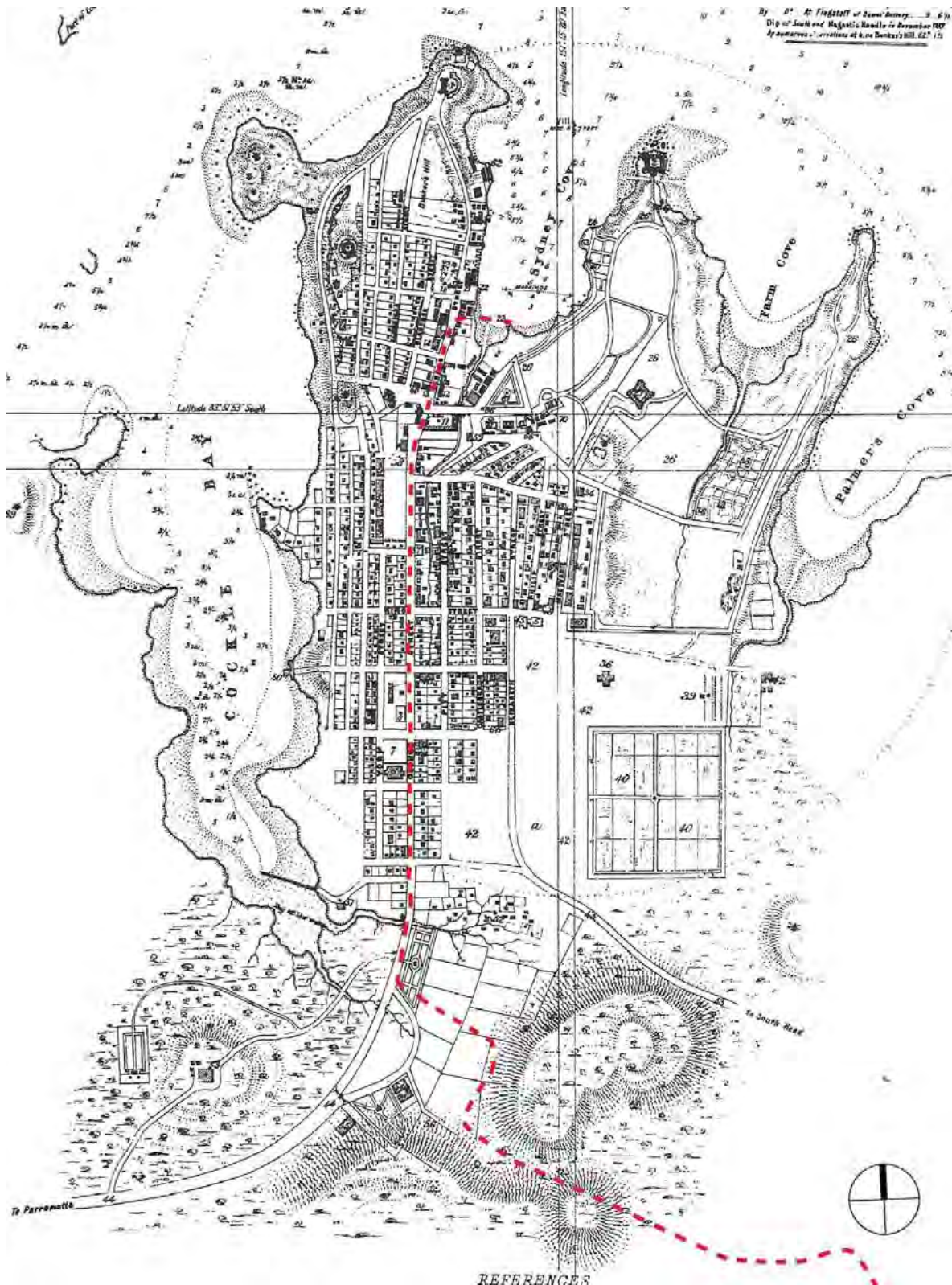
Figure 2.12 An 1822 Plan of the Town of Sydney and Suburbs made during the end of Macquarie's administration. George Street has a new military barracks with the guardhouse on the corner of George and Grosvenor Streets (Charlotte Place), and the house of the Lieutenant Governor on the opposite corner. George Street now runs directly over this site. The proposed route of the CSELR is shown overlaid approximately as a dashed red line. (Source: Ashton P & Waterson D 2000, *Sydney Takes Shape*, p 19)

Figure 2.13 An 1842 view of the military barracks in George Street by John Rae. (Source: SLNSW)

Figure 2.14 An 1846 image of the new post office (site of current GPO) by FG Lewis, showing a busy George Street. (Source: SLNSW)
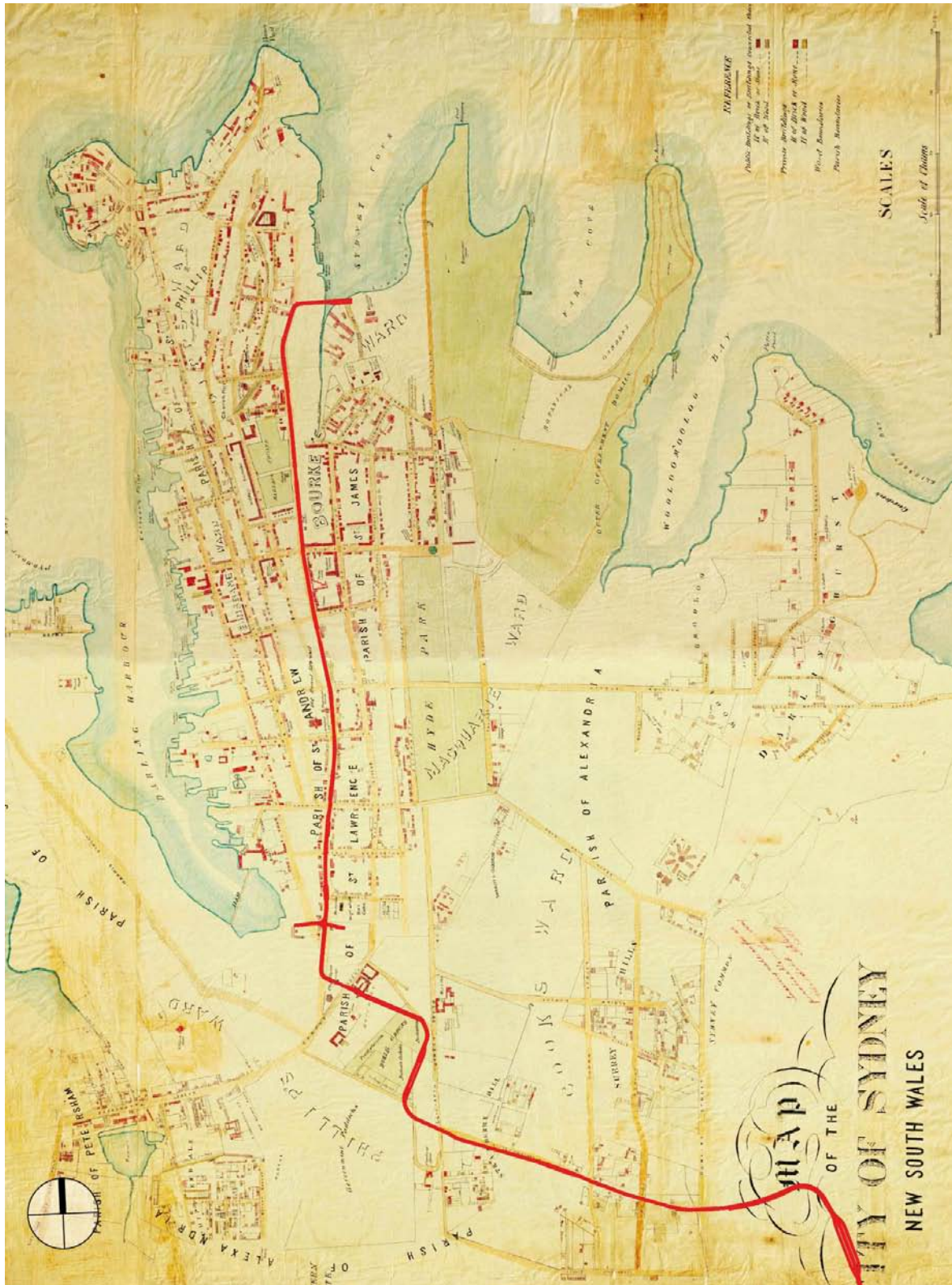
Figure 2.15 Francis Shield's 1845 Plan of Sydney showing development at Sydney Cove. Note Castlereagh Street extended to the water and the newly constructed Customs House located on the reclaimed land following the initial construction of Semi-Circular Quay. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
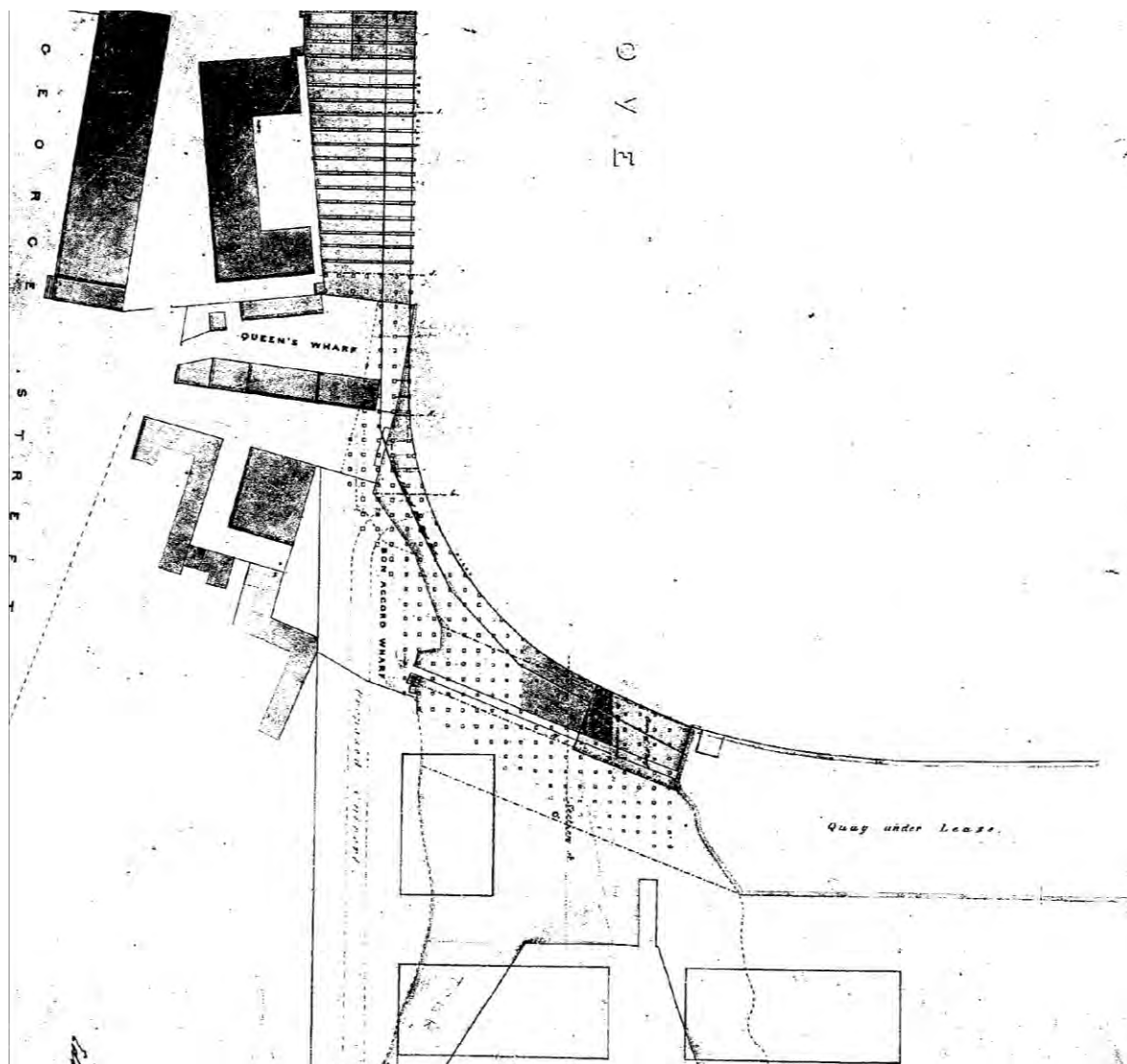
Figure 2.16 Detail Plan of the extension of Semi-Circular Quay, 1854, showing the plan for the timber piles and decking, as well as the intended extension of Pitt Street and the proposed culvert for the Tank Stream. (Source: State Records NSW AO Plan 1282)

Figure 2.17 Detail of the 1854 Woolcott and Clarke plan of Sydney. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
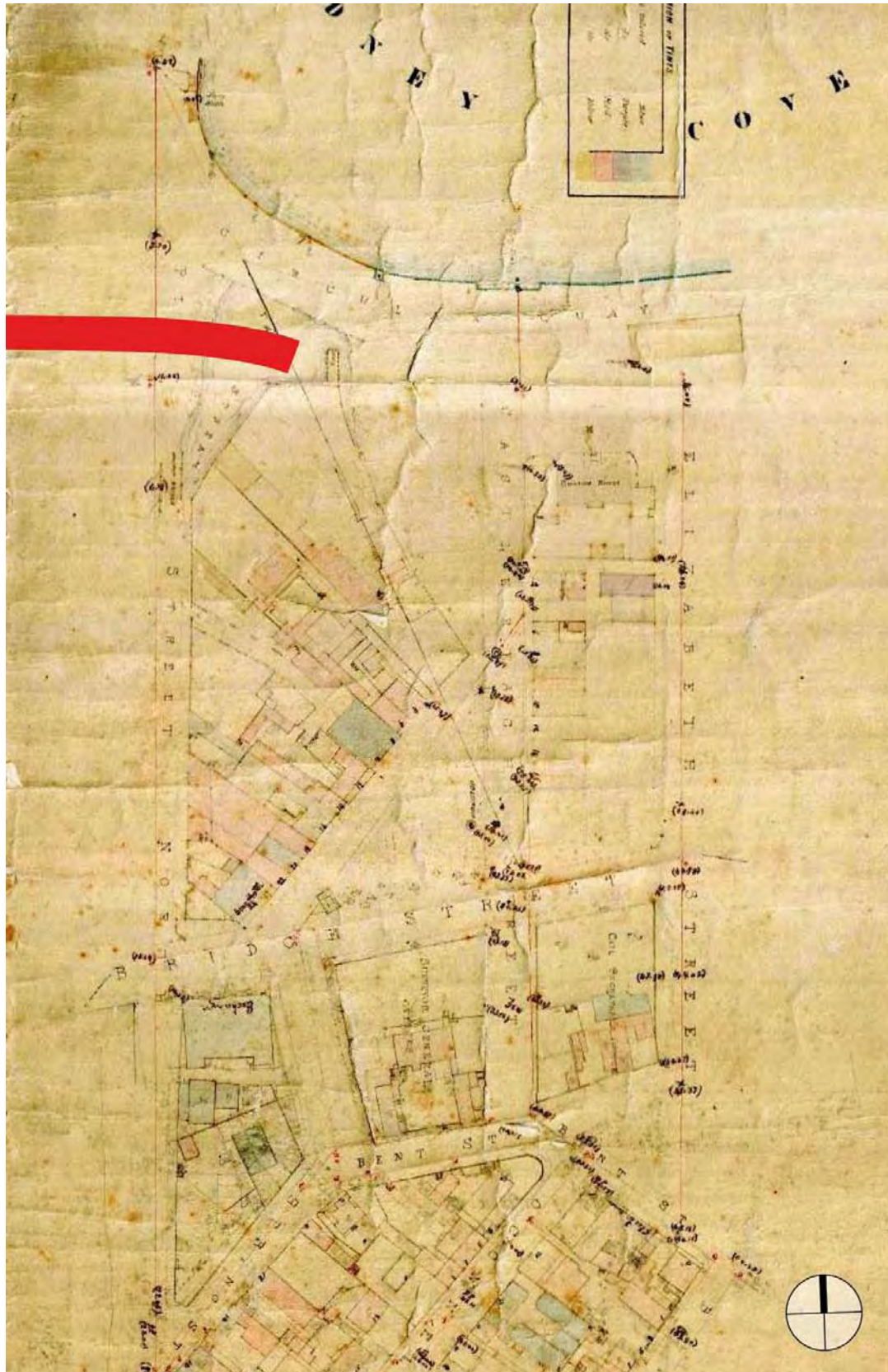
Figure 2.18 The 1855 City Detail Plan of Circular Quay showing the completion of the quay west over the Tank Stream. Pitt, Castlereagh and Elizabeth Streets have been extended to the quay and Customs House is shown located between Castlereagh and Elizabeth Streets. Alfred Street is not yet shown. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)

Figure 2.19 The 1855-1865 Trig Survey showing the eastern side of George Street between Bridge and King Streets. (Source: City of Sydney Archives)
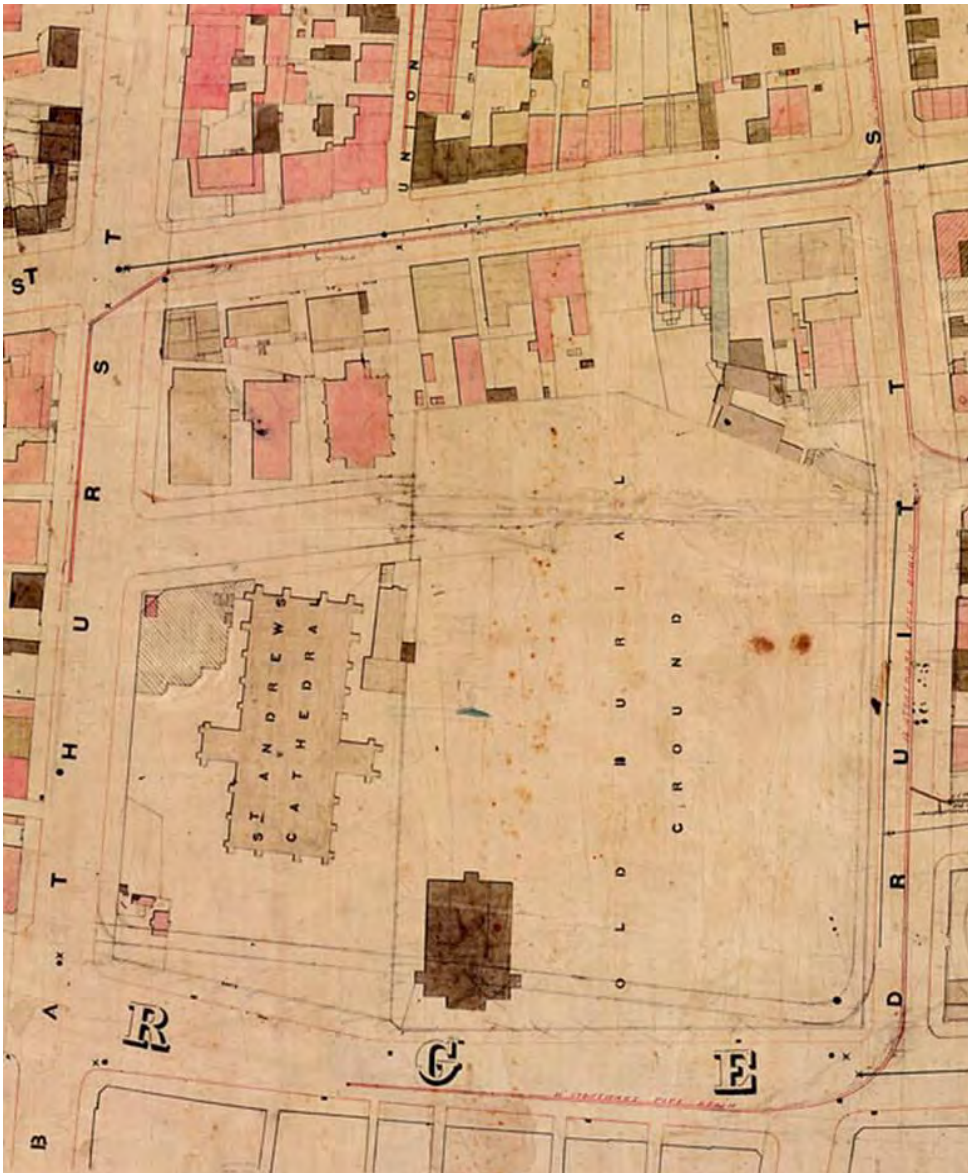
Figure 2.20 The 1865 Trig survey showing the site of the proposed new Town Hall on the Old Burial Ground. The timber structure near George Street was constructed as a temporary church while the cathedral was under construction. Note the realignment of George Street across this building. (Source: City of Sydney Archives)

Figure 2.21 David Jones original department store, constructed in 1838, on the corner of George and Barrack Streets. (Source: reproduced in *The Australian* May 3, 2013 in an article by David Meagher)

Figure 2.22 George Street showing the new Anthony Horderns Building in Brickfields. (Source: SLNSW)

Figure 2.23 George Street looking south from Brickfield Hill (near the Town Hall) in the 1870s. (Source: SLNSW)

Figure 2.24 Corner of George and Hunter Streets in the 1880s. Note the texture of George Street with its new wooden blocks. (Source: SLNSW)

Figure 2.25 An 1880 view of the former tram shed constructed on the corner of Garden Road and Pitt Street with the adjoining Convent of the Good Samaritan to the right. This photo looks east across the Devonshire Street Cemetery. This whole area would be demolished for the construction of Central Railway Station in 1901. (Source: State Library of NSW)
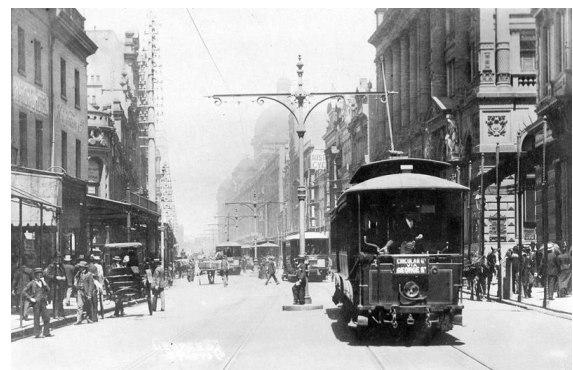
Figure 2.26 George Street looking south from King Street c1900 showing the new George Street tram system. (Source: Powerhouse Museum)
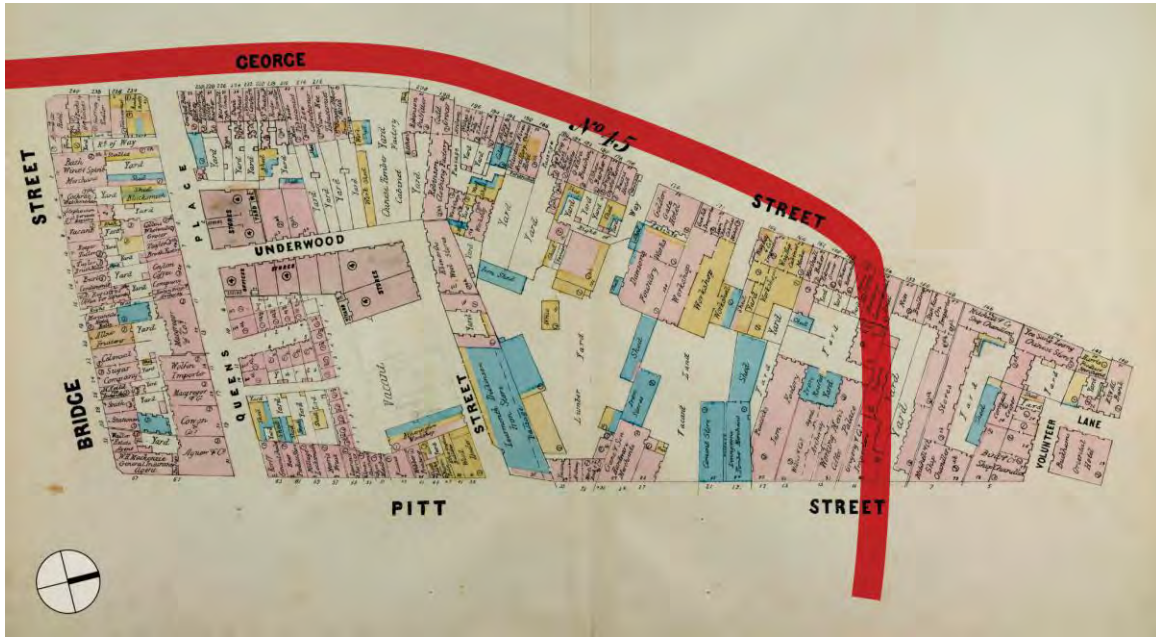
Figure 2.27 The 1880 Percy Dove plan of the north end of George Street from Bridge Street to the former Barton Street (compare with Figure 2.28). The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)

Figure 2.28 The 1917–1937 Fire Underwriters plan showing the demolished buildings at the northern end of Pitt and George Streets. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
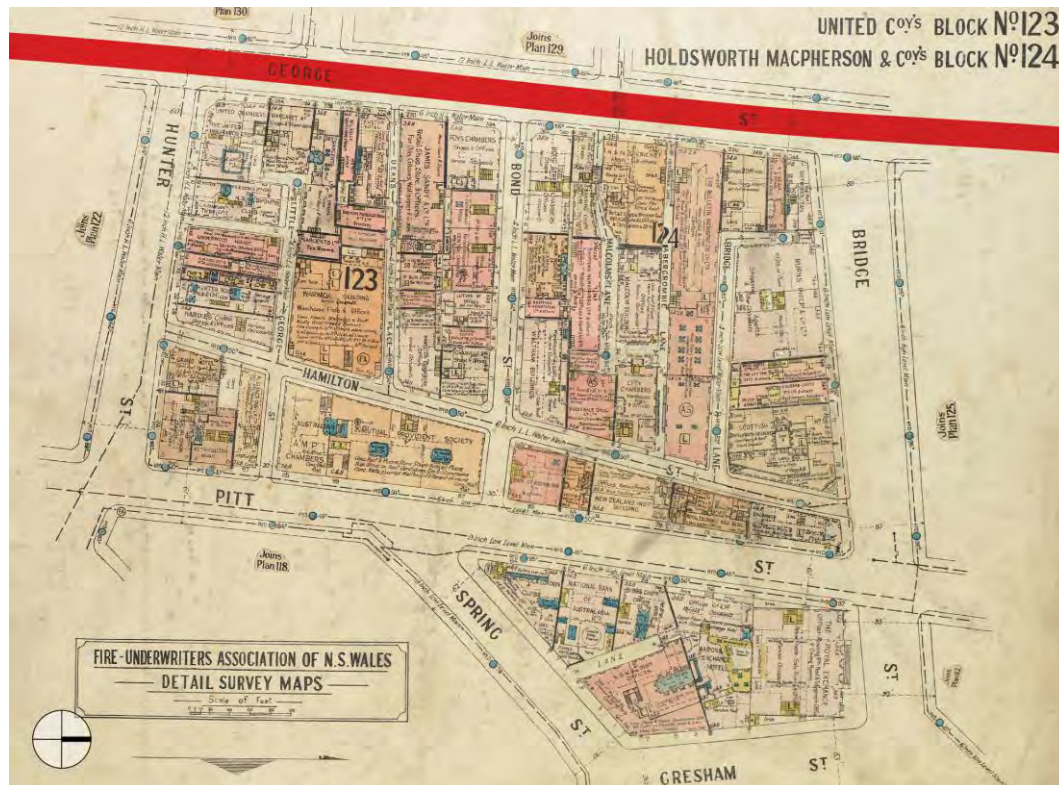
Figure 2.29 The 1917–1937 Fire Underwriters Map showing the site that would be demolished for the construction of Australia Square in the 1960s between Bond and Hunter Streets, east to Hamilton Street. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
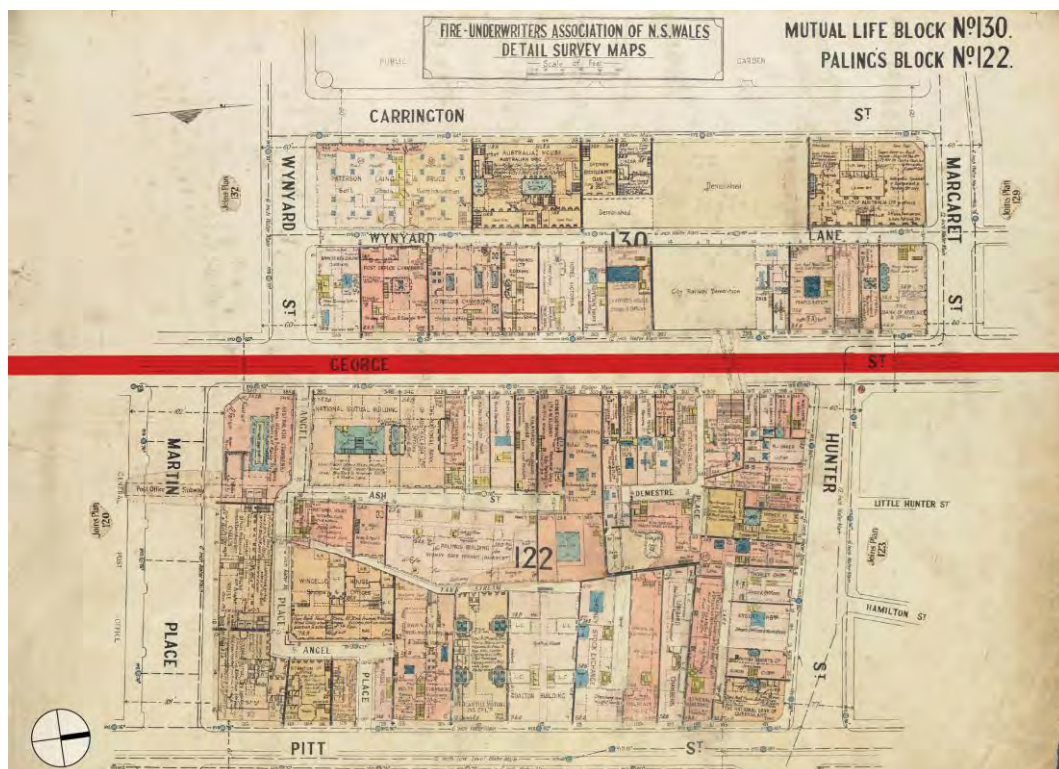
Figure 2.30 The 1917–1937 Fire Underwriters Map showing the block between Hunter Street and Martin Place. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
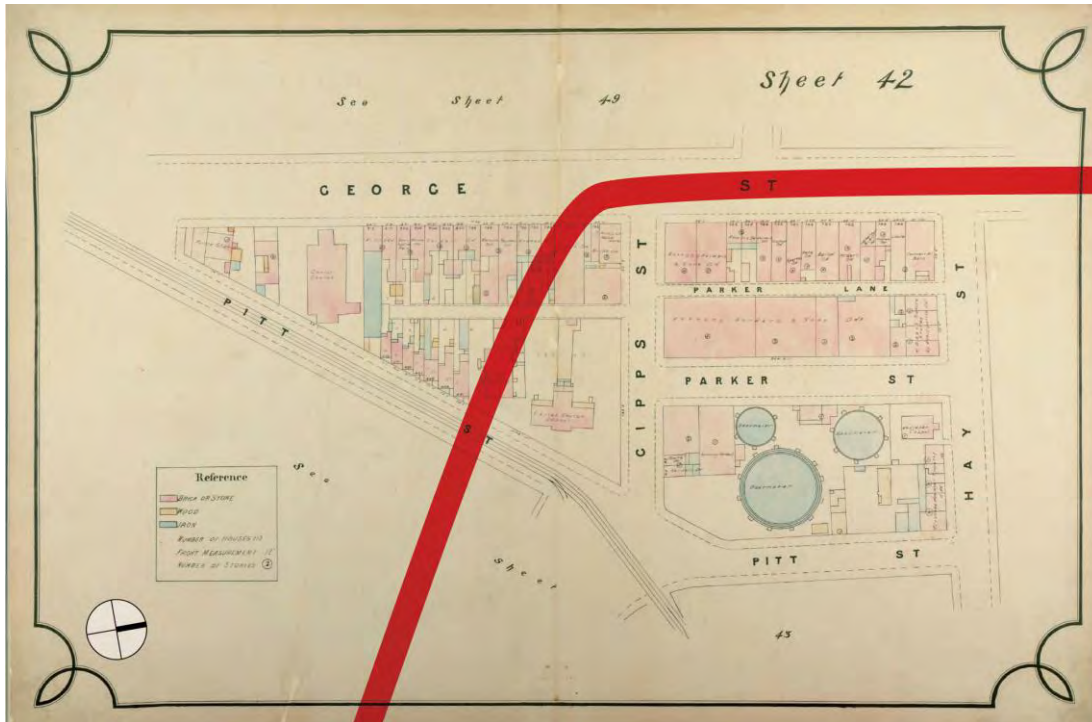
Figure 2.31 The 1887 Rygate and West plan prior to the construction of Rawson Place. At this time Barlow Street was known as Gipps Street. Note the location of the Christ Church St Lawerence Primary and Infant School buildings fronting Pitt Street that would be demolished for the construction of Rawson Place. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
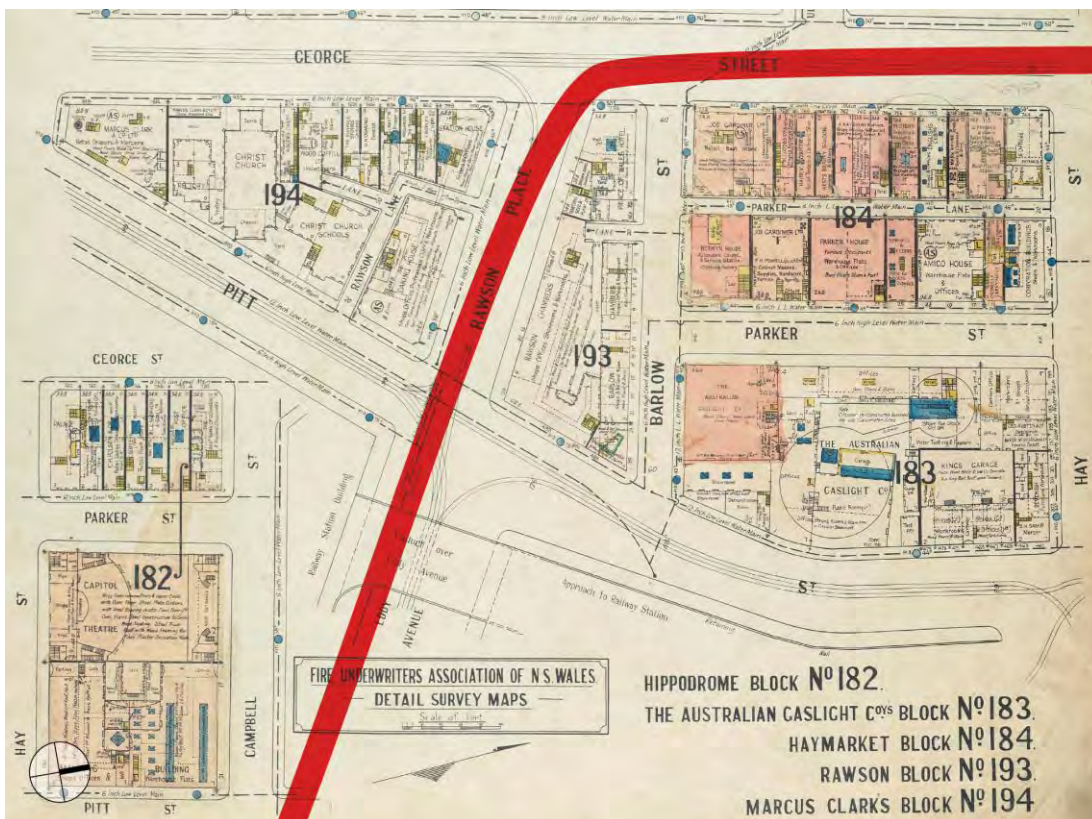
Figure 2.32 Fire Underwriters plan 1917–1937 showing the construction of Rawson Place. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)

Figure 2.33 A 1920 image looking west along Alfred Street towards the buildings that would soon be demolished for the extension of Alfred Street to George Street. Note the tram shed in the middle of the road and Barton Street connecting through to George Street (which no longer exists and is now located under First Fleet Park). (Source: City of Sydney Archives)

Figure 2.34 Building the city underground railway system at Town Hall in 1920. (Source: Powerhouse Museum)

Figure 2.35 Digging up Wynyard Park for the construction of Wynyard Station in the 1920s. (Source: State Records)

Figure 2.36 George Street south in the 1930s showing the Anthony Horderns Emporium following the addition of two new floors. (Source: SLNSW)

Figure 2.37 Chopping up Road at Circular Quay to lay new tram lines, undated. (Source: Sam Hood Collection 1872-1953, SLNSW)

2.3 Surry Hills Precinct (Central Station to South Dowling Street)

2.3.1 Introduction

This precinct located in Surry Hills extends south from Devonshire Street at Chalmers Street until it arrives at South Dowling Street, near Moore Park.

2.3.2 Early History

The area now known as Surry Hills lay outside the original limits of Sydney town and was used in the early years of the colony for farming. The first land grants in Surry Hills were made in the 1790s to Major Joseph Foveaux who received 105 acres which he called Surry Hills Farm, after the Surrey Hills in Surrey, England; Commissary John Palmer received 90 acres which he called George Farm; and Alexander Donaldson was granted 25 acres, which was purchased by Foveaux soon after. In 1800 Palmer also bought Foveaux's land.[99] Palmer resided on his additional 100 acres on Sydney Cove where Woolloomooloo House and an extensive orchard were built. It is not known how he used his Surry Hills land but he was described by Captain Henry Waterhouse in 1795 as one of the three principal farmers and stockholders in the colony; it is therefore likely that he was farming his Surry Hills Estate.[100]

After Palmer's political failures, his reduced financial circumstances forced the first subdivision and sale of his estate in 1814. Palmer's Surry Hills estate was subdivided into 27 lots of between 5 and 13 acres (Figure 2.39).[101] This subdivision included part of Elizabeth Street as its western boundary and also the section of Devonshire Street between Elizabeth and Riley Streets. Allotment 27, the triangular portion of land on the southern side of Devonshire Street (13 acres), was purchased by free settler John Connell. Connell farmed his land (running stock and planting crops) until it was sold to TH James who subdivided the land as the Strawberry Hill Estate in 1832.[102] Three of the four allotments on the southern side of Devonshire Street (five to six acres each) were purchased by Mr Underwood; one was attributed to MB but later purchased by Edward Riley who bought up a large part of Palmer's 1814 subdivision.[103] It is not known how this land was used by Underwood and Riley but, as both men were large landholders, it may have remained vacant or been leased for market gardening.

The sale of Palmer's large estate to mostly private owners saw roads indiscriminately laid down, many of them in contradiction to the grid pattern of the 1814 survey by James Meehan. Surveyor

General Thomas Mitchell drew up a new road plan in 1834 in an attempt to bring some order, but his plan cut across existing properties causing many claims for compensation from the colonial government.[104]

Other early land grants in the Surry Hills area included 10 acres to Charles Smith in 1809, which he initially used as a market garden before selling the land to ex-convict and wealthy merchant, Daniel Cooper, in the 1820s. Here Cooper built Cleveland House. In 1830, Cooper was granted a further six acres adjoining Smith's land to the north (Figure 2.38). Devonshire Street would later run through the dividing line between Cooper's 10 and six acre grants.[105] Edward Smith Hall, Proprietor of the Monitor, was granted 185 acres in 1822 southeast of Smith's land and adjoining the southern boundary of Palmer's land (Figure 2.38). Hall had earlier purchased several allotments from Palmer's 1814 subdivision where he lived and ran a farm from 1815 to 1821.[106] Devonshire Street, when constructed in its entirety from Chalmers Street through to Bourke Street, would cover part of the original landholdings of Cooper, Palmer and Hall (Figure 2.38).

Those who purchased land from Palmer's 1814 subdivision were encouraged to develop their acreages as market gardens to feed the colony's growing population. Underwood's and Riley's allotments on the northern side of Devonshire Street remained as five acre lots until the 1830s and may have been used for market gardening (Figure 2.39). Besides these market gardens, there were early industries including stone quarrying, woodcutters, turf cutters, quarries and, of course, the grazing stock. The local clay also led to brick kilns being established in the area. By the late 1820s, however, Surry Hills was still well and truly in the bush on the southern outskirts of Sydney.[107]

One of the original purchasers of John Palmer's 1814 subdivision was wealthy ex-convict Samuel Terry who purchased Lots 13, 14 and 15 of this subdivision (Figure 2.38).[108] His land fronted Elizabeth Street and was bound by Albion and Cooper Streets. Here in 1826, Terry laid the foundation stone for his Albion Street Brewery, damming a stream of fresh water that trickled down through the sand hills of Strawberry Hill. It was the largest brewery in Sydney at this time, dispensing large quantities of London Porter and English Ale. From 1828 the brewery was run by John Terry Hughes who had married Terry's stepdaughter, Esther, and they all resided in the splendid stone Albion House that was also on the property (Figure 2.43).[109]

In 1820 Governor Macquarie ordered the consecration of a new cemetery just past the edge of town and beyond the cattle and hay markets (Haymarket). This area was very sandy and the cemetery was originally called the Sand Hills Cemetery.[110] By the late 1820s, a road was formed along the southern boundary of the cemetery which was also called Devonshire Street (Figure 2.39), and the cemetery gradually became known as the Devonshire Street Cemetery. While this portion of Devonshire Street is shown on the 1829 plan of the Lachlan Estate (Figure 2.39) as connected to the portion of Devonshire Street that was part of the 1814 subdivision; an 1843 map shows that the connection through Cooper's land had not yet taken place (Figure 2.40). By the 1850s the connection was permanently shown on maps (Figure 2.42).

The Devonshire Street Cemetery surrounded the western and northern boundaries of Cooper's Cleveland Garden Estate and operated until the 1880s, remaining on the site until it was resumed for the construction of Central Station in 1901.

By the early 1830s, a village had begun to take shape in Surry Hills, and this process was accelerated by the economic boom of the 1830s which encouraged land investment. In 1831 George Wigram Allen wrote:

This afternoon I took a ride over the Surry Hills to see the improvements which have been made and truly they are great. There are many houses built and more in progress – and only a short time ago there was but a solitary dwelling. Now the place begins to look like a village.[111]

2.3.3 Subdivision: 1830s–1890s

The 1830s saw the beginning of residential subdivisions in Surry Hills. One of the earliest was John Connell's 13 acres on the southern side of Devonshire Street which was subdivided as the Strawberry Hill Estate in 1832 (Figure 2.43).[112] The four 5-acre allotments on the northern side of Devonshire Street were also subdivided at this time and this whole area became known as Strawberry Hill (Figure 2.41). By 1848 wooden houses made up 37 per cent of Strawberry Hill dwellings.[113] Coopers Cleveland Garden Estate lay to the west of this subdivision. Land to the east of the Strawberry Hill subdivision is shown on the 1829 Mt Lachlan Subdivision Plan as including a small portion of the original 1814 plan in the vicinity of Riley to Crown Streets; and east of this the land is shown divided into rectangular small acre allotments (Figure 2.39). By the 1850s, maps of the area show that the adjoining Marylebone Estate had been subdivided. This subdivision included the extension of Devonshire Street east from Riley to Crown Street with development on both sides of the street (Figure 2.42). Already by 1854 some development is shown fronting the northern side of Devonshire Street within this subdivision (Figure 2.42).

The Cleveland House Estate was subdivided into eight allotments in 1855, and later further subdivided into smaller residential lots.[114] Castlereagh Street north ran along the western side of the estate from Devonshire Street to Cleveland Street (it was not extended through to Elizabeth Street until 1901); and Elizabeth Street ran along its eastern boundary. Cleveland House plus several surrounding allotments were purchased by a single owner and Cleveland House remains on the site today.

On land that would later be covered by the extension of Devonshire Street to Bourke Street, William Pawley operated a tannery from 1842 (Figure 2.43). Pawley's land lay between Bourke and Wiltshire Streets and he also lived on the site at 'Chesterville', 617 Bourke Street, until his death in 1863.[115] In 1871 Pawley's land was subdivided for residential use and, by 1887, many rows of terraces occupied the site (Figure 2.49).

The land between Bourke and Dowling Streets was subdivided into small acre lots with frontages to both streets.[116] Some of this land was in use as market gardens (Nobbs Garden—Figure 2.41); and by 1854 plans of the area show that some of these lots contained a single structure (Figure 2.42). The land relating to this study remained as vacant land (Figure 2.49).

By the 1860s much of Surry Hills had been subdivided and terrace housing dominated the area.[117] In 1849 there were only 800 houses in the whole of Surry Hills and Woolloomooloo combined, but 10 years later the number of houses in Surry Hills alone had grown to 1,900; and by the 1890s the streets was crammed with nearly 5,300 dwellings.[118] Many properties in Surry Hills were rental properties and, in 1871, 46% of all Surry Hills' landlords also lived within the suburb.[119]

In the 1850s the social mix of the district was still fairly evenly spread, but the 1860s and 1870s saw subtle changes as a growing number of mechanics, skilled artisans and shopkeepers came to dominate local life, displacing the declining gentry.[120]

Following John Terry Hughes' death in 1851, the Albion Brewery was leased for use as a steam flour mill and then later as a soap and candle works; but by 1860, the estate was being described as a picturesque ruin.[121] Finally, in 1873 the 2.5 acres of the Albion Estate was sold and subdivided

for residential development (Figure 2.43). Here elegant terraces were constructed to house the middle class city workers. The brewery itself was purchased by the Toohey brothers and the new Standard Brewery was constructed on the ruins. This brewery was a landmark in Elizabeth Street for over a century (Figure 2.44).[122]

A plan of development within Surry Hills in 1887 shows rows of terrace houses fronting Devonshire Street interspersed with pubs or churches on the corner sites, and a few small factories (Figure 2.45).

The provision of formed roads through the area, and of sewerage and drainage, did not keep pace with the development of housing, and by the turn of the century Surry Hills was becoming a slum area. This was made worse by the 1890s depression, which affected the local economy.[123] When legislation evicted tanning and food preservation from the city many moved to Surry Hills, their foul smells adding to the deterioration of the suburb.

2.3.4 Demolition, Re-alignment and Redevelopment: 1900s–1960s

The resumption of large parts of the city for slum clearance and redevelopment (following the outbreak of the bubonic plague in 1901) pinpointed Surry Hills as a prime target for remodelling. In 1905 the Sydney Municipal Council was granted powers to resume and rebuild whole areas, nominally for street widening.

In 1901, when the Devonshire Street Cemetery was resumed for the construction of Central Railway Station, upper Castlereagh Street was extended north along the boundary of the Cleveland Estate to meet up with Elizabeth Street just south of the newly formed Eddy Avenue (Figures 2.46 and 2.47). It was renamed Chalmers Street at this time. This extension saw the resumption and demolition of 27 terrace houses that had formerly fronted Railway Place and backed onto the cemetery (Figure 2.47). Railway Place was also removed. The extension then crossed part of the former Church of England section of the Devonshire Street Cemetery to join up with Elizabeth Street. Thus Chalmers Street, from Devonshire Street to Elizabeth Street, is built over former terraces, a former road and a small part of the former cemetery.

Exhumations from the cemetery took place in 1901 with about half of the remains relocated to the Botany Cemetery (Pioneer Memorial Park) along with the gravestones; the remainder were relocated to other cemeteries under the direction of relatives. The exhumations were conducted under the supervision of the Department of Public Works and detailed records were kept by State Records.[124] The section of Devonshire which had previously run along the boundary of the cemetery now provides the location of the Devonshire Street tunnel, which runs under Central Station to near where Chalmers Street meets what was previously the location of Railway Place.[125]

In 1916 Devonshire Street was extended east from Crown Street to Bourke Street, resulting in the demolition of many properties and the realignment and disappearance of several streets. The extension saw the widening of Little Devonshire Street; the removal of the northern end of Wiltshire Street; the removal of Charles Street and part of Pawley Street; plus the demolition of numerous terrace houses before it arrived at Bourke Street (Figure 2.49).[126] The current alignment of the properties numbered 2–8 Pawley Street at an angle to Devonshire Street is a direct result of this extension as these properties would have formerly fronted Pawley Street. A plan of the area in 1887 prior to the extension of Devonshire Street shows what was removed for the street's extension (Figure 2.49).

The small acre lots east of Devonshire Street between Bourke Street and Dowling Street had been gradually subdivided for residential development, except for the land currently occupied by Olivia Gardens Apartments and Wimbo Park which remained vacant land until the 1940s (Figure 2.55).[127] This land is said to have been used as a recreational ground called Wimbo Paddock.[128] While this activity is not shown on historic maps, as a vacant area in densely populated Surry Hills it would seem probable that recreational activities would have taken place on the site. By 1943 aerial photographs show that part of the land fronting Bourke Street was in use as a stonemason's workshop and behind this was a factory (Figure 2.51). The stonemason's workshop was run by the Sydney City Council to dress stone for many city projects.[129] The factory was occupied by Sellers Pty Ltd.[130]

Expansion of factory areas into Surry Hills after World War II caused many residential areas to be demolished leading to a housing shortage. Additionally, three areas in Surry Hills were identified by the Sydney City Council as slums to be cleared. This was seen as an opportunity for the development of new public housing.[131]

The slum clearance planned for Devonshire Street was called the Devonshire Street Housing Scheme. From the 1950s, over 240 houses and businesses along the narrow streets on the southern side of Devonshire Street (between Marlborough Street and Clisdell Street) were demolished. Figure 2.55 shows the area before demolition and Figure 2.52 shows the same area after demolition (also compare Figures 2.58 and 2.59). In 1947 the Housing Commission took over the project in preparation for the construction of Sydney's biggest block of flats, a 15-storey home for 1,200 people called John Northcott Place (Figure 2.53). As part of this development smaller three-storey apartments fronting Devonshire Street and Clisdell Streets were constructed (Figures 2.52 and 2.53). At the eastern end of the cleared land, Ward Park was laid out (Figure 2.53). For Ward Park alone, around 44 terraces and one pub were demolished, and parts of Riley and Miles Streets were removed.[132] John Northcott Place on Devonshire Street was opened by the Queen in 1963 as a model of slum clearance and public housing provision.

2.3.5 Survival, Revival and Gentrification: 1960s–Present

The postwar influx of migrants, particularly Greeks, Italians, Portuguese and Lebanese, breathed new life into Surry Hills as they bought up the vacant houses of the older residents who were moving to the suburbs. This helped to stem the tide of additional large housing estates and industrial development and to preserve the terraced housing. From the 1960s the gradual gentrification of Surry Hills attracted a new middle class looking for a cosmopolitan alternative to the suburban life. These new occupants formed resident action groups and were articulate about their concerns for the area, resulting in many improvements.

The stonemason's yard in Bourke Street was closed in 1981 and the area was converted into a park. It was given the name Wimbo Park in memory of the recreational activities of Wimbo Paddock (Figure 2.58).[133] Seller's factory was also demolished in the 1980s and Olivia Gardens Apartments were constructed on the site (Figure 2.58). On Elizabeth Street the buildings of the Standard Brewery were demolished in the 1980s for the construction of RTA's Centennial Plaza. Today the Surry Hills area is a diverse place known for its art galleries, cafes, pubs, fashion and desirable housing.

Figure 2.38 Parish Map showing original land grants in Surry Hills to John Palmer, Daniel Cooper, Charles Smith and ES Hal. Devonshire Street runs across the allotments of Cooper, Palmer and Hall to the Government Reserve. The proposed route of the CSELR is shown overlaid as a red line. (Source: Department of Lands)

Figure 2.39 Meehan's 1814 subdivision plan which includes the part of Devonshire Street between Elizabeth and Riley Streets. (Source: SLNSW)

Figure 2.40 An 1829 plan of the Mount Lachlan Estate showing the subdivision of land east of the alignment of Devonshire Street (at this time in the vicinity of Crown and Bourke Streets). Note how Devonshire Street cuts through the Cleveland House Estate. North is shown down the page. The proposed route of the CSELR is shown overlaid as a red line. (Source: SLNSW)

Figure 2.41 Detail of Shield's 1843 plan. Devonshire Street has been constructed east from Elizabeth Street. It does not connect through the Cleveland House Estate at this time. The Strawberry Hills Subdivision has already been laid out on both sides of Devonshire Street and some development has begun. The proposed route of the CSELR is shown overlaid as a red line. (Source: Ashton P & Waterson D 2000, *Sydney Takes Shape*, p 25)
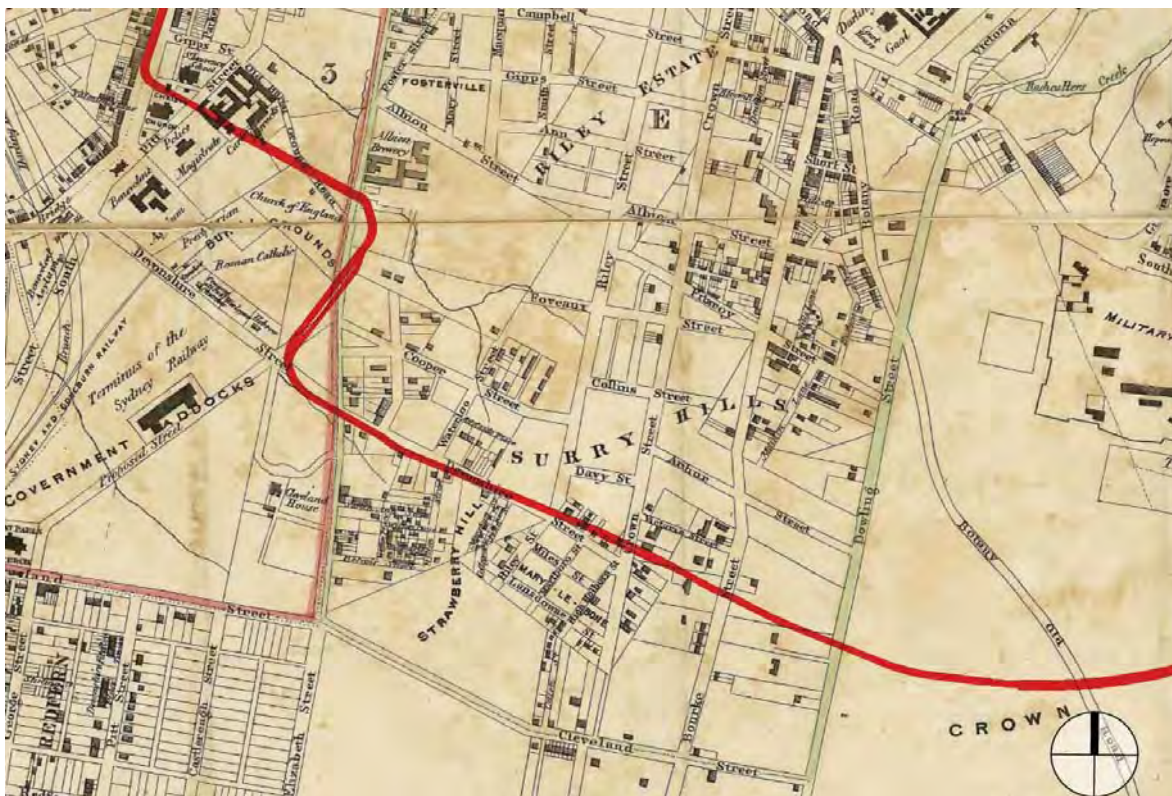
Figure 2.42 Detail of Woolcott and Clarke's 1854 plan showing development along Devonshire Street at this time. Note the Cleveland House Estate (centre left) had not yet been developed and extends north to the burial ground across Devonshire Street. The Strawberry Hills and the Marylebone subdivisions can be seen, as can the location of Pawley's tannery and the Albion Brewery (compare with Figure 2.41). The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
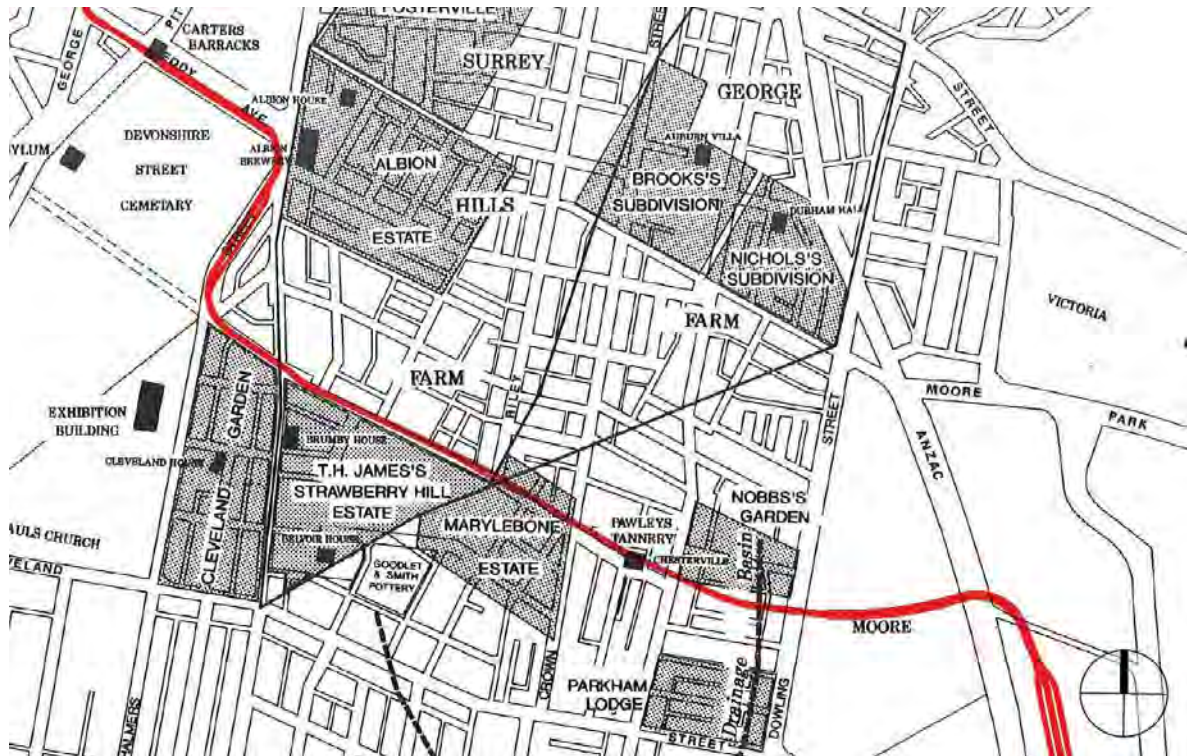
Figure 2.43 This plan identifies the subdivisions of Surry Hills. Cleveland Garden (the area north of Devonshire Street) was also part of the extended Cleveland Garden Estate, but subdivided separately. Strawberry Hill and Marylebone subdivisions are all shown fronting Devonshire Street. Pawley's tannery and his house 'Chesterville' are shown located in the middle of the 1916 extension of Devonshire Street to Bourke Street. The Albion Estate is shown fronting Elizabeth Street. The boundary line between the original Surry Hills Farm and ES Hall's 185 acres runs between the Strawberry Hill and the Marylebone subdivisions. The proposed route of the CSELR is shown overlaid as a red line. (Source: Keating C 2007, *Surry Hills: The City's Backyard*, Halstead Press, Sydney, p 5)

Figure 2.44 Standard Brewery, Elizabeth Street viewed from Eddy Avenue. These buildings were demolished in the 1980s for the construction of RTA's Centennial Plaza. (Source: Home and Away – 35232 SLNSW)

Figure 2.45 Part of the 1887 Rygate and West Plan showing the development along Devonshire Street between Waterloo Street and Riley Street. Note all the properties between Wilton and Riley Streets were demolished in the 1950s for the construction of John Northcott Place. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
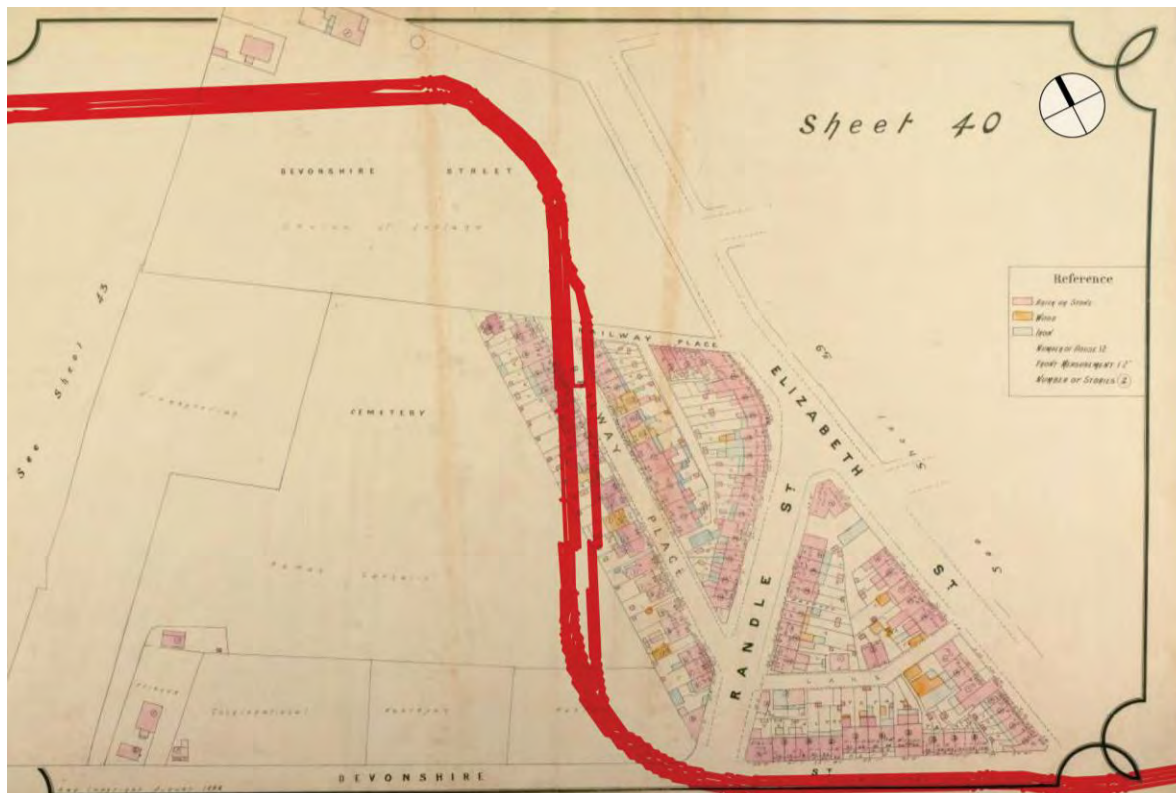
Figure 2.46 An 1887 Rygate and West plan showing development in the northern part of the Cleveland House subdivision prior to the extension of Chalmers Street along the western side of Railway Place. The terraces west of Railway Place were demolished when Chalmers Street was constructed; and its extension through to Elizabeth Street took it through the Church of England section of the Devonshire Street Cemetery. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
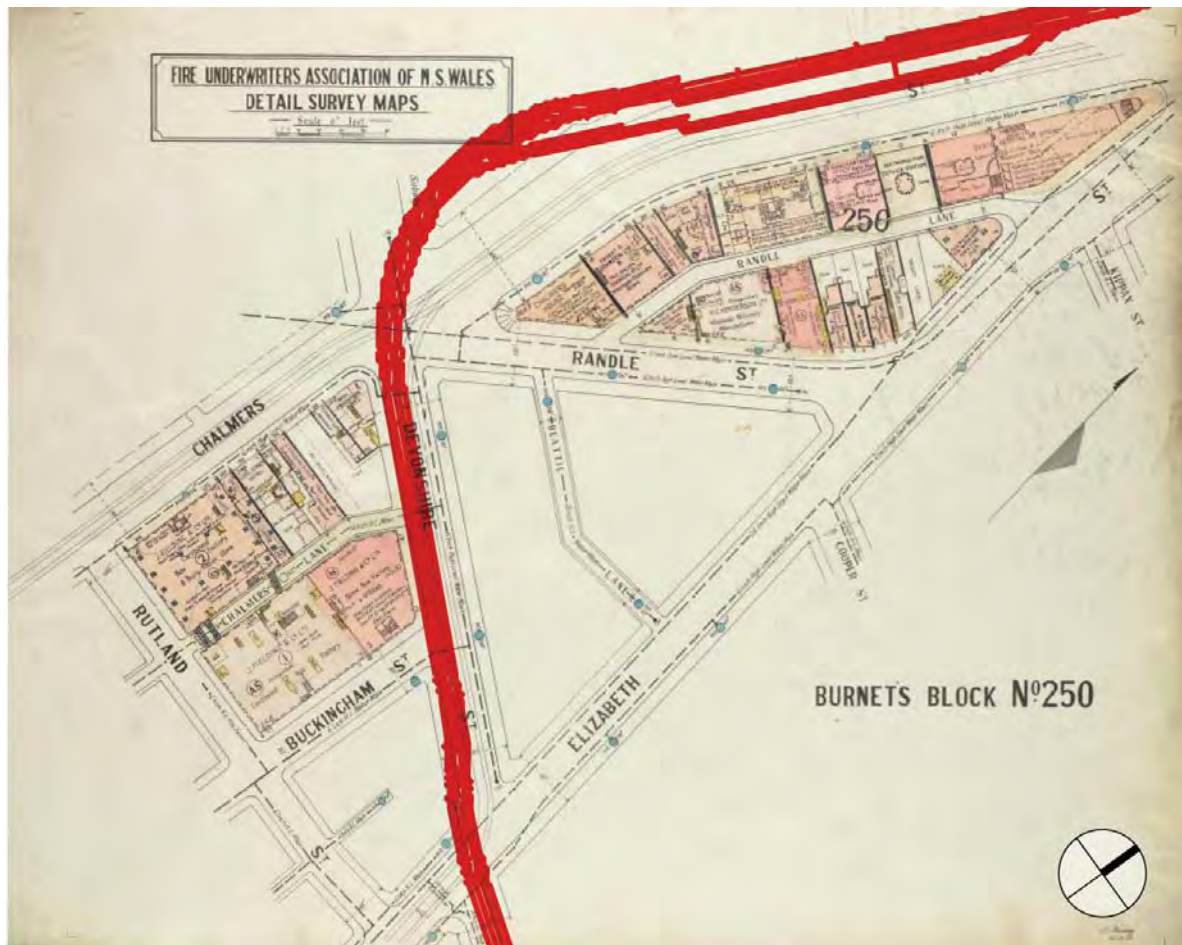
Figure 2.47 The 1917–1937 Fire Underwriters plan showing Chalmers Street constructed across what used to be Railway Place, a row of terraces and part of the Devonshire Street Cemetery. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)

Figure 2.49 An1887 Rygate and West Plan showing development between Crown and Bourke Streets that would be demolished for the extension of Devonshire Street in 1916. Pawley Street lies on part of the land formerly occupied by William Pawley's tannery. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
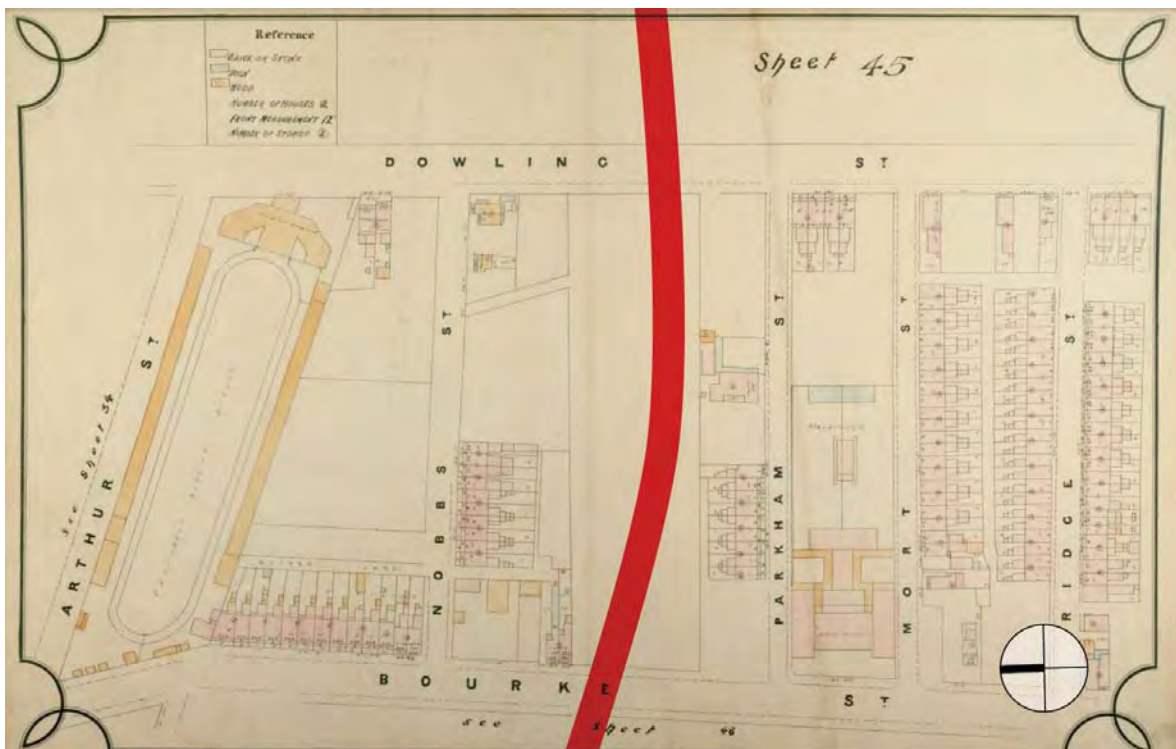
Figure 2.50 An 1887 Rygate and West plan showing the land currently occupied by Wimbo Park (fronting Bourke Street) and the Olivia Gardens Apartments as vacant land in the centre of the image. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)
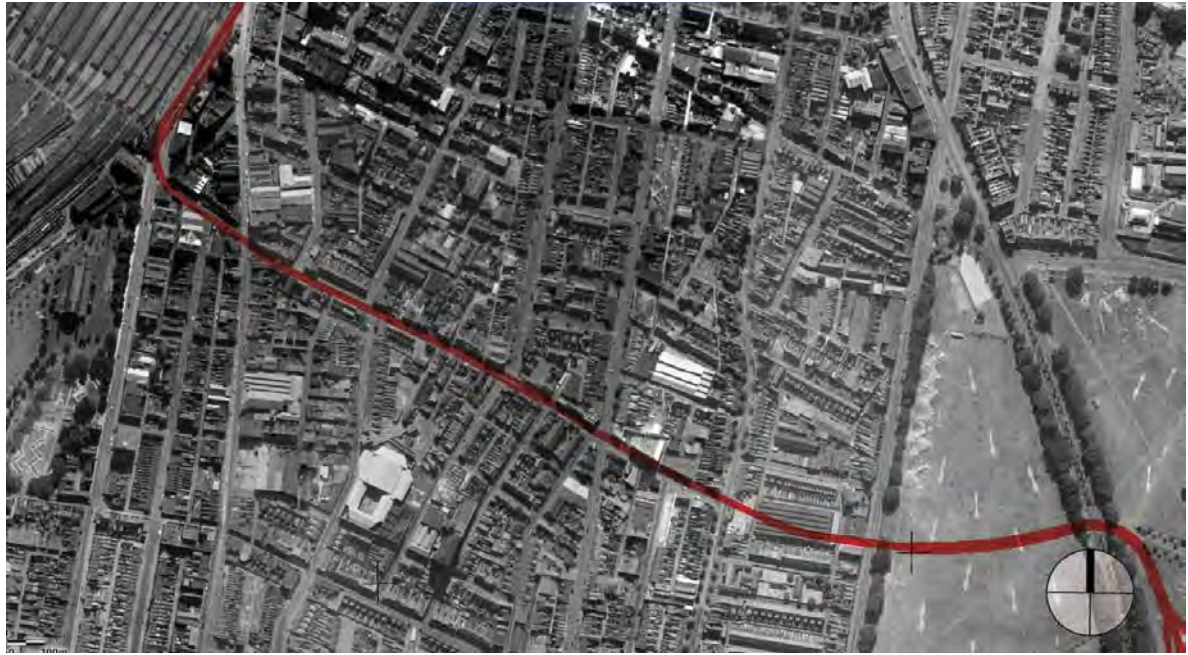
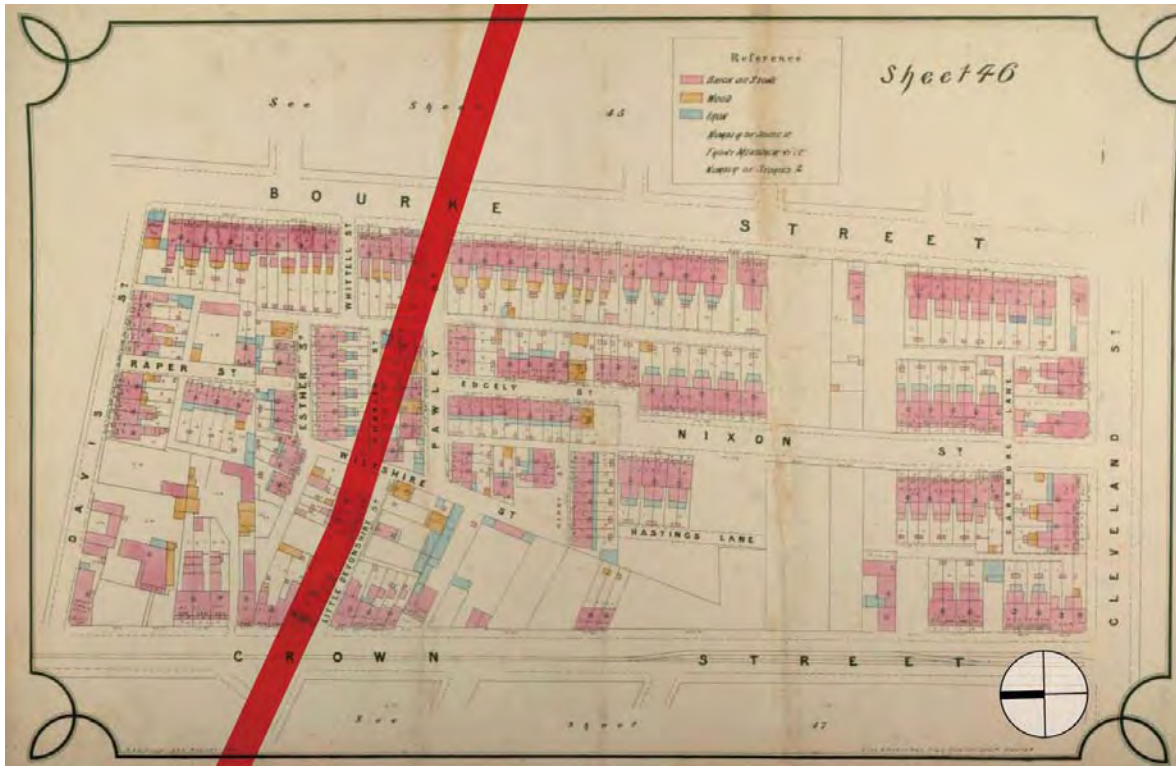**Figure 2.51** A 1943 aerial of Surry Hills, showing Devonshire Street, and the stoneyard and the factory at the eastern end of Devonshire Street. The proposed route of the CSELR is shown overlaid as a red line. (Source: Department of Lands)

Figure 2.52 A 1956 City Building Survey showing development along Devonshire Street. Note the demolition that has occurred for John Northcott Place and initial construction on the site. East of Bourke Street, the council stone yard and Sellers Pty Ltd are shown on the bottom right of the image. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)

Figure 2.53 A 1960s view of John Northcott Place and Ward Park looking east along Devonshire Street. Note the many small terraces that still remain in the street. (Source: City of Sydney Archives)

2.4 Moore Park Precinct (South Dowling Street to Alison Road)

2.4.1 Introduction

The Moore Park precinct extends east across South Dowling Street then tunnels across Moore Park to the eastern side of Anzac Parade, where it turns south and runs along the eastern side of Anzac Parade to Alison Road.

2.4.2 Sydney Common and Water Supply: 1811–1866

In 1811, Governor Macquarie set aside 1000 acres of land south of the Surry Hill Farm as an area of public common, largely to discourage people from turning their animals out into Hyde Park or other private lands to graze (see Figure 2.54). The western part of this new common included the land that would later be set aside as Moore Park.[134] Thick scrub and swamplands were described in early reports, indicating that the area was undeveloped when Macquarie chose the land as a common.[135] From 1811 to 1861 regulations and administrative decisions about land use in the common were made by the Governor's office.[136]

The Randwick area at this time was largely inaccessible, having few roads or tracks. The main road through the area led to a small settlement at Botany from at least 1813. It was officially laid out in the 1840s and known as Botany Road or Botany Old Road. In the early days of the colony government parties would travel along this road to the watchtower at Botany. The road was also

used by hunters and fishermen and later by pleasure seekers travelling to Coogee and Botany. Botany Old Road later became the basis for Anzac Parade and Bunnerong Road.[137]

Early use of the Randwick area included hunting parties chasing kangaroos, dingoes and deer (introduced for sport); herdsmen looking after stock; and timber crews harvesting trees.[138]

Not long after it was set aside, parts of the common began to be separated for different uses. The eastern part of the common included a large area of swamp land known as the Lachlan Swamps (Figure 2.56). During the 1820s this area was declared a water reserve and protected so that it could serve as a fresh water supply for the growing colony (Figure 2.55). It became known as the Lachlan Water Reserve (now Centennial Park) and served as Sydney's sole water supply from 1837–1858.[139] Surveyor and Civil Engineer, John Busby, was engaged in 1826 to devise a replacement water supply for Sydney, the Tank Stream no longer being adequate. His proposal was to bring fresh water by tunnel from the Lachlan Swamps to a reservoir located at Hyde Park. Construction of this tunnel, known as Busby's Bore, commenced in September 1827 and was completed in 1837, built by convict labour. The location of the tunnel is shown in Figure 2.57. It passes to the north and east of the study area.[140]

Between 1841 and 1848, part of the common along South Head Road (now Oxford Street) was allotted for the construction of Victoria Military Barracks (Figure 2.58).[141] The first sporting venues associated with the common appear to have been the Military Cricket Ground and rifle range established in 1852, just south of the barracks.

The area that would become Moore Park at this time consisted of a series of gently rolling sand hills, three water bodies and varied scrub vegetation. The sand hills were named Mount Steele, Mount Rennie, Constitution Hill and Mount Lang. Mount Steele, Mount Rennie and Constitution Hill were located to the west of Anzac Parade beyond the study area and were greatly modified when the common was transformed into parkland. Mount Lang was located across from the NSW Cricket Ground and was modified during the 1940s. By the mid-nineteenth century, the future Moore Park area had become eroded and barren. This was partly due to its sandy consistency and also because of years of timber cutting. By the 1860s, it was necessary to stabilise the soil and Charles Moore, the Alderman; and Charles Moore, the Director, of the Sydney Botanic Gardens planned a series of plantings of indigenous shrubs and couch grass. The shrubs failed, but the couch grass succeeded quickly, causing the disappearance of native vegetation.[142] Although dating from 1881, Figure 2.60 provides some indication as to the appearance of Moore Park at this time.

2.4.3 Infrastructure and Development: 1866–World War I

In 1861 the whole of the Sydney Common came under the control of the Sydney Council[143]; and it was the Sydney Council who in 1866 established Moore Park. Council dedicated 378 acres (153 hectares) of the northwest section of Sydney Common as a recreation ground for the public to help alleviate the growing pressure for outdoor activities, particularly organised sports. They called the area Moore Park in 1867 after Charles Moore, Mayor of Sydney City Council from 1867 to 1869; and it became a centre for major sporting events and entertainment (Figure 2.61).[144] The 378 acres of Moore Park straddled both sides of Botany Old Road and was bounded on the south by Lachlan Mills Estate and Randwick Racecourse (established in 1832); on the west by Dowling Street (now South Dowling Street); and on the east by the Lachlan Water Reserve. The northern boundary was created in 1868 when Moore Park Road was built to reduce trampling along the northern edge of the park, and planted with a row of 16 Moreton Bay Figs (Figure 2.61).[145] Centennial Park was not laid out until 1886.

In 1869 Botany Road was straightened and renamed Randwick Road, planted with a double row of Norfolk Pines and another row of alternating Morton Bay Figs and Monterey Pines.[146]

Sydney's new steam-operated tramway, which initially ran along Elizabeth Street in the city, was extended to Randwick Racecourse in 1879 in time for the spring racing carnival. The route of this line (the first extension beyond the city) included a line running parallel with Randwick Road, with stops at Moore Park and a loop line that crossed Moore Park to service the cricket ground and the agricultural showground (Figures 2.61 and 2.72). Between 1914 and 1921, a deviation was added to the line to include an entry into Driver Avenue from Moore Park Road, running along the front of the cricket ground to join the original loop track (Figure 2.67). Steam trams continued to service the southeastern suburbs until the turn of the century when the whole service was electrified.[147]

Zoological gardens were established in 1879 within the southwest corner of Moore Park, just south of the proposed CSELR alignment (Figure 2.61). The gardens greatly benefited from the new tramline which had a stop at Moore Park. The zoological gardens remained on this site until 1916 when the animals were transferred to the newly established zoo at Taronga Park. On the eastern side of Moore Park, the Royal Agricultural Society Showground, the Sydney Cricket Ground and the first course of the Australian Golf Club were established in 1882 (Figure 2.61).

The population boom during the second half of the nineteenth century, as well as the extension of leisure time for workers, increased the public usage of the park and further recreation facilities were created. The Sydney Sports Ground fronting Moore Park Road was established in 1899 and the ES Marks Athletics Field south of Dacey Avenue was built in 1906. These developments, in addition to the allotments along the edges of the park, were sold to pay for Moore Park infrastructure and development and contributed to reducing the size of Moore Park from its original 378 acres (153 hectares) to the 296 acres (120 hectares) it is today.[148] A pavilion associated with the playing fields was constructed on the corner of Lang Road and Anzac Parade around 1904 (Figure 2.68). This pavilion remains on the site and is currently part of the Parklands Sport Centre.

2.4.4 Twentieth-Century Development: 1918–Present

In 1908 administration of Moore Park was transferred to the Department of Agriculture and this arrangement continued until 1984.[149]

In 1917 Randwick Road was widened and renamed Anzac Parade, created as Sydney's most important boulevard to commemorate the Anzac Troops. The failed Monterey Pines planted in 1868 were replaced with Port Jackson Figs; and the central decorative median strip was planted with Canary Island Palms (Figure 2.62). The opening of Anzac Parade was marked by the erection of the Anzac Parade Obelisk, originally located at the entrance into Anzac Parade near Moore Park Road (Figure 2.63). The sandstone monument, designed and constructed by RH Brodrick (the city architect), stood on a stepped plinth and contained a laurel wreath and two bronze plaques. It originally had two gas lights attached to the centre of the obelisk which were removed in the 1930s (Figures 2.64).[150]

Following the closure of the zoological gardens in 1916, the land it had occupied was transferred to the Department of Education. Sydney Girls High was built on part of the site in 1920 and Sydney Boys High opened in 1928. Some of the plantings and old structures from the zoo were integrated into the landscape of the schools (Figure 2.67).[151]

In 1932 the first school age supervised playground was established in Moore Park by the city council. It was located on land in the northernmost portion of the site (Figure 2.72).

During World War II a series of air raid trenches were built in various parts of Moore Park (Figure 2.66). Most were constructed in early 1942 as the threat of a Japanese attack was real, particularly after an attack by Japanese midget submarines in Sydney Harbour in May of that year. Trenches were constructed in a number of Sydney's parks and gardens for workers, with most being filled in by late 1944 when the danger had passed. The trenches were mainly cut to a depth of approximately 2m, lined with sandbags and sheets of iron to stabilise the sides. Examples have recently been uncovered at Little Bay that are associated with the former Prince Henry hospital site, with concrete-filled sandbags remaining in situ.

In 1947 Anzac Parade was asphalted[152] and by the 1960s the Canary Island Palms along the central median strip had been replaced by canna lilies (Figure 2.65 and 2.78).

The tramway continued to operate along Anzac Parade until October 1960 when the trams were replaced by buses on this route (trams were being phased out across Sydney at the same time) (Figures 2.68–2.71).[153] The buses continued to operate along the same routes as the trams; in most cases down the eastern side of Anzac Parade.

In 1984, the Centennial Park and Moore Park Trust was appointed to administer all of Centennial Park and Moore Park; and from 1990 they also administered the Moore Park Golf Course.[154]

During the preparation for the Sydney Olympics in 2000 and the construction of the Eastern Distributor, Anzac Parade was widened and the planted median strip along the centre of Anzac Parade was removed and replaced by a narrow cement strip and iron railing fence. An entrance to the Eastern Distributor road tunnel was built at the northern end of Anzac Parade, for which the obelisk to be moved to its current location.

In 2001 Federation Way was constructed as one of three capital projects to celebrate the Centenary of Federation under the Federation Fund. Its location was the site of an originally planned grand western entrance into Centennial Park which had never been constructed. This entrance had been designed to link Moore Park and Centennial Park. The roadway (now known as Federation Way) was originally called 'Old Grand Drive' and ran parallel to Lang Road, and from Anzac Parade (Figure 2.67) to the Robertson Road Gates of Centennial Park. The new gateway, designed by Alexander Tzannes (who also designed the Federation Pavilion in Centennial Park), was based on original plans for the gateway from 1886.[155] The scope of works eventually undertaken in 2000 included resurfacing of the two lanes of Federation Way, lighting, landscaping and incorporation of the boulevard of figs, oaks and pines into the interpretation of 'Old Grand Drive'.[156]

Figure 2.54 Plan of the Town of Sydney showing the Sydney Common as set aside by Governor Macquarie in 1811. The Road to Botany is shown running north to south through the common. The Moore Park Area relating to this study lies within the limits of the common to the west of Botany Road. The proposed route of the CSELR is shown overlaid as a red line. (Source: SLNSW)

Figure 2.55 Parish Map showing the area of Sydney Common now reserved for the supply of water to the Town of Sydney. The proposed route of the CSELR is shown overlaid as a red line. (Source: Department of Lands)
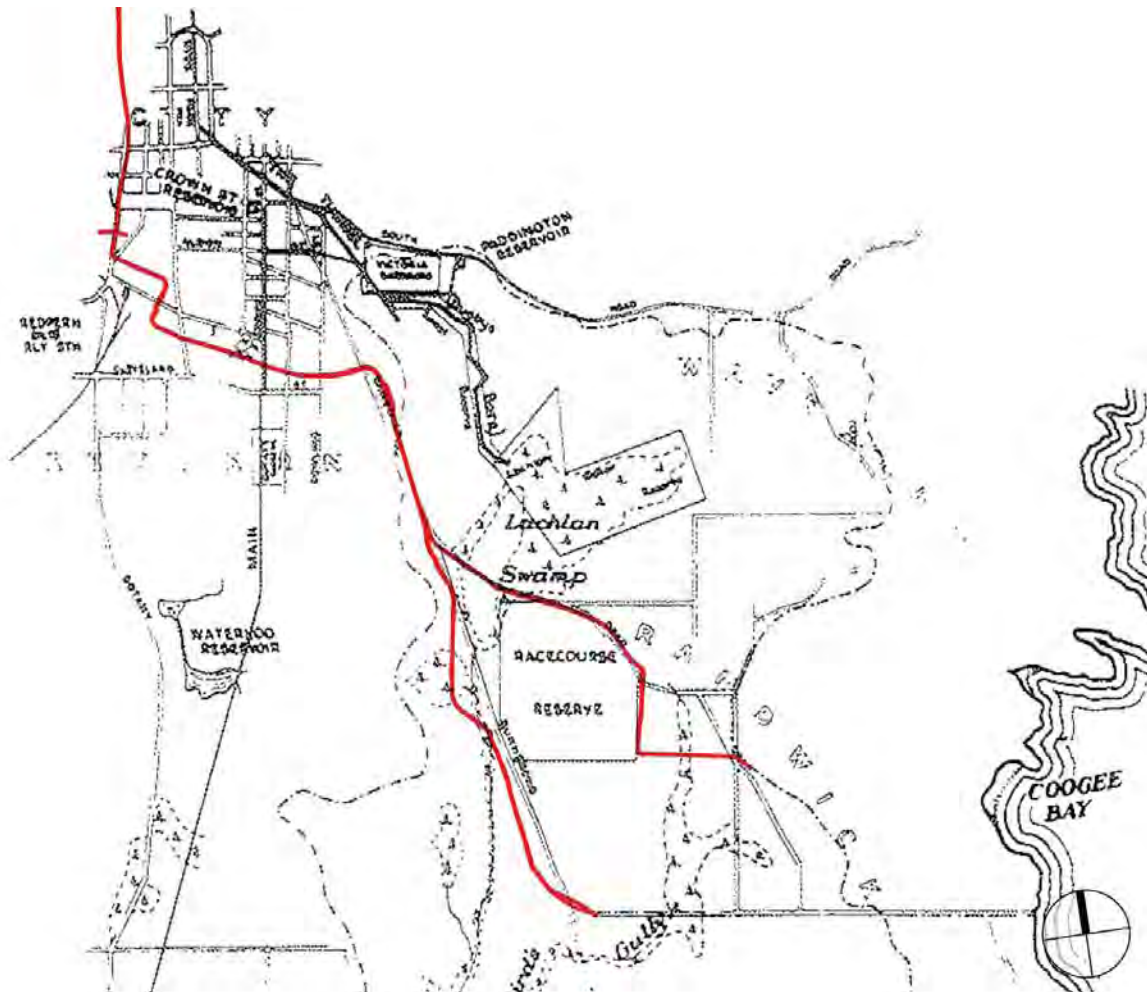
Figure 2.56 Detail of an 1866 plan showing Lachlan Swamp and part of the water reserve with the racecourse south of Lachlan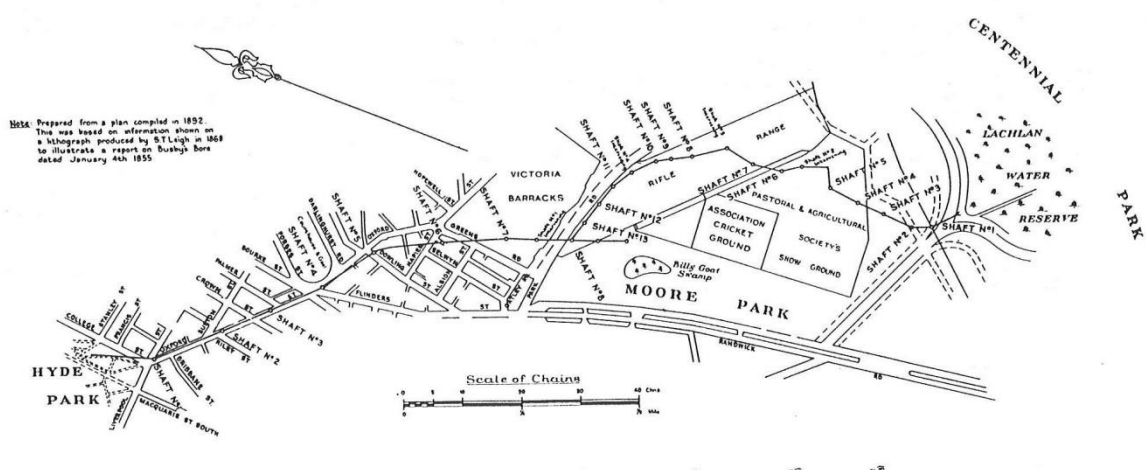 Swamp. The old Botany Road (Randwick Road) and the newly built Bunnerong Road are also visible. The proposed route of the CSELR is shown overlaid as a red line. (Source: SLNSW)

Figure 2.57 This Plan of Busby's Bore was compiled in 1892 based on a lithograph from 1869 to illustrate a report on Busby's Bore from 1855. It shows the location of the tunnel and shafts of Busby's Bore from Lachlan Swamp (Lachlan Water Reserve) to Hyde Park. The tunnel and shafts lie outside the study area. (Source: Busby's Bore, *Sydney Water Board Journal*, July, 1962, p 34)

Figure 2.58 1854 Woolcott and Clarke Plan showing Botany Old Road (Anzac Parade) running through the common in the vicinity of Moore Park. The military barracks are shown fronting Old South Head Road. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)

Figure 2.59 Painting by Samuel Elyard looking across Moore Park to Old Botany Road (Anzac Parade). Shown is part of the Lachlan Swamp and the Toll House constructed in 1860 on the corner of what is now Cleveland Street and Anzac Parade. This Toll House, though extended and modified, remains on the site and is now included as part of the golf club land. (Source: SLNSW)
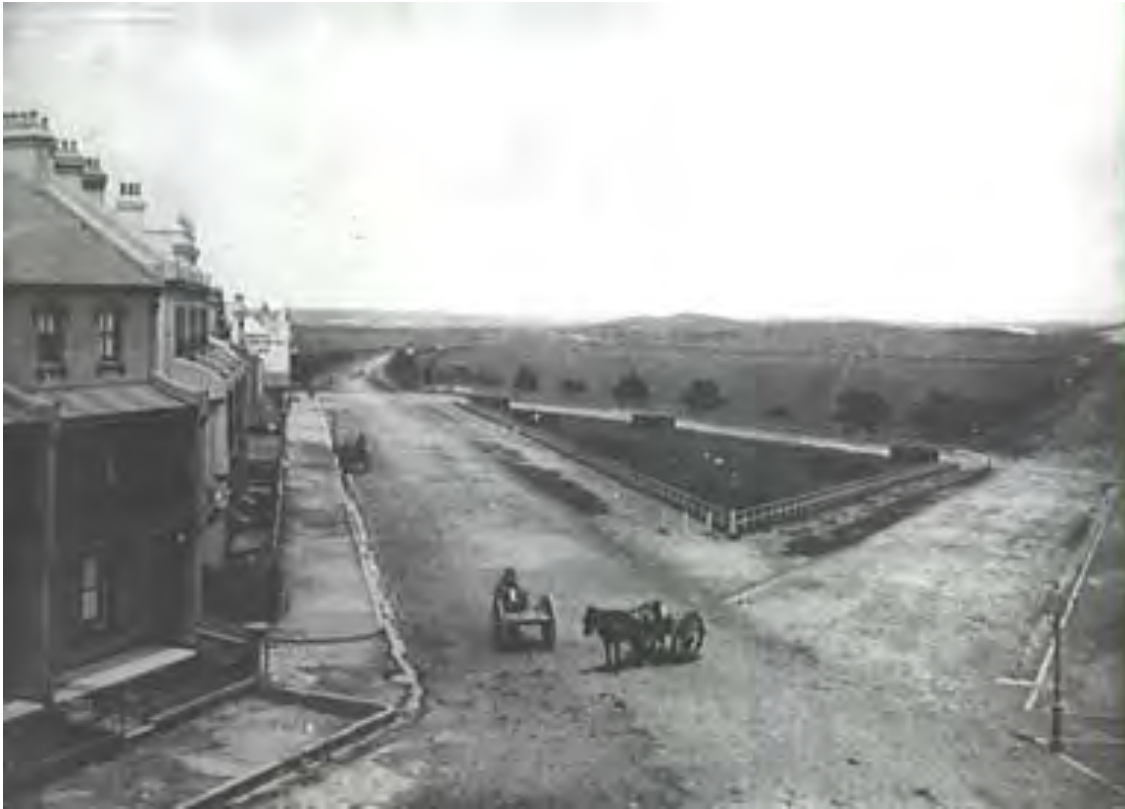
Figure 2.60 An 1881 image looking south along Anzac Parade from the corner of South Dowling Street. (Source: Randwick Local Studies Collection)
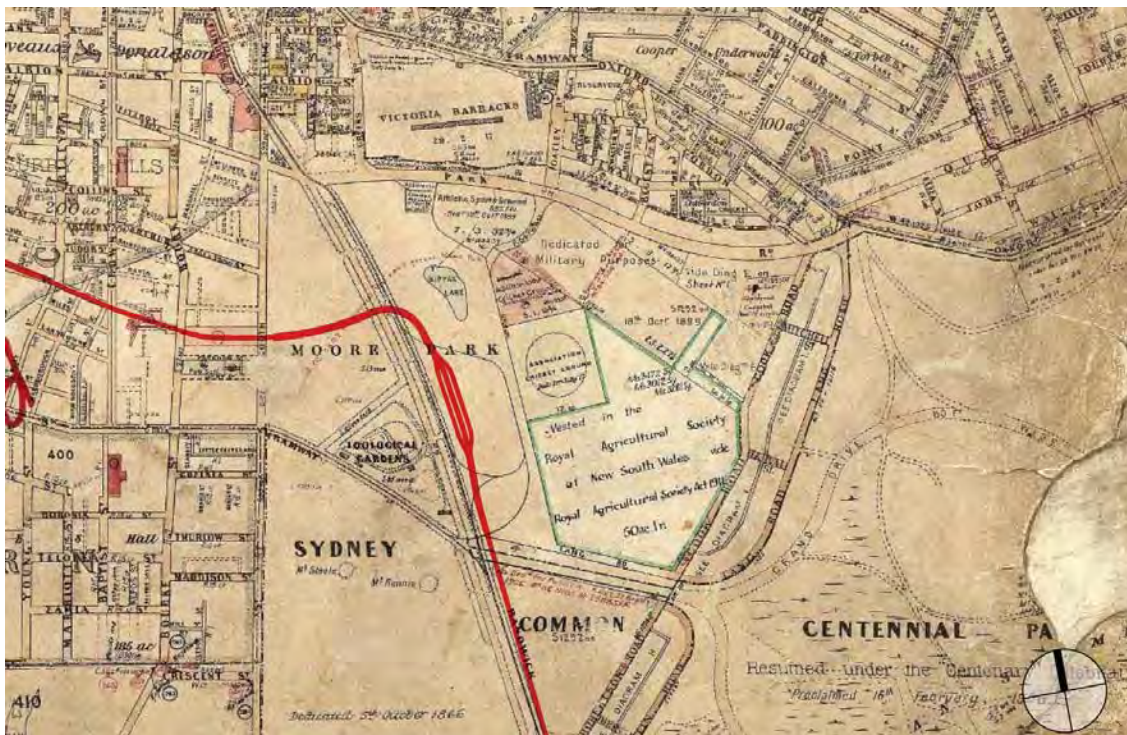
Figure 2.61 An 1884–1914 Parish Map showing the location of the tramway running along the eastern side of Randwick Road, and the loop in front of the Cricket Ground and return to the main line. Also shown are the Zoological Gardens within Moore Park and the area set aside for the Royal Agricultural showground, the cricket ground and the sports ground. The entrance from Anzac Parade into Centennial Park (now Lang Road and Federation Way) is shown. The proposed route of the CSELR is shown overlaid as a red line. (Source: Department of Lands)

Figure 2.62 Anzac Parade in the 1920s showing the Canary Island palms that once lined the median strip and the Port Jackson figs planted in 1917. (Source: City of Sydney Archives)

Figure 2.63 A 1926 view of Anzac Parade looking south from near Moore Park Road. The obelisk is shown located near the entrance to Anzac Parade. Note the gas lights attached to the obelisk. The Port Jackson figs are shown lining the sides of the road. A tram car can just be seen running along the eastern side of Anzac Parade east of the trees. (Source: City of Sydney Archives)

Figure 2.64 1930s Anzac Parade looking south towards the obelisk. Note tram tracks heading along eastern side of Anzac Parade and the memorial gates and horse trough. The gas lights are no longer visible on the obelisk. (Source: City of Sydney Archives)

Figure 2.65 1938 view of Anzac Parade looking south from Cleveland Street to Darcy Street. (Source: City of Sydney Archives)

Figurer 2.66 1943 aerial photograph of Moore Park with tramlines just visible running parallel with the trees along the eastern side of Anzac Parade. Note the air raid shelters within Moore Park in the northern part of the park on both sides of Anzac Parade, south of Cleveland Street and south of Land Road. Zigzag trenches can also be seen along South Dowling Street. The children's playground is shown in the northwestern tip of the park near the corner of Anzac Parade and South Dowling Street. The area of Moore Park across which the CSELR is planned to travel is shown as vacant except for the air raid trenches. (Source: Department of Lands)

Figure 2.67 The 1937–1957 Civic Survey showing the extended tram route with entry to Driver Avenue from Moore Park Road. The originally planned Grand Drive is shown along the southern boundary of Lang Road. The triangular loop between Cleveland Street and Lang Road was known as the Anzac Parade Junction and a tram waiting shed was located there. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)

Figure 2.68 A 1953 image near Anzac Parade Junction, on the corner of Anzac Parade and Lang Road looking south showing the current Parklands Sport Centre pavilion (tennis pavilion) on the left. On the far right can be seen a glimpse of the tram waiting shed demolished in the 1960s. (Source: City of Sydney Archives)

Figure 2.69 A 1953 view of Anzac Parade Junction on the corner of Cleveland Street and Lang Road, looking north. The Cleveland Street line is veering left. In the centre of the image is the tram waiting shed which was demolished in the 1960s. On the far right is the corner of the Parklands Sport Centre Pavilion (tennis pavilion) still located on the site. (Source: City of Sydney Archives)
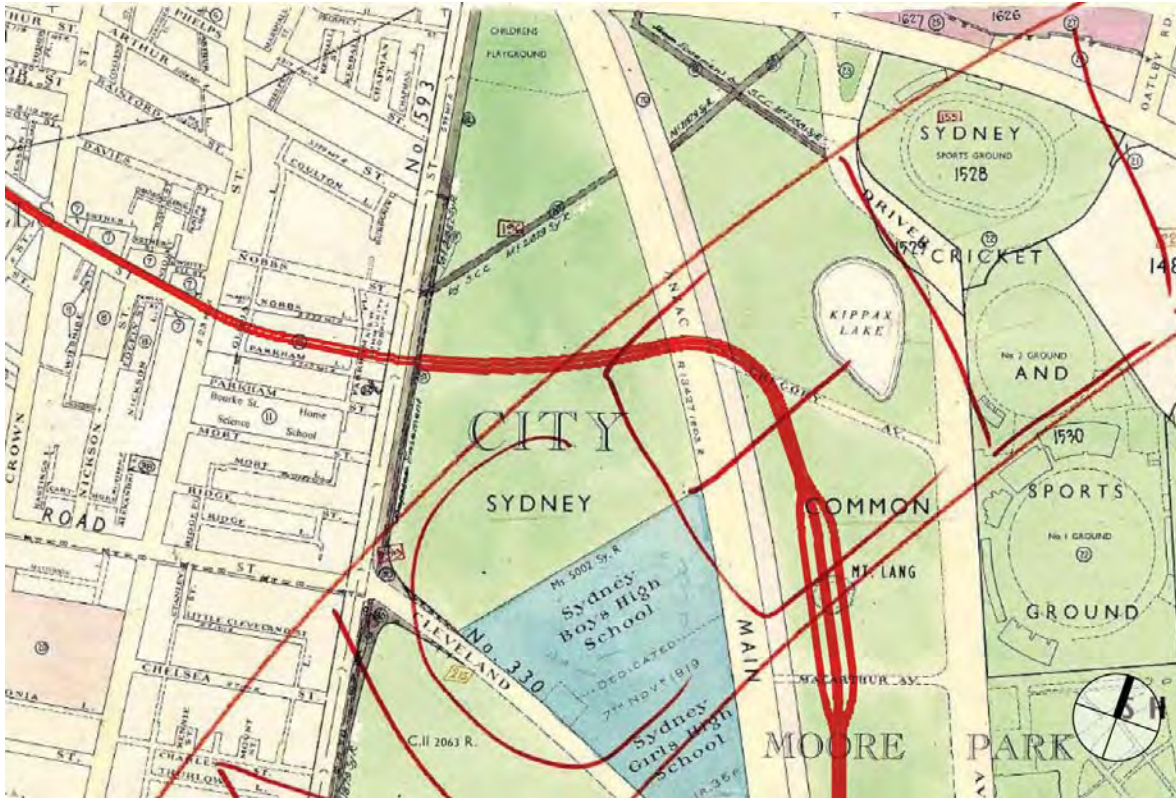

Figure 2.70 A1954 view of trams on the eastern side of Anzac Parade looking south near Robertson Road. Note the signal box to the left of the tram. (Source: City of Sydney Archives)

Figure 2.71 A 1956 view of Anzac Parade with the Anzac Obelisk still in its original location. The Canary Island palms have been removed the median strip. (Source: City of Sydney Archives)

Figure 2.72 A 1969 Parish Map showing a drainage pipe running west to east across Moore Park just north of where the CSELR is proposed to run. The tramlines are no longer shown along the eastern side of Anzac Parade. The proposed route of the CSELR is shown overlaid as a red line. (Source: Department of Lands)

2.5 Kensington/Kingsford Precinct (Alison Road to Nine Ways, Kingsford)

2.5.1 Introduction

The Kensington/Kingsford precinct extends south along Anzac Parade from Alison Road through Kensington past the University of New South Wales; and finishes in Kingsford just south of the intersection of Anzac Parade with Bunnerong Road.

2.5.2 Swamps, a Mill, a Racecourse and a Toll Bar: c1800–1890s

The area now included in the suburb of Kensington was, in the nineteenth and early twentieth centuries, a swampland traversed by the Lachlan Stream.[157] This area lay south of Macquarie's 1000 acre common and southeast of the Surry Hills farm (Figure 2.55).

From 1814 until 1832, a water-powered mill operated on the bank of the Lachlan Stream, near what is today Todman Avenue, producing paper, cloth and, later, flour.[158] This land, 520 acres, was granted to emancipist Samuel Terry in 1819 on condition that he employ five convicts and construct a 12 horsepower mill. Terry called his land the Lachlan Mills Estate (Figure 2.77).[159] When Solomon Levey and Daniel Cooper purchased Terry's Lachlan Mill Estate in 1825, noxious industries were attracted to the swamplands. Near the corner of what is now Anzac Parade and Bowral Street, two wool-washing industries were established on the Lachlan Stream. Wool-washing was a polite term for an industry which gained the maximum usage from a dead sheep.[160] From 1853 rough settlements of one and two room shanties sprang up in the sand hills of the Lachlan Mills Estate to house the workers.[161] In the mid-1860s Daniel Cooper planned to level the

shanties and subdivide the land for a new town to be called 'Epsom'. His plans were stopped by the colonial authorities who feared the development would further pollute the Lachlan Stream and swampland from which Sydney drew its water. The estate was then abandoned except for a few low roofed shacks.[162] This estate lay on the western side of what is now Doncaster Avenue. Land on the eastern side of Doncaster Avenue remained as crown land.

In December 1832 a group of prominent colonists, including Sir John Jamison and Colonel Kenneth Snodgrass, petitioned Governor Bourke for a portion of land to set aside as a racecourse close to Botany Road.[163] Botany Road at this time continued east along what is now Alison Road. The area of crown land chosen lay just to the south of the Sydney Common, and east of the Lachlan Mills Estate (Figure 2.77). This land had already been cleared and improved as a training track and was surrounded by tea tree shrubs (Figure 2.83).[164] The land was sandy and the racetrack became known as the 'Sandy Course'. Racing discontinued on this track in 1838, not to begin again until the late 1850s. In 1863 the land (220 acres) was officially granted to the Australian Jockey Club (AJC) and became known as Randwick Racecourse.[165]

Early Sydney roads were often managed by road trusts created by the colonial government to spread some of its financial responsibilities and allow new roads to be created.[166] Old Botany Road was managed by the Randwick and Coogee Road Trust; and in 1849 the Randwick Toll Bar Cottage was built on what is now the junction of Alison Road and Anzac Parade (Tay Reserve) (Figures 2.83 and 2.84).[167] This toll house collected tolls from travellers journeying from Sydney along Botany Road (now Alison Road) to La Perouse. The Toll Bar made much revenue on race days, charging twopence for a horse and sixpence for a horse and cart. Rural traffic was charged one farthing per head for lambs, pigs goats, and a halfpenny for oxen.[168] The toll gate became known as the Randwick Tollgate and was administered by the Randwick and Coogee Road Trust until 1869 when an Act of the Governor and Legislative Council transferred the management of the Road to Sydney and Randwick Councils.[169] Tolls ceased to be collected around 1890 and the Randwick Toll House was demolished and cleared in 1909.[170] Another toll house built in 1860 stood near the corner of Cleveland Street and Anzac Parade. This building, though extended and modified, still remains on part of the golf club land and operates as a golf club depot and store.[171]

Bunnerong Road was not built until the 1860s and was never a trust road. It was constructed by the government along an existing track (Figure 2.77) and described in 1864 as 'a good highway formed by the government.'[172] Bunnerong Road originally ran from the current junction of Alison Road past the southwest corner of Randwick Racecourse, almost to Botany Bay (Figure 2.78).

2.5.3 Suburban Development: 1890s–1940s

The suburb of Kensington began to develop in the late 1800s when the former Lachlan Mill Estate was no longer required as a water reserve for Sydney and the ban on development of the water supply area was lifted. This freed Samuel Cooper, now the owner of the Lachlan Estate, to subdivide and sell the land.[173]

In 1889 a town planning competition was held for a model design for the new suburb to be known as the new 'Model Suburb' of Kensington.

The winning entry, entitled 'Rus in Urbe' envisioned

> *The principal feature of the main Boulevard… which is the main artery for traffic. It is designed two chains in width and comprises two roadways for light and local traffic and a central one for tram and heavy traffic. Two*

outer and two inner footpaths provide for foot traffic and general promenading, the inner ones being planted down the centre with suitable trees.[174] (See Figures 2.80 and 2.81.)

The first area to be released for sale was the triangle now bounded by Doncaster Avenue, Anzac Parade and Alison Road. These lots were all substantial in size (Figures 2.81–2.82).[175] Lots west of Anzac Parade became available from 1895 (Figure 2.73). While only the wide streets were retained in the eventual layout of the Kensington area, the imposed £300 per dwelling limit saw the area around Todman Avenue develop rapidly with substantial dwellings. Much of Kensington, however, remained undeveloped until the land boom of the 1920s.[176]

Adjoining Randwick Racecourse to the south, Kensington Racecourse (now the site of the University of NSW) was established in 1890 on former crown land. It was one of several pony courses established in Sydney during the late nineteenth century. These courses were popular with spectators as they were less formal and did not have the restrictions imposed by the AJC standards. Seen as the working classes races, these clubs were viewed with suspicion by the AJC and polite society at large. They were popular, however, with over 200 race days held in Sydney at these clubs in 1905.[177] The Kensington Racecourse was not in direct competition to Randwick Racecourse because it ran a variety of races and events and drew a different type of crowd. It operated until 1942.[178] Beyond Kensington Racecourse was crown land which was not developed until the 1920s (Figure 2.79).

In 1900 the tram was extended to the new Kensington Racecourse, and by 1911 there were approximately 249 dwellings at Kensington.[179]

Another sporting venue which opened in this same area was the ES Marks Athletic Field, built within the southern boundary of Moore Park and fronting what would become Anzac Parade (then Bunnerong Road). The ES Marks Athletic Field opened in 1906.[180]

In 1917 Randwick Road was widened and renamed Anzac Parade. At the point it reached what is now Alison Road, it did not continue along this road as Randwick Road had previously done; but was extended south along Eastern Avenue and Bunnerong Road past Kensington Racecourse (Figure 2.85). At the junction with Rainbow Street and Gardeners Road, it left the path of Bunnerong Road, turning southeast past Long Bay Gaol and then onto Botany Bay. A wide planted median strip was also created for this southern part of Anzac Parade as it became part of the boulevard of remembrance for the Anzacs.[181]

The 1920s represented the most important phase of development in Kensington and saw most of the area built upon. Further areas were opened up for subdivision, including the area between Anzac Parade and what is now the Australian Golf Club, which was subdivided as the Kensington Golf Links Estate.[182] The interwar housing of this estate included many rows of Californian Bungalows. Along Anzac Parade, shops were constructed, including two-storey shop residences, creating a retail strip. The Doncaster Hotel was built on the eastern side of the road in 1922–1923.[183] This growth phase also spread further south to what is now Kingsford. An aerial photograph from 1943 shows the density of development in the area at this time (Figure 2.85).

When Randwick Toll Bar Cottage was demolished in 1909, a toll bar monument was erected on the site (since removed) (Figure 2.84). The Kensington subdivision and road developments saw this land become isolated and set aside as Tay Reserve. Currently, Randwick Council have 'permissive occupancy' over the reserve.[184]

2.5.4 University of NSW, NIDA and Unit Development: 1940–Present

From the 1940s, following the cessation of racing, the Kensington Racecourse was occupied by the military, and was also used as Kensington Migrant Reception Depot.[185] New migrants were taken here immediately after arriving in Australia, where they were provided with temporary accommodation, received ration coupons and assistance in finding employment.[186]

In 1947 it was announced that the old Kensington Racecourse was to become the new site of New South Wales University of Technology (now the University of NSW).[187] Purchase of the site was finalised in 1951 and the demolition of the old buildings, mostly along High Street (Figure 2.85), and the construction of the new university buildings began immediately.[188] By 1968 the university had grown from nothing to 15,000 students.[189]

In 1958 NIDA was established in part of the university grounds, and in 2001 their new purpose-built building on Anzac Parade, opposite the entrance to UNSW, was opened.

From the 1930s, but especially after the university opened in the 1950s, apartment buildings began to be constructed in the Kensington area. Today close to 60% of all dwellings in Kensington are apartments with many three storey walk-ups constructed during the 1970s. These apartments are primarily located in and around the Kensington town centre.[190]
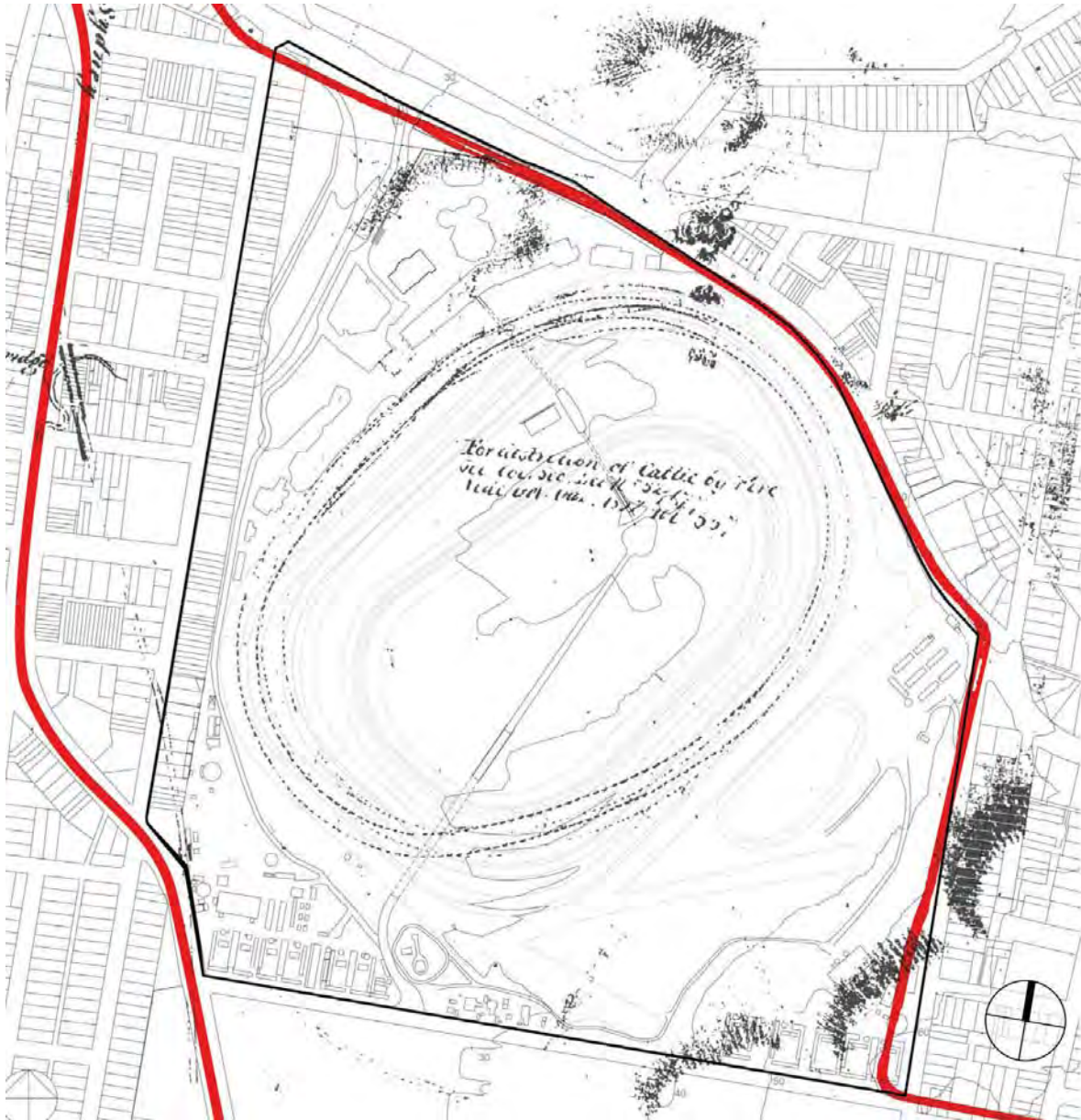
Figure 2.73 An 1832 plan of Royal Randwick Racecourse showing the surrounding sand hills and creek lines overlaid on current cadastre. The proposed route of the CSELR is shown overlaid as a red line. (Source: State Records Map No. 5538, from Godden Mackay Logan, Royal Randwick Racecourse Conservation Management Plan, December 2006, prepared for the Australian Jockey Club)

Figure 2.74 An 1869 Sydney Water Commission plan showing wetlands of Moore Park. The proposed route of the CSELR is shown overlaid as a red line. (Source: SLNSW)
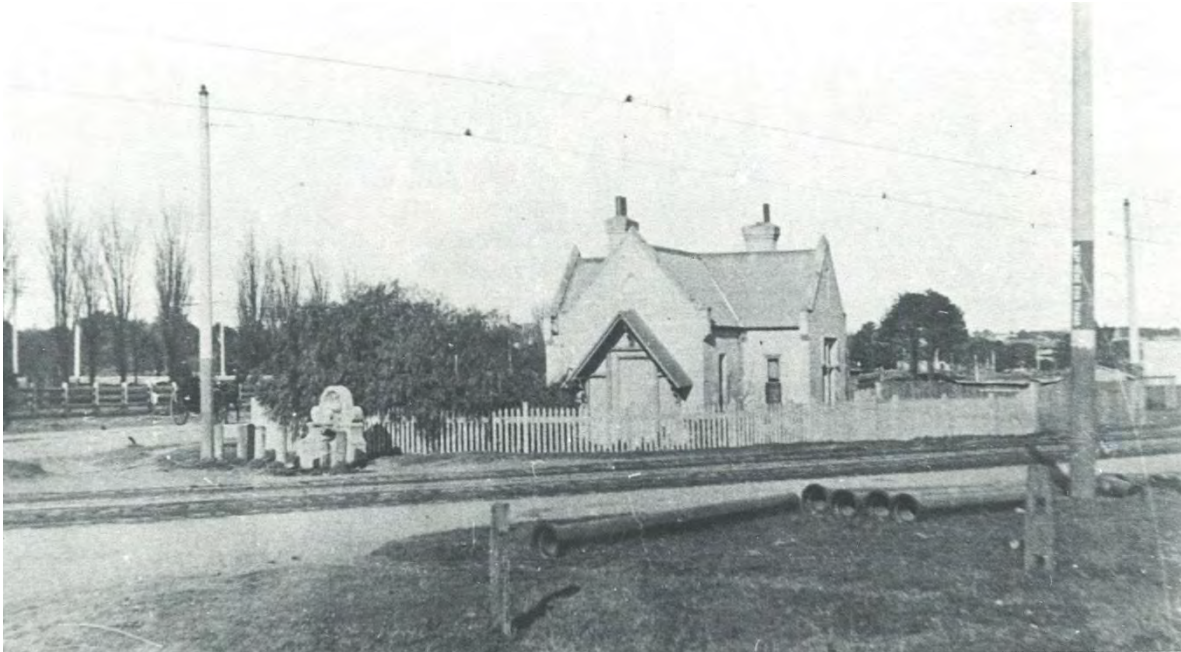
Figure 2.75 An 1890 view of the Toll Bar Cottage built in 1849 near the corner of Alison Road and Anzac Parade on the site of the current Tay Reserve. (Source: Randwick: A Social History, 1985, p 53)

Figure 2.76 Early twentieth century view looking south towards Tay Reserve following the demolition of the Toll Bar Cottage. Dacey Avenue is shown to the right of the image. Alison Road heads off to the left and Anzac Parade (then Bunnerong Road) is shown heading south from the centre of the image. Note the trams and tram wire that cross this intersection. (Source: SLNSW)
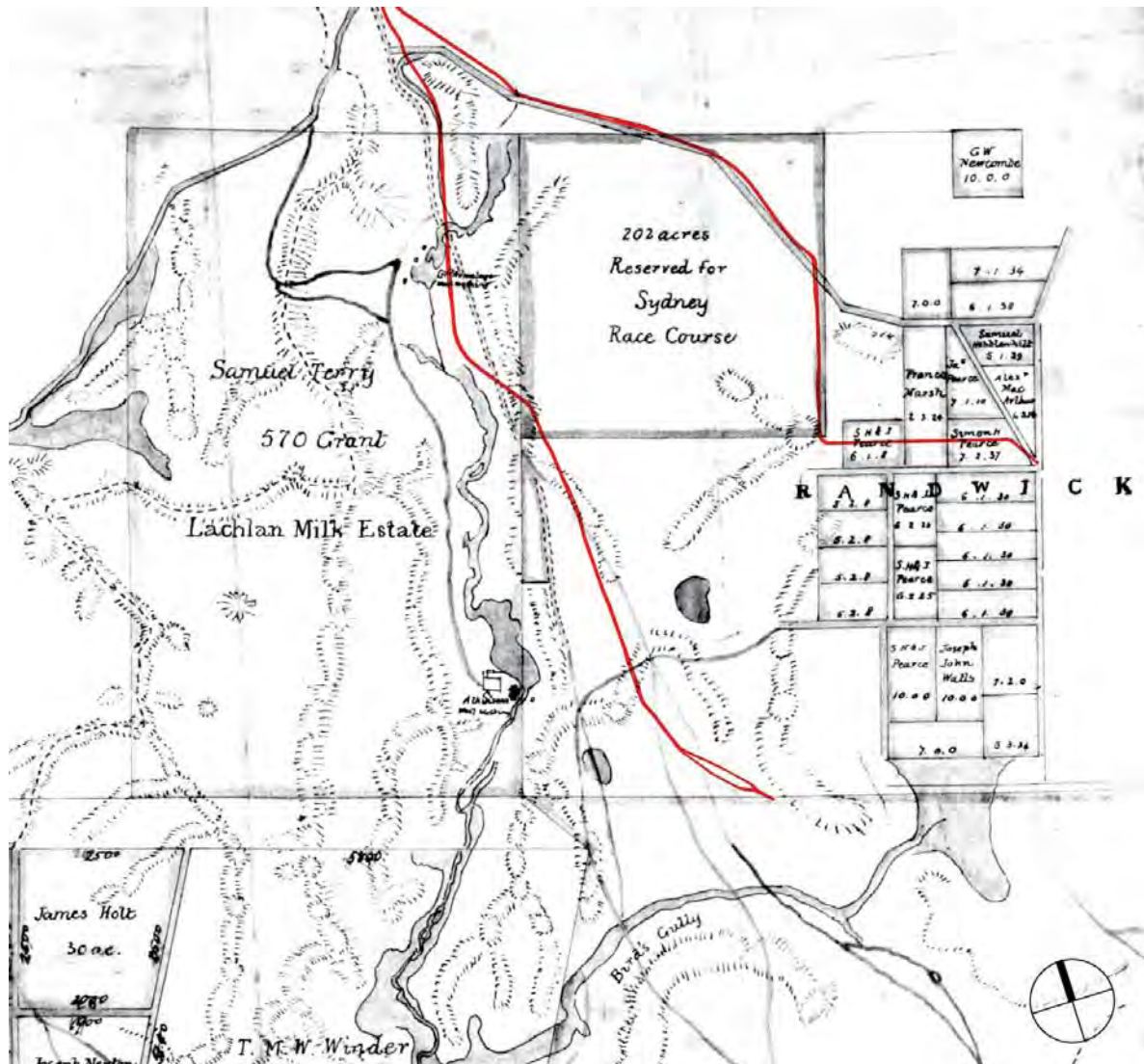
Figure 2.77 1853 plan of the Parish of Botany showing the area reserved for the Randwick Racecourse and Samuel Terry's 570 acre Lachlan Mill Estate. The Old Botany Road runs across the northern side of the racecourse and Bunnerong Road (now Anzac Parade) appears as a track extending from Old Botany Road, past the southwest corner of the racecourse. The proposed route of the CSELR is shown overlaid as a red line. (Source: SLNSW)

Figure 2.79 Part of the 1892 plan of the Municipality of Randwick by Higginbotham and Robson. Old Botany Road (now Randwick Road) is shown curving east along what is now Alison Road. The beginnings of the new Kensington subdivision is shown locating Eastern Avenue which later became part of Anzac parade, connecting with Bunnerong Road which runs past Kensington Racecourse. Land on the southern side of Kensington Racecourse is shown as crown land. (Source: SLNSW)
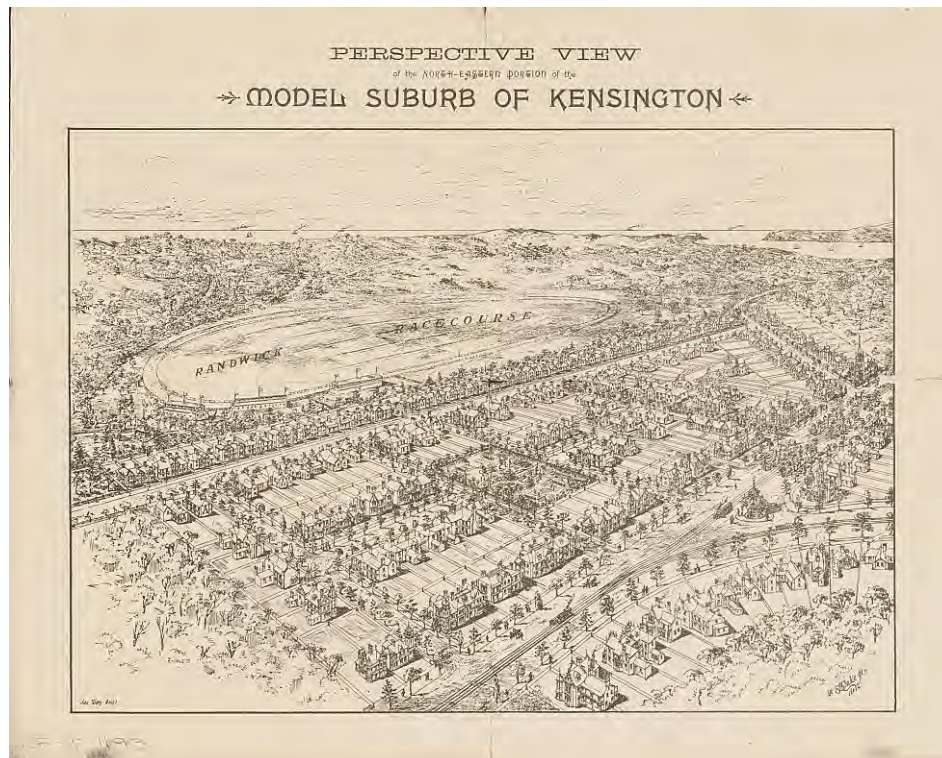
Figure 2.80 An 1891 Plan of the Model Suburb of Kensington. The road extending south from the bottom of the page is Eastern Avenue that would later form part of Anzac Parade. Bunnerong Road can 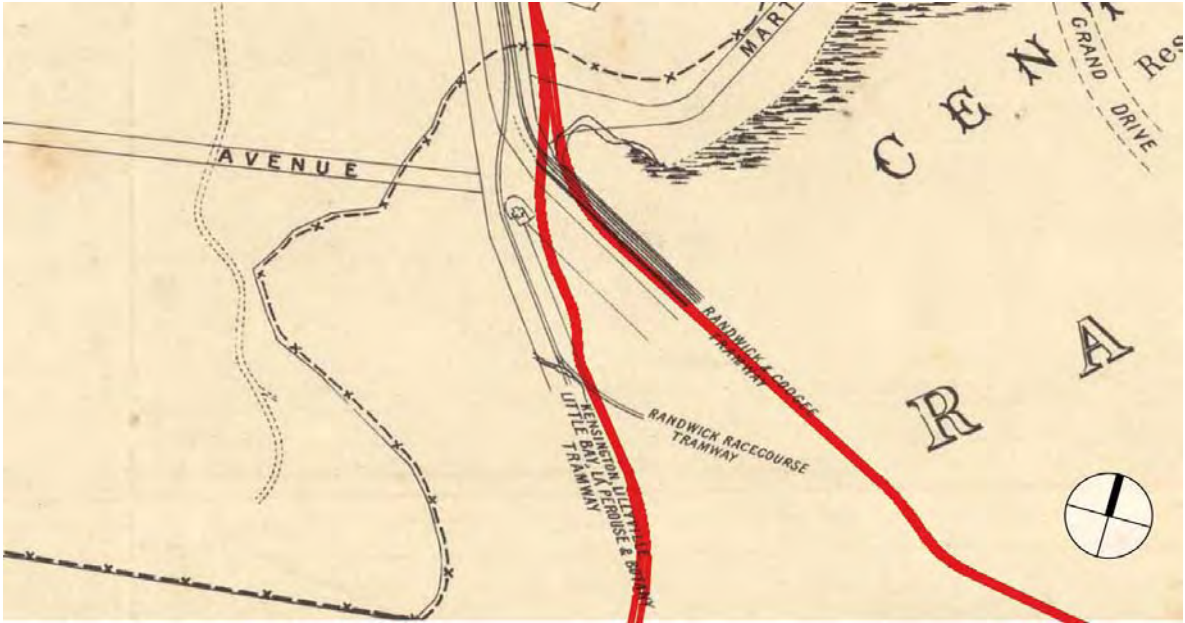be seen heading off at an angle towards Botany Bay in the distance. Note the substantial allotments planned for this subdivision. Also note that the land on the eastern side of Bunnerong Road that would later become Kensington Racecourse is shown as undeveloped land. (Source: National Library of Australia)
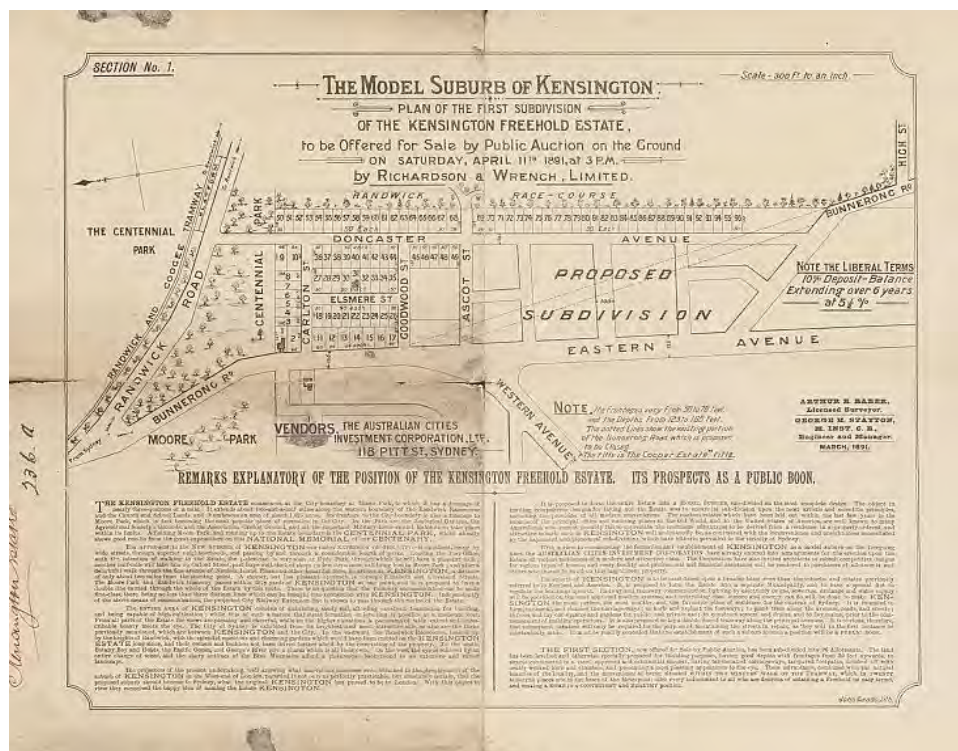
Figure 2.81 An 1891 plan of the first subdivision of the Model Suburb of Kensington. Tay Reserve is shown as part of Centennial Park. Anzac Parade is shown as Bunnerong Road near the junction with Randwick Road and as Eastern Road within this new subdivision. (Source: National Library of Australia)

Figure 2.82 An 1890s subdivision of Kensington showing development that has already taken place along Anzac Parade. Note the large allotments containing multiple residents. Tay Reserve is still part of Centennial Park at this time. (Source: SLNSW Subdivision Plans Randwick)

Figure 2.83 A 1903 Civic Plan showing the location of the Toll Bar Cottage on the corner of Alison Road and Anzac Parade. This building was demolished in 1909. The proposed route of the CSELR is shown overlaid as a red line. (Source: City of Sydney Archives)

Figure 2.84 A parish map from 1929 showing the intersection of Anzac Parade and Randwick Road (now Alison Road). The proposed route of the CSELR is shown overlaid as a red line. (Source: Department of Lands)

Figure 2.85 A 1943 aerial photograph showing development in Kensington and Kingsford at this time. Note the density of residential development within the area. The land now occupied by NIDA is still shown as vacant land. Kensington Racecourse (now the University of NSW) is shown fronting Anzac Parade. The proposed route of the CSELR is shown overlaid as a red line. (Source: Department of Lands)

Figure 2.86 The Toll Bar Monument in Tay Reserve, now demolished. (Source: Randwick Local Studies Library Photo Gallery)

2.6 Randwick Precinct (Alison Road to Randwick)

2.6.1 Introduction

The Randwick precinct extends southeast along Alison Road past Randwick Racecourse. It then turns right into Wansey Road, left along High Street past the Prince of Wales Hospital finishing at the High Cross Reserve on the corner of Belmore Road and Avoca Street.

2.6.2 Early Land Use and Subdivision: 1820–1855

Randwick was included in the swampy scrubland that lay to the south and east of the Sydney Common. As mentioned in Section 2.4, this area was largely inaccessible with few roads or tracks. Old Botany Road was the main road through this area covering what is now Alison Road, and led to a small settlement at Botany Bay from at least 1813. Old Botany Road was officially laid out in the 1840s and, in the early days of the colony, government parties would travel along this road to the watchtower at Botany. The road was also used by hunters and fishermen; and later by pleasure seekers travelling to Coogee and Botany.[191] Early use of the Randwick area included hunting parties chasing kangaroos, dingoes and deer (introduced for sport); herdsmen looking after stock, and timber crews harvesting trees.[192]

The setting aside of land for Randwick Racecourse in 1833 on the southwestern side of Old Botany Road encouraged the beginnings of development in the area with the first land sales made in Coogee in 1834 and Randwick in 1839.[193]

In 1842, Simeon Pearce and his brother James arrived in Sydney from the English village of Randwick. They both married well and became prominent and influential citizens.[194] In 1847 Simeon Pearce purchased four acres of market garden in the Randwick district from George

Hooper, intending to go into business as a market gardener. This land lay east of what is now Botany Street and was part of an original 13 acres granted to ex-soldier Captain Francis Marsh. On this land Pearce built his home, a ten-roomed dwelling which he named Blenheim House. Pearce gave his address as Blenheim House, Randwick, and actively began promoting the name of Randwick for the district. From Pearce's own land surrounding Blenheim, he subdivided a few large residential allotments of over an acre. Clara Street was created at this time and named after one of Simeon and Alice's daughters.[195]

In 1849 Pearce was appointed Bailiff to the area, charged with policing the illegal clearing of timber, quarrying and dumping of nightsoil in the area. In 1851 he was a prominent member of the Randwick and Coogee Roads Trust and assisted in establishing early roads to the area, including Alison Road. It is thought that the name of the road resulted from the committee meetings taking place in the Queen's Arms Inn in Darlinghurst, which was run by a Mrs Alison.[196]

In November 1849, Pearce's title was changed to Commissioner for Crown Lands with an annual salary of £500. With this capital, and income from market gardens he had in Randwick, Pearce began a series of land deals that were to create the impetus for the development of the area. From 1850 Pearce began buying crown land, subdividing it and then reselling it to prominent merchants, businessmen and politicians in Sydney. Pearce also sold some land back to the government for the creation of High Street in 1852.[197]

At one time Simeon Pearce and his brother James owned nearly all the land in the village of Randwick (Figure 2.90).[198] An 1853 plan shows the early subdivision within Randwick and the numerous allotments purchased by Simeon and James Pearce (Figure 2.77). High Street is shown at the centre of this subdivision extending from what would become Wansey Road through to Avoca Street. Wansey Road, originally called Bourke Street, is shown on an 1860 map of the racecourse indicating it was constructed in the late 1850s (Figure 2.86). Thus Alison Road, Wansey Road and High Street are some of the earliest roads of the Randwick area.

2.6.3 Development of the Village of Randwick: 1856–1880

Even though land sales were healthy in Randwick, the area did not become well known until the foundation stone was laid for the Asylum for the Relief of Destitute Children on 8 May 1856.[199] This land bound by High, Avoca and Barker Streets had been purchased from Simeon Pearce in 1854. Much money was raised for the development of this institution and Edmund Blacket, who had been Colonial Architect from 1849 to 1854, was engaged to design the main asylum building. This structure was planned to house 400 children and was constructed of Hawkesbury Sandstone. It lay near the corner of High and Avoca Streets and was completed in 1857. A south wing was added in 1860 allowing the provision for 800 children.[200] The work was made possible by a bequest of £12,000 made in the will of Dr Alexander Cuthill, the surgeon for the Asylum.[201] Local well known nurserymen provided trees and shrubs for the grounds.

In 1867 a new Superintendent's House for the Asylum was constructed on the corner of High and Avoca Streets, designed by prominent Sydney architect, J Horbury Hunt, who had worked in Blacket's office. Following a whooping cough epidemic in 1867, a hospital building was constructed south of the asylum in 1970, also fronting Avoca Street. Although originally designed by Edmund Blacket, this building was prepared by Thomas Rowe after Blacket left following a disagreement. The main benefactress for the hospital building was a visiting Irish singer, Catherine Hayes, and the building became known as the Catherine Hayes Hospital. These three buildings formed an impressive frontage to Avoca Street. Other structures relating to the Destitute Children's Asylum

included a receiving house built in 1878 behind the main asylum building, and several workers cottages built fronting Barker Street.[202]

With the opening of the asylum for children the nucleus of a village started to form. Simeon Pearce's desire to make Randwick an English village was further enhanced when the vacant space opposite the asylum—near the crossroads—began being called 'the High Cross', as in the English Randwick.[203] Randwick's celebrations for the Prince of Wales' wedding in June 1863 had students from St Jude's school, St Mary's Waverley and 300 children from the asylum gather at High Cross Reserve with flags flying and banners waving, and then march to the council chambers where the festivities included a royal salute and the singing of the national anthem.[204] In 1869 Simeon Pearce in his position as Mayor of Randwick Council, had High Cross Reserve fenced, trenched and planted with trees. When sufficient money was subscribed for this, a tree planting ceremony was held on 27 November 1869.[205] High Cross was officially proclaimed a public reserve on 15 July 1879.[206] The land was granted to Randwick Council on 1 March 1881.[207]

Randwick was incorporated as a municipality in February 1859, and Simeon Pearce became the Council's first Mayor. The late 1850s and then 1860s witnessed the establishment of the Randwick business district, with a number of substantial houses, the first inns, the post office, St Jude's Church and schools being constructed. In 1866, on the corner of Church Street and Alison Road, a well was sunk with a fountain providing a watering spot for travellers on the roads. The well tapped a natural spring with the fountain still standing.

By the end of 1858 the heights of Randwick had over thirty prominent houses built upon them. Many of these were concentrated around Alison Road, despite the difficulties of travelling along the road due to sand drifts, and the steep incline up to Belmore Road known as Constitution Hill.

The growth in the district, however, remained slow partly as a result of the desire for exclusivity. When a council census was taken in 1868, the borough had a population of 1,558 with a total of 146 houses and approximately 190 acres of enclosed land. By 1881 the borough's population had risen only to 2,079.[208]

2.6.4 Residential Development: 1870–World War I

It was not until the 1870s that an influx of wealthy residents came to Randwick and the area became viewed as one of Sydney's most fashionable and healthy suburbs.[209] The wealthy inhabitants contributed to works programs that would benefit themselves, particularly roads, and many of the streets were curbed and guttered. In 1880 gas street lighting was installed, and subsequently replaced by electricity in 1911. Randwick also received a new post and telegraph office in 1878 in Belmore Road [210], and in 1882 a new town hall was built on Avoca Street.[211]

In 1874 Captain Thomas Watson (who resided in Cooks Lodge near the corner of Belmore Road and Avoca Street) had a statue of Captain Cook erected in front of his residence. The statue was built facing Botany Bay and is possibly the first statue of Cook to be erected in Australia. It was carved from Pyrmont freestone by sculptor, Walter McGill, and still stands in its original location (Figure 2.109).[212]

As the population of the suburb increased, demand grew for a reliable form of public transport to the area. Horse-drawn bus services had operated between the city and Randwick since the 1850s, but the poor state of the road made them both uncomfortable and unreliable. The first tramline in Randwick ran from the city to the racecourse on 14 September 1880, only twelve months after the first steam tramline in Sydney. This tramline stopped at the main Alison Road entrance to the

racecourse where a siding was located.[213] Trams ran to and fro all day at 15 or 20 minute intervals. The tramline to the racecourse was extended up to the Randwick shopping area along Alison Road to the corner of Belmore and Short Streets in March 1881, and further extended to Coogee in 1883. At this time the Alison Road siding was extended to form a loop.[214]

The arrival of the trams encouraged the subdivision of the large estates and a building boom in the suburb. Randwick's population tripled during the 1890s, with 6,236 people living in 1,131 dwellings by 1891. The earliest estates to be sold in Randwick were mainly clustered around Belmore Road and La Perouse Road. The Carlton Estate between St Pauls, Barker and Avoca Streets was sold in July 1882.[215] The Brisbane Estate was sited along Belmore Street south of Alison Road and was auctioned in August 1882.[216] The Derby Estate located in the wedge of land between King Street and Alison Road was in a prime position and was offered on 23 September 1882.[217] Captain Cook's Estate, on La Perouse Road between Cuthill, St Paul's and Avoca Streets was sold in July 1885.[218] These were amongst the earliest subdivisions offered in Randwick in house-sized allotments.

In 1894 on the corner of Avoca Street, Mears Avenue and Belmore Road, a pair of large semi-detached mansions designed in the late Victorian style were constructed by Elizabeth Callaghan and her daughter Mary Jones. These buildings were called 'Corona' and 'Hygeia' and remain on the site at 211–215 Avoca Street.[219]

A one acre site on the northern side of High Street and the corner of Belmore Road, part of a subdivision of Simeon Pearce's land, was purchased by A Hiedman in 1891. Here he built his large villa called 'Stratheden' (Figure 2.91). Around 1910, the rear of the site was subdivided and a group of seven semi-detached and free-standing cottages were constructed (Figure 2.92).[220] One of these called 'Ross' remains at 60 High Street and a pair of semi-detached cottages remain at 17–19 Clare Street.[221]

By the turn of the century the growing numbers arriving at Randwick Racecourse by tram was causing severe congestion problems on Alison Road (Figures 2.88 and 2.94). The problem was solved in 1900 when a dedicated tram station was constructed within the racecourse site to serve the racecourse alone. This was constructed on land that had previously belonged to Centennial Park between the racecourse and Alison Road. The racecourse acquired this land to accommodate tramlines and sidings (Figure 2.93). Trams now entered the racecourse travelling along Bunnerong Road (Anzac Parade) and then Abbotsford Street, exiting via Ascot Street. By 1909 there were six lines entering the racecourse.[222] In 1911 a new walled entrance and turnstiles were constricted at the Alison Road entrance to Randwick Racecourse, allowing the AJC to collect an entrance fee (Figure 2.95).[223]

The concept of a destitute children's asylum was by the turn of the century an outdated mode of caring for children. From 1888, the government ceased funding the home and no longer used it as an accommodation for state children, although some children who were supported by their parents remained in the asylum. The premises was increasingly underutilised until it was taken over by the federal government during World War I as a military hospital for wounded and disabled returned servicemen. In 1915, the NSW Government renamed the property the Fourth Australian Repatriation Hospital. Additional wards were constructed fronting High Street (later demolished), and by March 1917 over 1,250 patients were being accommodated at the hospital. In June 1920, during a visit to the hospital by the Prince of Wales to meet ex-servicemen, the Randwick Military Hospital was renamed the Prince of Wales Hospital.[224] From 1924 the site was used as a

repatriation hospital, and then following the outbreak of World War II was brought back into service as an active military hospital.

From 1914, soldiers preparing to embark for active service overseas during World War I were encamped at the racecourse in tents erected in the infield, but racing continued.

The building boom of the early twentieth century saw the number of houses in Randwick increase from 3,137 in 1910 to 6,188 in 1914. During this time the number of shops also grew.[225]

2.6.5 Re-subdivision and Flat Development: 1920–1950

The development of the motor car in the early twentieth century and increased popularity of sea bathing saw demand for accommodation in Randwick continue to rise. By the 1920s in the early settled parts of Randwick, new subdivisions were created by the demolition of existing properties and the subdivision of remnant parcels of land occupied by large old villas. The new style flat development also began at this time transforming Randwick, which by the 1930s had the most flat constructions in Sydney.[226] Individual investors owned these double brick walk up structures, usually two or three storeys high, with each block consisting of between four and twelve self-contained units.[227]

On High Street, some of the Federation semi-detached cottages built at the rear of 'Stratheden' fronting High Street were demolished and two blocks of three storey flats were constructed. 'Stratheden' itself was also demolished and on part of its original land (the corner of Belmore Road and High Street) the Kismet picture theatre opened in c1922.[228] Later renamed the Odeon, this picture theatre remained on the site until the 1980s when it was replaced by the current two-storey commercial building.

In High Cross Reserve, a stone cenotaph was constructed to commemorate local servicemen who served in World War I. It was unveiled on 25 May 1925 by the Governor General Lord Forster.[229]

The Blenheim Estate located to the west of 'Stratheden' and containing Simeon Pearce's original Blenheim House, was subdivided in this interwar period. Along High Street between Clare Street and Botany Street, houses were constructed fronting Blenheim Street with their rear yards fronting High Street. On the opposite side of High Street further interwar subdivisions were created. Development along the eastern side of Wansey Road was also from this period. A 1930 and a 1943 aerial shows the intensity of development surrounding the subject area at this time (Figures 2.96–2.106).

2.6.6 Recent Development: 1950s–Present

Randwick's continued growth during the 1950s and 1960s responded not only to the popularity of its location near the city and the sea, but also the establishment of the University of NSW and the expansion and development of the Prince of Wales Hospital. Trams ceased to operate in 1960 but were replaced by buses on most routes.

In 1953, repatriation patients were moved to the new Concord Repatriation Hospital and the original asylum site was renamed the Prince of Wales Hospital. It was managed initially as an annex of Sydney Hospital, but from 1961 the Prince Henry and Prince of Wales Hospitals were restructured and managed under one board. In 1976, the Prince of Wales Children's Hospital was established and new development constructed along the High Street frontage (Figure 2.97).

The University of NSW was expanded in the 1970s across the former Randwick Park site in High Street (Figure 2.108). Along High Street, most of the interwar bungalows constructed between Clara and Botany Streets were all demolished in the 1960s and 1970s and replaced with three and four-storey flats.
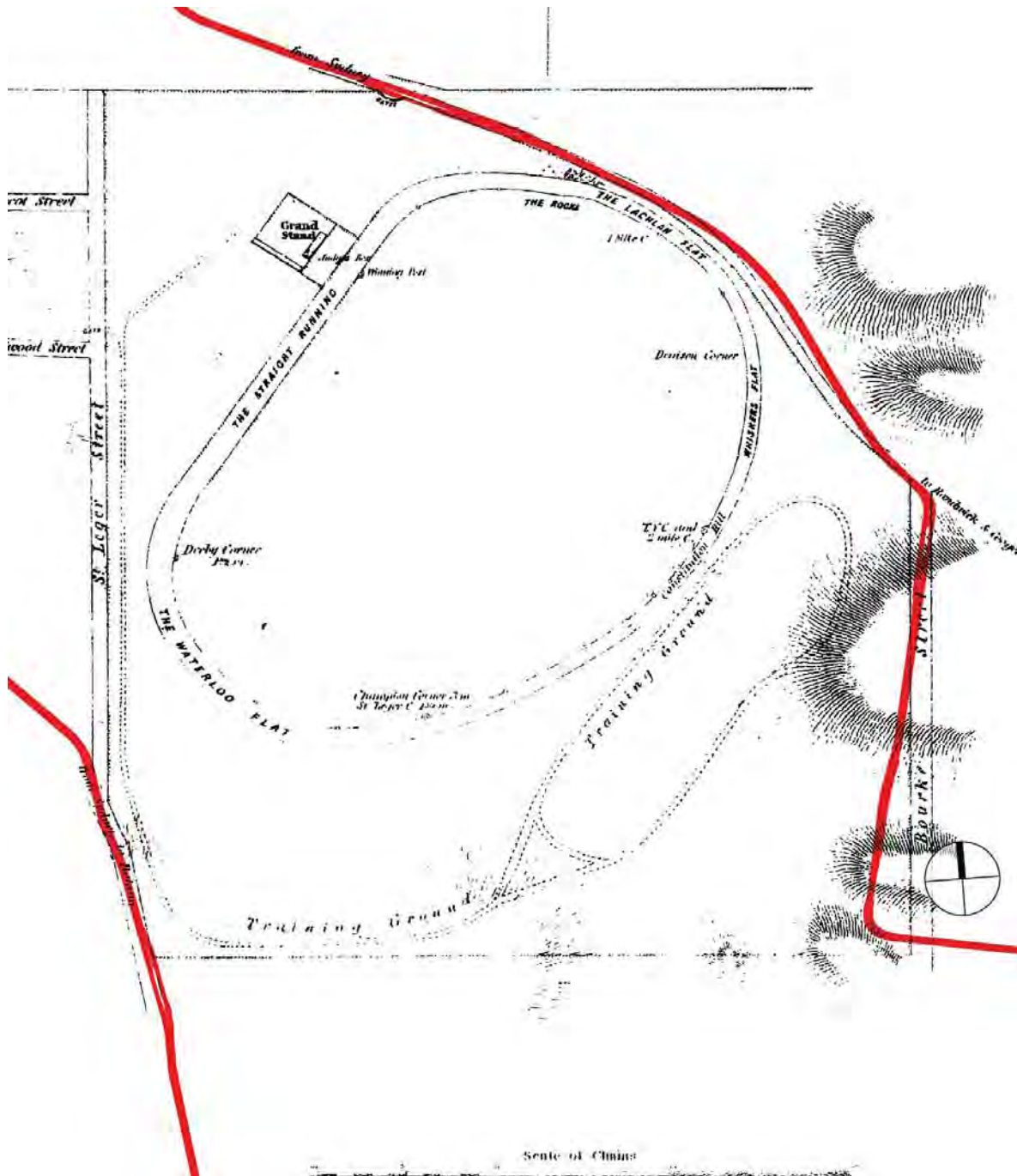
Figure 2.86 An 1860 Plan of Randwick Racecourse showing Bourke Street (now Wansey Road). The proposed route of the CSELR is shown overlaid as a red line. (Source: NSW State Records)

Figure 2.87 The asylum building in 1909 taken from High Cross Reserve. (Source: Randwick Local Studies Library)

Figure 2.88 A c1875 photograph looking south across Alison Road to Randwick Racecourse. Note the row of horse-drawn vehicles parked along Alison Road and the sandy nature of the land in the foreground. (Source: Hood Collection SLNSW)

Figure 2.89 An 1880s image of the corner of Botany and High Streets. (Source: Randwick Local Studies Library)
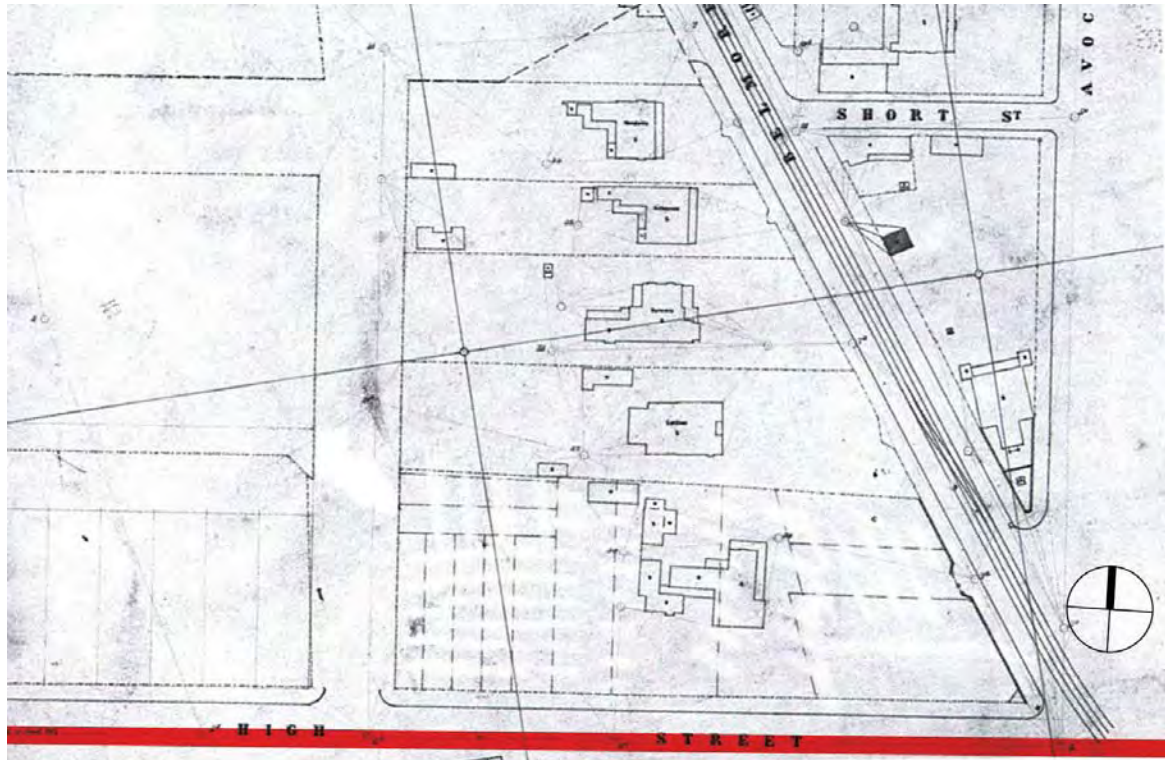
Figure 2.90 An 1892 plan showing land ownership and development within the subject area at this time. (Source: MS 811.186/1892/1 SLNSW)
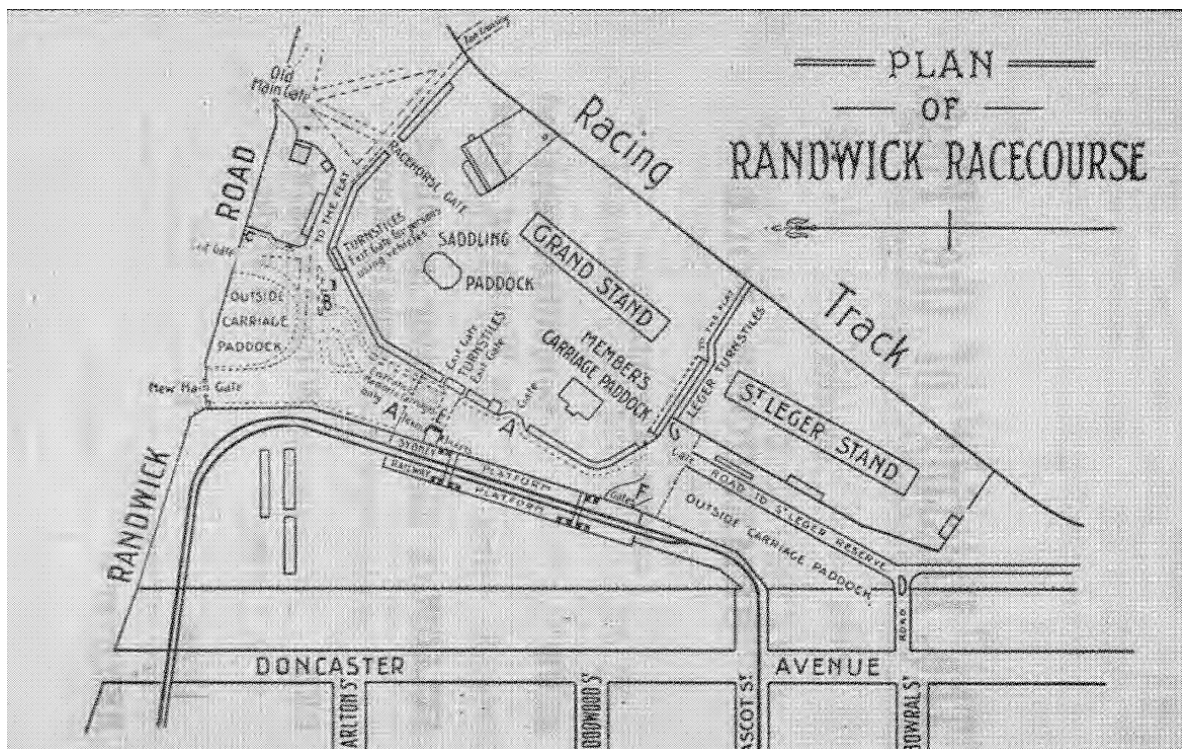
Figure 2.91 An 1893 Plan showing development of the one acre 'Stratheden' site. The proposed route of the CSELR is shown overlaid as a red line. (Source: DP59221, Department of Lands)

Figure 2.92 Sydney Water Plan drawn c1895 showing the planned subdivision of the Stratheden site. Note the land to the west is still shown as vacant land. The proposed route of the CSELR is shown overlaid as a red line. (Source: Sydney Water Plan Room)

Figure 2.93 A 1901 plan showing development of the new tram siding within the Randwick Racecourse and fronting Randwick Road (Alison Street). (Source: AJC Archives)
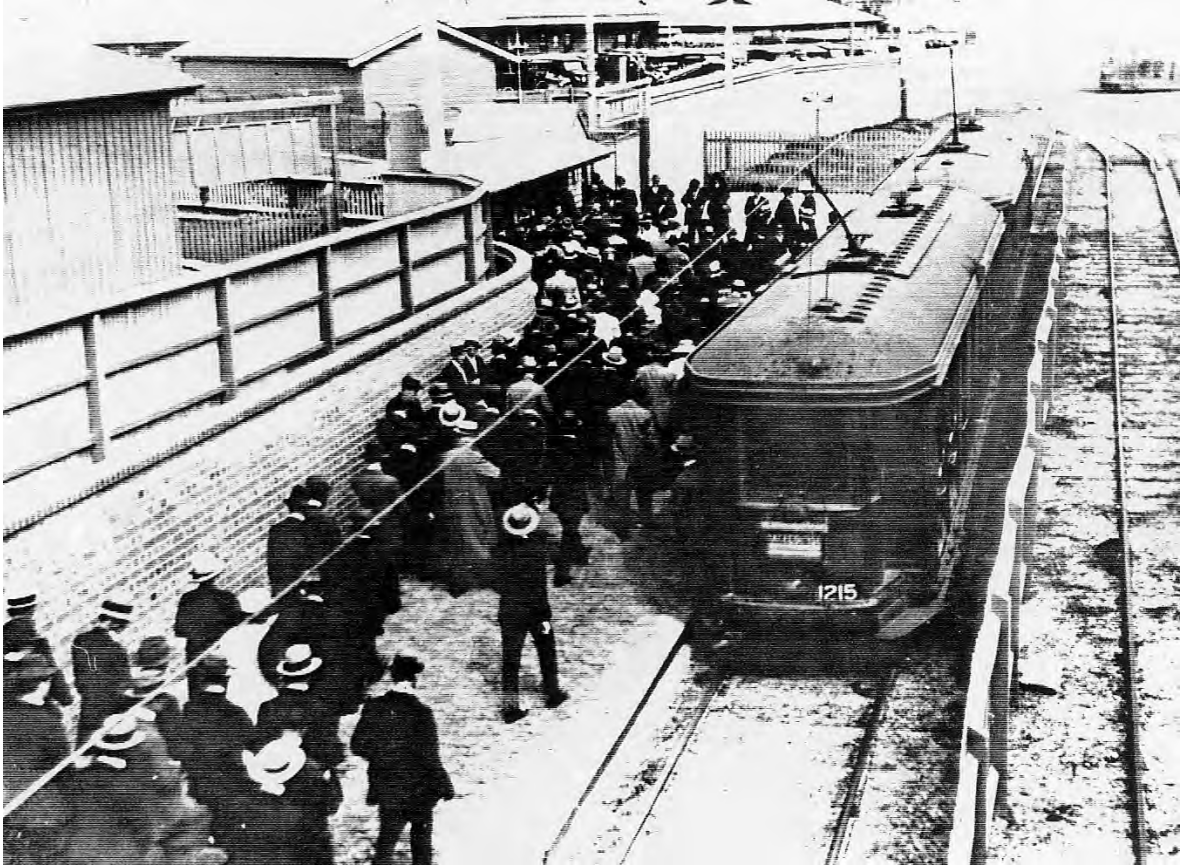
Figure 2.94 A 1910 view of the old tram entry to Randwick Racecourse from Alison Road. (Source: Unknown)

Figure 2.95 A 1940 view of the Royal Randwick Racecourse entrance gates on Alison Road. (Source: AJC Archives)