

PART 1: EXECUTIVE SUMMARY HISTORICAL OVERVIEW



A photograph taken in 1980 that shows three of the most formative layers in the evolution of the Botany district's industrial past: the Sydenham-Botany goods line in the foreground, market gardens in the middle ground and heavy industry in the background. (BCHA)

Many historic themes were identified during the preparation of this Thematic History, but the unique place that the former Botany Bay Local Government Area (the Botany District) holds in the development of the nation is underpinned by water. Water has formed the area, protected the area, and has been the single most important catalyst in the development of the area.

The land in and around Botany Bay was (and in places remains) dominated by freshwater wetlands, swampy forests and sandy soil with areas of scrubland. Much of the Botany District overlies an enormous aquifer which is essentially comprised of layers of wind-blown sand. The porous sand is able to absorb vast quantities of rainwater from its catchment whilst the organic matter helps to filter it. When an aquifer's water table fills to a depression at ground level, a freshwater wetland of streams, lakes and swamps is formed and becomes host to a rich ecosystem of plants and animals. The water itself is readily accessible and continually replenished, making it an important and exploitable natural resource in human settlement.

Water was also the catalyst for the arrival of the English explorer, Captain Cook, in 1770 and led to his appreciation of the potential of the shores of Botany Bay as a resource for exploitation. The oceans had provided security for the Aboriginal people from invasion for thousands of years, but these same oceans were considered the solution for the political and social issues of late 18th century England. The arrival of the First Fleet in Botany Bay in 1788, despite its relocation to Port Jackson only days later, was to set in place a process of alienation, exploitation and development of the Botany District, and in particular the water source of the Wetlands, that both contributed to the wealth of the early colony but also catastrophically led to the dispossession of the traditional owners of the land, the Bidjigal and Gadigal people.

Following the establishment of the colonial settlement at Sydney Cove in 1788, the surrounding land to the north, west and south of the colony began to be developed. Development in any particular area was dependent upon three factors; the qualities of the land, the alienation of the land through grant and sale, and the provision of access to and within the area. The impact of all three of these factors on the pattern and pace of settlement in the Botany District remains clearly visible in the area today.

Although geographically close to the town of Sydney, the Botany District was slow to be released for sale, likely due to the swamps, sandy soil and generally unproductive character of the land when compared against the ready availability of more fertile areas similarly close to the town and along the southern shores of the Parramatta River. The District remained largely undeveloped until 1810, when the first grants and promises of land grants were made. Most of these grants were for modestly sized farms of 20-30 acres, but there are several notable exceptions that were particularly important influences on the pattern of Botany's larger development.

Water was the resource that underpinned early Botany's mercantile wealth. Simeon Lord, an ex-convict and entrepreneurial merchant, acquired the 135 acres at the mouth of the Botany Wetlands that had been granted to Edward Redmond in 1810. This land, officially named Johnstown on Redmond's Grant was soon referred to as Mudbank. Lord acquired this land not for its agricultural potential, but for its value as

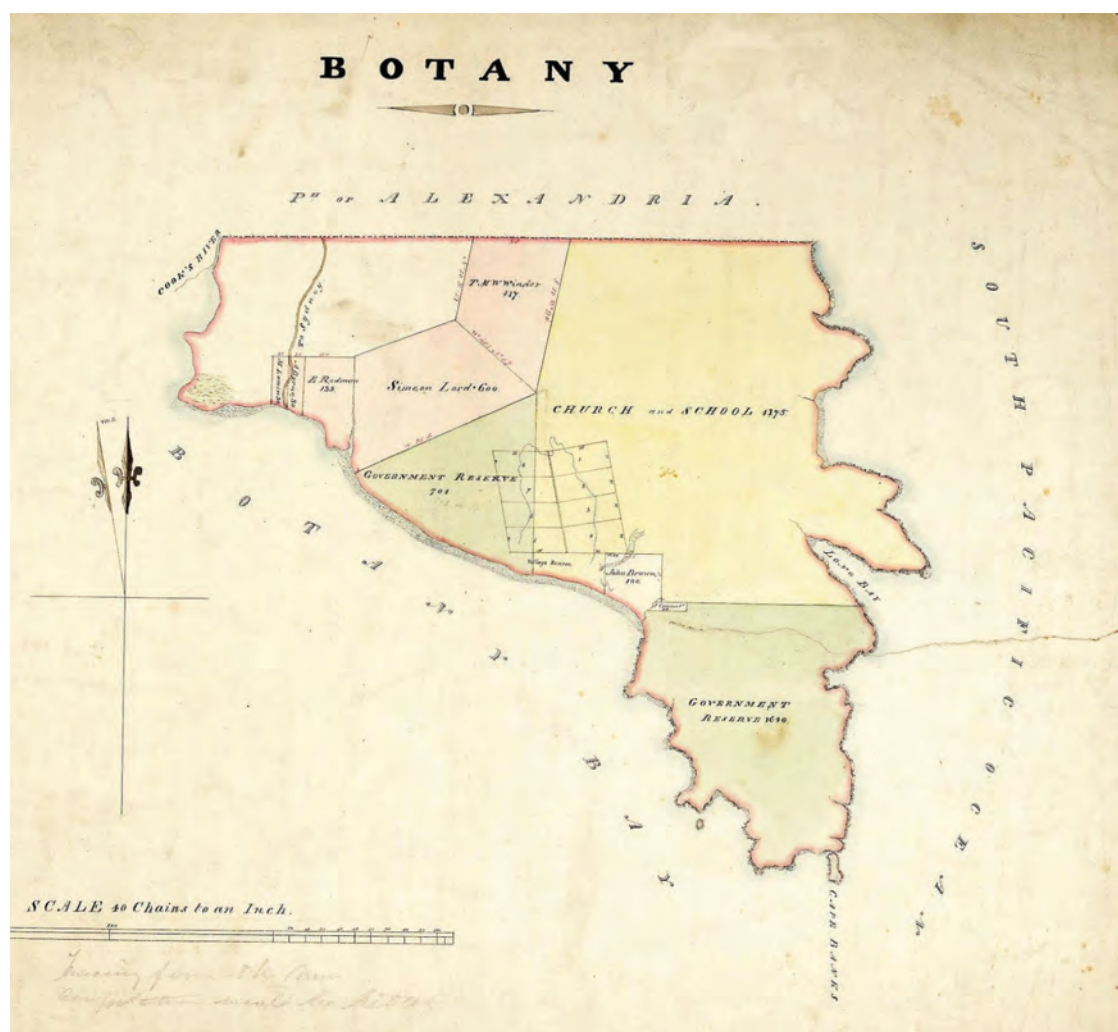


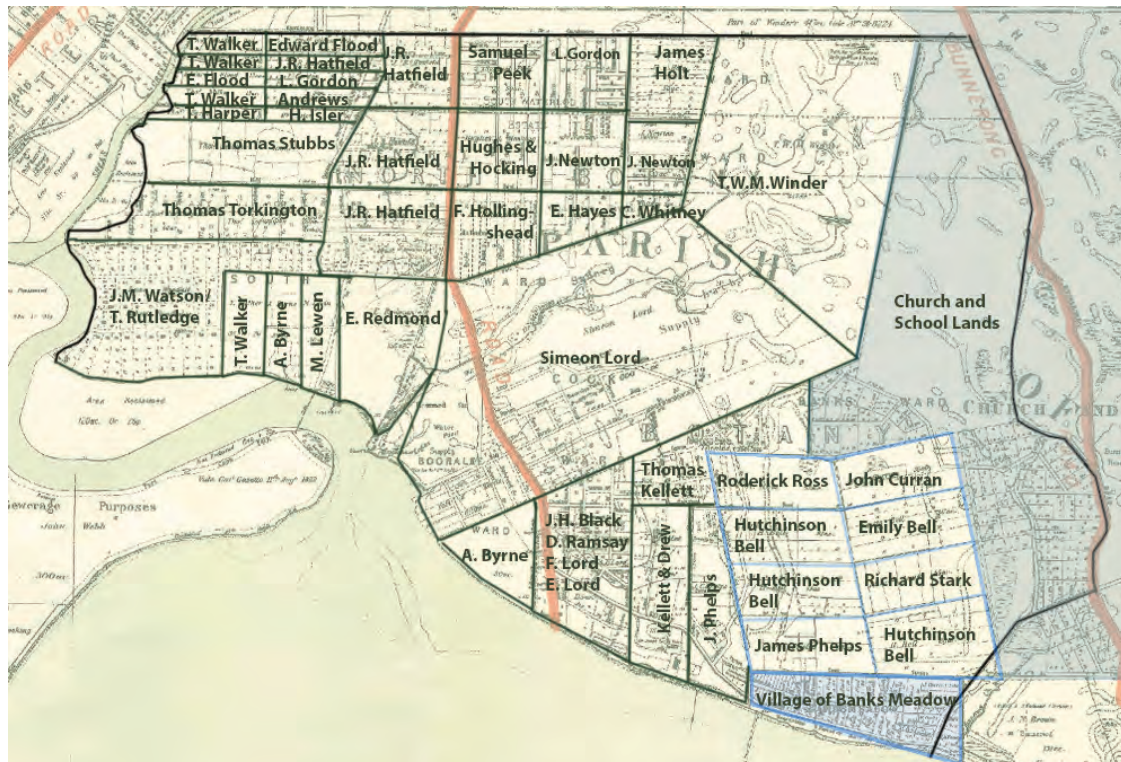
Fig A.2 First map of the Parish of Botany, n.d. (c.1826-1833) This early plan shows how little development had occurred by this time, with only six named land grants; as well as how much of the area was proposed originally to be retained in Government hands through reserves (green) and the 4175 acre reservation for Church and School (yellow). It also shows a reservation for the first village, Banks Meadow and the adjoining farm allotments for decommissioned soldiers of the NSW Corps. It is interesting to note that these lots overlaid the original Church and School reservation. The line of Botany Road is that of the second (1830) alignment.

(NSW LPI-HM)

a vital source of power for his industrial dreams.

By 1813 Lord had made substantial progress in the construction and fitout of a new Fulling Mill at the edge of Redmond's land that he was building in partnership with John Hutchinson. In the same year the pair formally petitioned Governor Macquarie for additional land and the exclusive right to use the water in the wetlands flowing from the aquifer, describing their plans as necessary for the surety and scale of his plans to provide woollen cloth for the Government despite any future change in Governors or Government policy. The request was granted and Lord was formally granted 600 acres of the Wetlands for his venture in 1823.

Lord put the swamps to highly profitable use, damming the outlet and forming a chain of ponds, and adding a cloth weaving factory and later a grinding mill (for grain) which took full



advantage of the fresh water supply and led to Simeon Lord becoming one of the wealthiest industrialists in the Colony. The Lord family remained closely connected to the area, establishing their residence to the west of the ponds in Redmond's old cottage, which they remodeled and named "Banks' House" (since demolished, but which sat near today's heliport at Kingsford Smith Airport). The land remained in tightly held ownership and was only released in large lots after Simeon Lord's death in 1840.

His 600 acres was adjacent to the other large grant in the Botany District, the 714 acres to the north-east, held by Tom Winder. Winder's land supported at least two mills, but Winder did not seem to have the same entrepreneurial flair as Lord and his occupation of the wetland was more passive in terms of its long-term impact on the cultural landscape of the District.

The other major land holder was the Crown, which retained ownership of most of the eastern and southern sectors of the Botany District, reserving a large (originally 4175 acres) 'Church and School Estate'. The Estate was intended to provide money through the subdivision and sale of the land to fund the Anglican

Fig A.3 Plan showing the location of the original land grants and purchases in the Botany District.

Data collated from original land title records (accessed via Ancestry.com) and a range of early maps and subdivision plans held by Bayside Council, SLNSW and AO NSW.) (Base: 1909 RCISS)



clergy and parochial schools. The Estate (or Reserve, as it was also known) extended east from the boundaries of Lord and Winder's land to the coast. By 1833 the scheme had been abolished and the land had returned to Crown Land status, after which the eastern fringe along the coastline (in Randwick LGA) was subdivided. The area within the Botany District remained undeveloped until it was slowly released for development in the late 19th century.

The first recorded overland means of access to the area was via a rough track that led from Mudbank to Broadway, known as Mudbank Track (or Road), which is shown on the 1799 *A topographical plan of the settlements of New South Wales, including Port Jackson, Botany Bay and Broken Bay / surveyed by Messrs. Grimes & Flinders; communicated by Lt. Col. Paterson of the New South Wales Corps* by Charles Grimes (available online at the National Library via <http://nla.gov.au/nla.obj-231302539>). The earliest formal road to the District was known as Botany Road and was constructed in 1813 (the first of three separate alignments to be known as Botany Road). The road was one of the Colony's first major public/private partnership projects and included the collection of tolls from traffic using it. The road extended from near Darlinghurst Gaol in East Sydney along the eastern edge of the dunes and swamps of the Water Reserve in an alignment similar to today's Anzac Parade/Bunnerong Road. This road passed through the land that became the Church and School Estate before curving to the west to join the waters of Botany Bay. The contract required it to terminate at Andrew Byrne's farm. Byrne had three farms in the district at the time, Sea View at Mudbank, Castlehide at Botany Beech [sic] and a third (likely leased) Belle View which is later described as abutting the 1813 road between his 50 acres and Long Bay. Byrne was presumably expressing his appreciation to the Governor for both grant and means of access when he re-named Castlehide 'Macquarie Sea View'.

Land was reserved near the southernmost point of this road for a village, to be known as 'Banks Meadow'. This village, soon known just as Banksmeadow, was to be a small settlement of 27 cottage lots and 14 larger sites situated on the shores of the bay to be connected to Sydney by the new road. The village site was centred on a creek, and the land to the immediate north was swampy but with good topsoil and considered suitable for market gardening. This area was divided into eight lots that were offered to veterans of the decommissioned NSW Corps and was soon known as the 'Veterans Swamp'.

All except one of the Veterans' allotments (Hutchinson Bell's) were quickly on-sold and sub-let for use as market gardens, forming an agricultural industry in the area that survived into the 20th century, with many of the gardens being farmed by families of Chinese background. The market gardens played an important role in defining the patterns of later suburban development by alienating the land from speculative residential development and by eventually providing the large, flat sites sought by large-scale industrial development in the post-War era.

The village itself was not released for development until 1863, being proclaimed as a formal village in 1885. It was not successful. An aerial photograph taken in 1943 reveals few structures apart from the Botany Bay and Pier Hotels and a scatter of dwellings. Most of the area was used by noxious industries including a large tannery, fellmongery and wool scour. The two hotels are the only evidence of the village

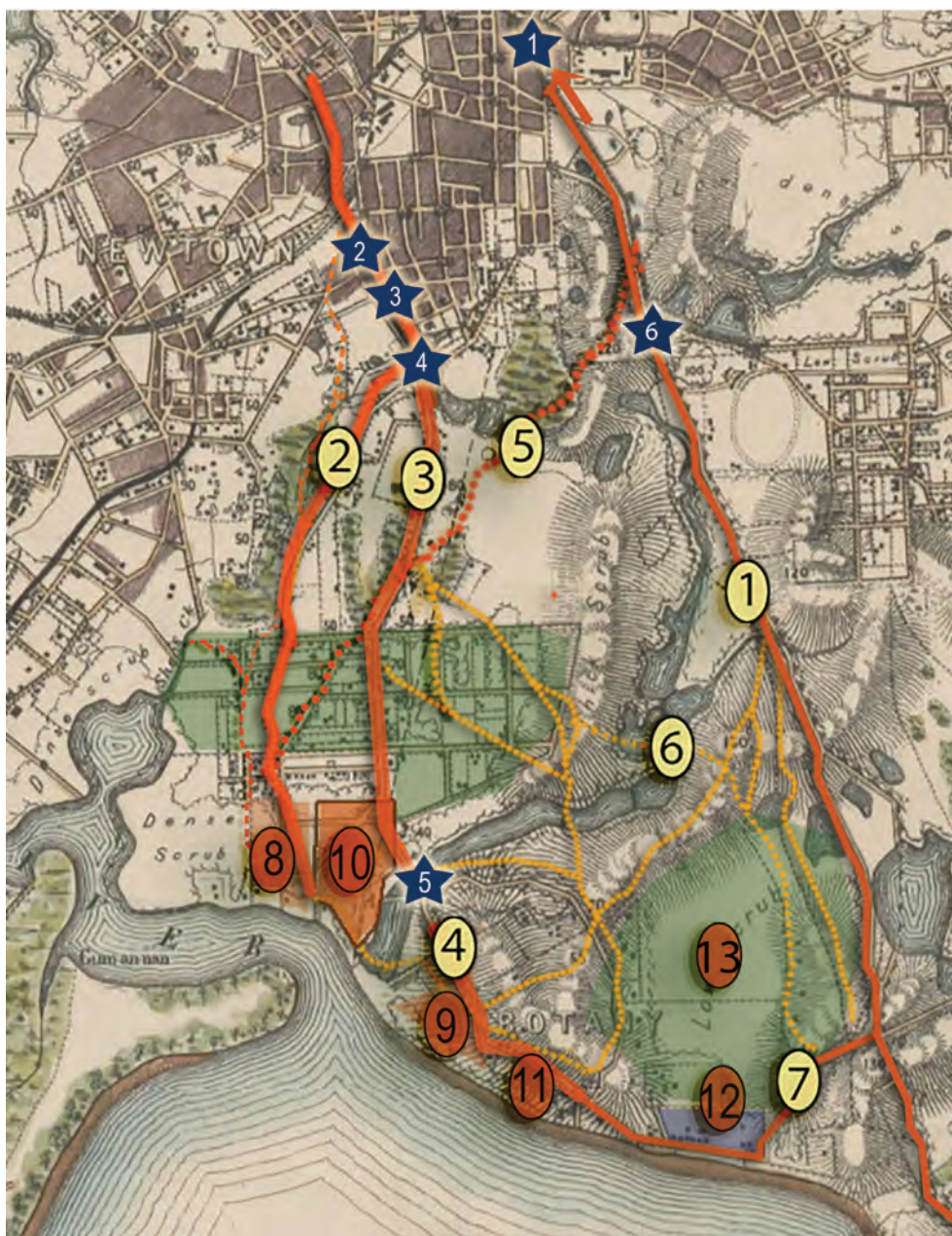


Fig. A.5 Detail from Lieutenant Parrott's 1881 plan overlaid with the three phases of Botany Road. The earliest track to the area followed roughly the alignment of (2) by 1799. The first 'Botany Road' (1) was a toll-road built by Macquarie to Surveyor-General Sir Thomas Mitchell's alignment. It skirted the eastern side of the wetlands and extended to La Perouse. A later branch (7) was built c.1830 to connect to the new Veterans' Allotments(13) and proposed Village of Banks Meadow (12). The 1813 road quickly became impassable but its alignment has survived in today's Anzac Parade and Bunnerong Road. A foot track (5) was cut from this road to the settlement at Mudbank. The second 'Botany Road' (2) followed the 1799 path. It was a more direct line from Sydney town, but also quickly became impassable to wheeled traffic. The third 'Botany Road' (3) led to the northern side of Lord's 600 acre grant but did not continue across the wetlands, resulting in a web of foot tracks between north and south (6). In 1864 the two halves of the district were linked by the construction of Mill Pond Bridge, with traffic being charged a private toll by local land-owners to cross (star 5). Other toll bars on the route over the years are also indicated by star icons. For further information see Section 4.2.

(Base: Parrott, T.S. (Thomas Samuel) & Scratchley, Peter, Sir, 1835-1885 (1881). Map of the country around Sydney ... 1881. Surveyor General's Office, Sydney available online at <http://trove.nla.gov.au/work/17004420>). Data compiled through original document research.)

to have survived to the present day, with not even the subdivision pattern readily interpretable in the contemporary landscape.

Most of the north-western sector of the former Botany Bay LGA in the area now known as Mascot was settled concurrently with these Government-sponsored initiatives at the southern end of the District, with the exception of two smaller land grants promised at the same time as Redmond's 135 acres. Mary Lewin was granted 30 acres abutting Redmond's to the west (to be known as 'Newcastle Farm') and Andrew Byrne was granted 30 acres to the west of Lewin's (to be known as 'Sea View'). Byrne and Lewin later married and both grants became known as Sea View.

By 1834 the area between Botany Bay and today's Gardeners Road had been divided into farms of approximately 50 acres each, with smaller lots in the north-western corner. The early track from



Fig A. 6 1863 Plan of the Village of Banks Meadow.

(1863-PlanOfTheVillageOfBanksMeadowParishOfBotanyCountyOfCumberland-SL NSW c018800001h-z-M2 811.1864-1863-1)

Fig A. 7 Aerial photograph of the village in 1943 showing the lack of development. The only structures to have survived are the Botany Bay Hotel (1) and the Pier Hotel (2). The Government Pier can be seen extending into Botany Bay to the left of the Pier Hotel. Traces of the tanning pits that occupied most of the village land can be seen between the two hotels to the road behind.

(base: NSW LPI SIX maps)





Mudbank to today's Broadway provided access through the area to Sydney Town after 1822, and became known as Mudbank Road. By 1840 this area was known generally as Botany and the road was renamed Botany Road; the 1813 road being designated the 'Old' Botany Road. A second track led from the northern side of Stubbs' land towards the St Peters and Marrickville areas.

The location was a popular one for market gardening, with many of the original lots re-subdivided and sold or sub-let for this purpose. The area was described in glowing terms in the advertising for the sale of the 'Township of Botany' in 1841:

TOWNSHIP OF BOTANY, Near Newtown, being a choice bonne louche of one hundred acres, adjoining the Cockpen Estate, and with the rare requisites of soil, situation, roads, river, wood, and water; and its distance about two and a-half miles from the southern boundary of the Metropolis, where the minimum price of land fixed by the Crown is one thousand pounds per acre. MR. STUBBS has now the pleasure to inform all classes of the community, more especially, however, gentlemen in public offices, townspeople, and market-gardeners, &c, that the Sale of the Township of Botany is now fixed for TUESDAY, 8th June, 1841, to come off at the Auction Mart, King-street, at twelve o'clock

Fig A. 8. "A view of the Sir Joseph Banks Hotel at Botany Bay", 1857 by Walter G Mason

Available online at: <http://nla.gov.au/nla.obj-138452799>

precisely, positively without reserve ; and as a very numerous company of buyers has been expected to be in attendance, refreshments have been ordered,

The proprietor has prudently preserved the appropriate appellation which this portion of our suburbs obtained from the celebrated botanist Sir Joseph Banks ; and it will be brought out and sold in its present shape on the 8th instant, to be ever hereafter known as the Township of Botany. It is situated on the right hand side of the old road leading to Botany Bay, and extends westward to the waters which divide the town from the handsome chateau of Mr. Duguid.

It has also very extensive frontages to the said road, and there are a number of neat built cottages opposite, which form the suburban residences of several professional gentlemen, and the happy homes of a number of industrious market-gardeners. The land is composed of rich vegetable mould, and abounds in ferns, which denotes its general fertility ; every allotment might be brought to a high state of cultivation, as there is nothing particularly difficult to obstruct the successful operation of the spade or plough. It resembles the productive garden grounds in the neighbourhood of London, where land not a whit better than this lets for twenty pounds to thirty pounds per acre annual rent, to supply Covent Garden. In fact, these spots, so close to our flourishing sea-port, are only beginning to be duly appreciated; and the productiveness of “Deaf Bob’s” and other market-gardens in the town, is the best confirmation of this fact.

The picturesque and diversified views from the township are considered the most enlivening and pleasant things that can be imagined, and added to this, the pleasant and gentlemanly society of the neighbourhood, and the blessings of health, sea bathing, fowling, and angling, are not least of its superiorities.” The Sydney Herald 2 June 1841 p.3

This ‘Township of Botany’ was a speculative development promoted by Thomas Stubbs. Stubbs had been granted 100 acres of land (known as the Cockpen Estate) to the north of the farms of Byrne and Lord (Byrne had married Mary Lewin in 1812 and combined her Newcastle Farm with his Sea View Estate; and Simeon Lord had acquired Edward Redmond’s Mudbank and added it to his 600 acres.) An 1836 sketch plan made in attempt to resolve a dispute about the location of Stubbs’ grant reveals that there was a second track to the west and parallel to the Mudbank Road at the time – and that the Mudbank/‘Old Botany Road’ was “nearly obliterated”, leading to the mistaken positioning of his land on the chart. Stubbs did not adopt a speculative approach to his land and it remained used for market gardens until subdivided for residential development.

The proposed township was located on the 100 acres of land to the south of Stubbs’, and was the land that Stubbs claimed was erroneously granted to him in his 1836 Memorial to the Governor. It was granted to Thomas Torkington in the same year and had been divided into market gardens, including the noted ‘Deaf Bob’s’ garden by 1841 when offered for sale. The subdivision plan shows a basic gridded pattern of street blocks each divided into town lots, but the later subdivision plans show that the anticipated densities did not eventuate and the land remained in the basic grid configuration until the parcels were re-subdivided and sold in the late 1880s.

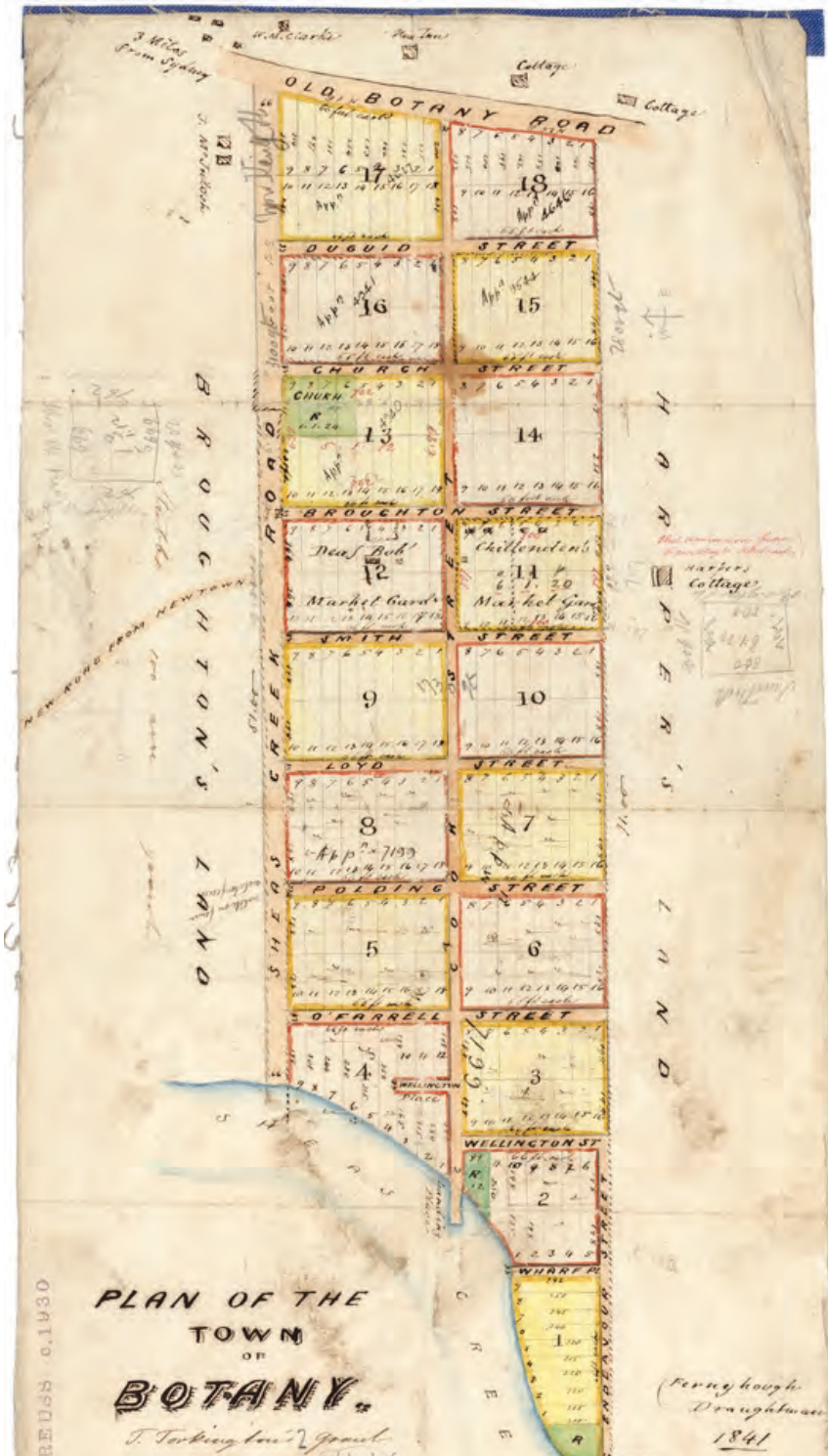


Fig A. 9. Stubbs' 1841 plan for the "Town of Botany" to be located on his neighbour Thomas Torkington's land (oriented with north to the left). The proposed township was situated between the second Botany Road and Sheas Creek in today's Mascot. The plan shows the land divided into a regular pattern with village, market garden and villa sites. The land for sale included the well-known market garden known as 'Deaf Bob's' and Chillendon's. A cottage can be seen on Deaf Bob's allotment (Section 12) and an existing track leading to the churches and shops of St Peter's is also shown. Sales were slow, but the grid layout of the subdivision survived until most of this area was lost under airport expansion in recent years. (SLNSW)

Botany's early development was impeded by not only the wetlands and the tightly held grants of Lord and Winder, but also by Governor Darling's reservation of land in 1826 for the Clergy and School Lands Corporation, which required one-seventh of new lands to be reserved for the sole benefit (income) of the Church of England to fund its churches, clergy and schools. The concept was forward thinking, but the plan was not a success, being fraught with legal issues. Following direction from London, the Corporations administering the scheme were disbanded and the scheme was abolished in 1833, after which the land returned to Crown ownership. Various portions were released by the end of the 19th century but the barren soils and lack of facilities meant that none of the Botany releases were notably successful.

This essentially meant that in this formative early phase in the Botany District's history, the ownership of much of the land within it was divided between two wealthy magnates and the Government, who each depended on the swampy wetlands for their industries and profits and had little interest in land speculation. The poor soils and industrial reputation had also taken a toll on the desirability of the area for outsiders, despite the 'flowery language' in advertisements for sales in the locality. This in effect meant that the majority of the area, particularly the Botany wetlands and the area to the south of the wetlands, was quarantined from the patterns of building booms and busts that defined the development of most of Sydney in the 19th Century.

The lack of a residential development boom was not entirely devastating however. By 1818, three years after Lord had established his fulling mill, a paper mill was added to the growing industrial precinct of the wetlands and around the same time, fishermen began to settle along the foreshores. By the early 1830s leather workers and tanners were also in the vicinity including the substantial operation of Castello and Darvall who leased land within Lord's grant for their tannery. This growing role of the area as an industrial nucleus was boosted in 1848 when the Noxious Trades Act banished all offensive trades within two miles of Sydney Town. This meant that noxious industries were forced to move or establish beyond this radius. They also required ready access to infrastructure including water supply and disposal and power in this pre-electrical age. The former Botany Bay LGA in particular was able to satisfy needs for flat, cheap land with a copious supply of fresh water required for many noxious industries associated with the processing of animal carcasses. The tanneries were soon accompanied by wool-scourers, fellmongers and boiling-down works – all highly odorous and polluting to the waterways.

The first tannery was Bunce's Tannery, established at what is now Underwood Street. The main tannery however was Darvall and Castella's establishments which extended over much of the western side of Botany Road in the contemporary town centre near the intersection with Bay Street. The Darvalls were brothers Frederick O. and William Horace Darvall. They were not tanners by trade, but were the sons of Major Edward Darvall, a wealthy merchant and were partners with the tanner Castello who operated the business. Major Darvall Snr owned one of the large lots to the south of Lord's 600 acres, but is not recorded as having built a residence or improved the land.

The Lord ventures, by this time in decline, were being reinforced by a different kind of industry for which Botany, distant from Sydney and yet with abundant water, was well fitted.

The 1882 Royal Commission into Noxious Trades had been followed by the Noxious Trades Act 1902 which empowered local authorities to give permits to noxious trade establishments in an effort to regulate their location, and this only further consolidated the industrial interest in Botany Bay.

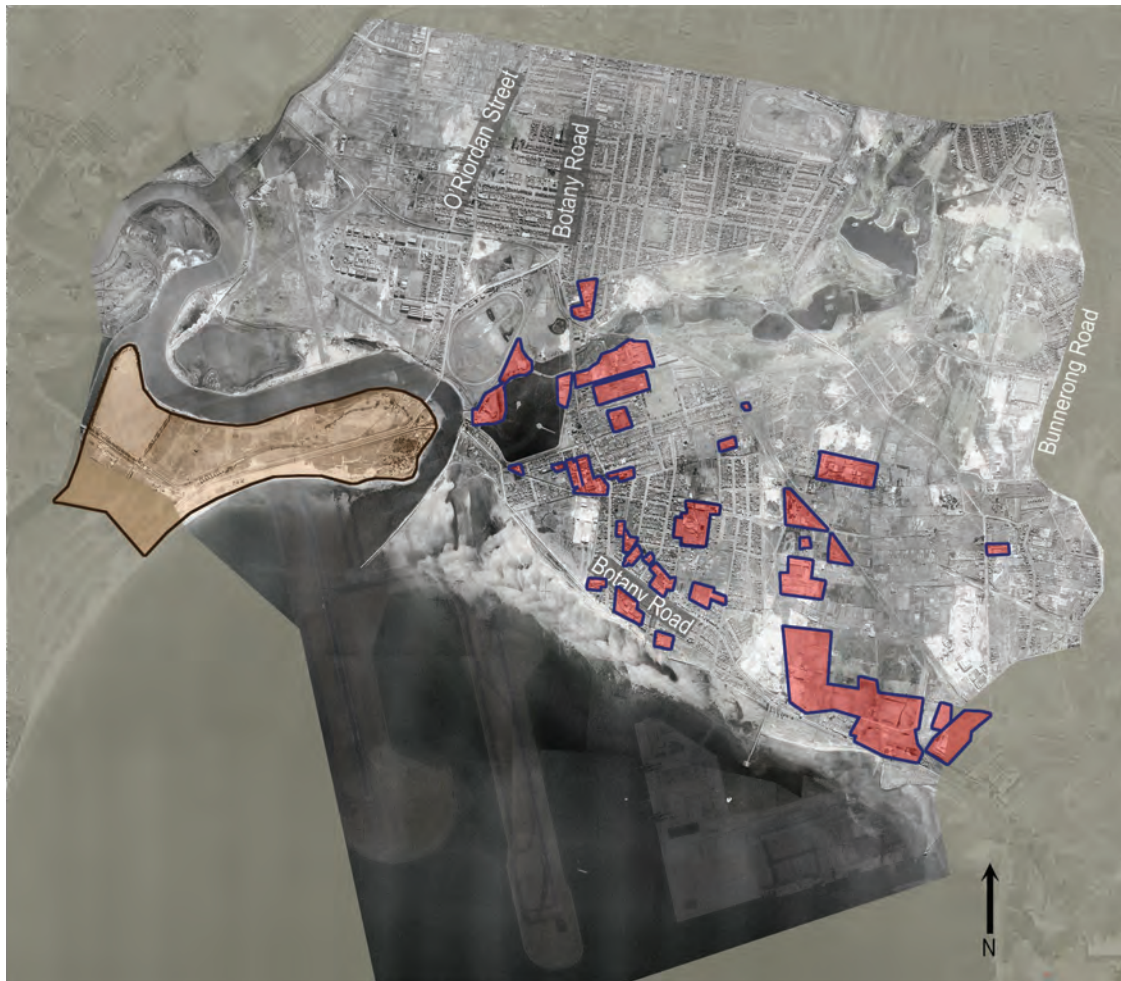
At the same time, Sydney's water supply was in crisis. The inadequacy of Busby's bore in supplying water to Sydney in the late 1840s led to a government decision to use Botany's freshwater wetlands, swamps and ponds for Sydney's water supply. After extensive land resumptions and much legal argument, a pumping station was installed near Lord's Engine Pond and operated from 1859. The waterworks at Botany served Sydney's water needs for over 25 years before it was replaced by the Nepean scheme in 1886. The main effect the waterworks had on Botany was that it led to a blanket ban on noxious trades draining into the water supply. As the lynchpin of the tanning and woolscouring industries was access to fresh water, they had no choice but to leave the area, only to return promptly after the closure of the waterworks in 1886.

The condition of formal roads remained notoriously poor in the Botany District and users were forced to pay multiple tolls as they travelled to and from Sydney. These additional tolls were not only illegal, they were a significant deterrent to residential development from the 1840s to 1860s. A Botany Road Trust was elected in 1841 (the first under new legislation) with the aim of improving the road to Botany – however the road to Botany at this time actually followed what is now O'Riordan Street and terminated at the Cooks River. There was considerable complaint about the network and state of the Botany roads by both locals and visitors from Sydney.

The waters of Botany Bay and its newly formed roads combined to provide the catalyst for one of the most important enterprises in early Botany. The bayside aspect and its proximity to the end of what was a long and torturous route from Sydney Town (by any of the available roads and tracks) was turned to quick advantage by one of the early purchasers of land in the area, Thomas Kellett. Kellett established the Sir Joseph Banks Hotel in 1844 on the shores of Banksmeadow/Botany. This hotel, and its Pleasure Grounds which offered a range of attractions (including one of the first formal zoos in Australia), sporting facilities and staged entertainments. The Hotel quickly became one of the best known and most popular tourist attractions in the colony, attracting, for example, an estimated 8000 people, or 8% of the population of NSW, on Boxing Day in 1851. A jetty was also built to allow dedicated steamers to transport visitors to the area. Other businesses soon established along Botany Road near the Hotel to serve the small but growing community in the area.

The development of industry, agriculture and recreation that was occurring in Botany at the time required a stable residential population if it was going to remain successful, so the introduction of the tramway in 1882 which eased transportation around the District, and linked it with nearby Sydney, was one of the major catalysts for a much-needed residential boom. The Sandgate Estate was subdivided and first offered for sale in 1882 while the Botany Township was released in 1887. Whilst far from the 'boom' in development activity that was seen in other Sydney suburbs, these two releases proved enough catalyst for the development of both Mascot and Botany.

Up to the 1880s the appearance of the Botany District in both the northern and southern areas was that



of discrete villages surrounded by small scale rural and industrial activity. By 1868 there was a police service and postal deliveries servicing both areas as well as a collection of inns and hotels, churches and several schools. Shops clustered along Botany Road near the tram stops at Mascot, Botany and Banksmeadow and included the typical collection of businesses at the time; farriers, blacksmiths, butchers, bakers, grocers, confectioners and hairdressers.

From the turn of the 20th century there was a strong economic upsurge dominated by industrial expansion experienced in the Botany District, and in particular in Botany and Banksmeadow. The rise of industry in the region led to a rapid increase in population, which more than doubled in both municipalities between 1888 and 1918. Remarkably this was met by increased residential development even throughout the depression of the 1890s.

The region also underwent large-scale land redistribution and population expansion which in turn promoted community life

Fig. A.10. The ready supply of clean water attracted many noxious industries to the Botany area in the late 19th and early 20th Centuries. The areas coloured pink show the location of tanneries, woolscours, fellmongers, furriers and other industries that processed animal carcasses. The land shown yellow was the Botany Sewage farm, where human waste was decomposed. The Mascot area was relatively free of noxious industries.

Compiled from Council land use maps for Botany and Mascot c.1940; Sands Directories, subdivision advertisements, Trove (National Library of Australia), plans and maps held by the NSW State Library and 1943 aerial photography (NSW LPI SIX Maps)

hitherto unknown in the area. The Sir Joseph Banks Hotel by this time was starting to lose its appeal as a resort and although its managers over the years worked hard to restore some of its former recreational glory, other recreations were growing strongly in the District at the turn of the 20th century; horse racing, golf and rifle shooting being particularly popular. Each of these activities required large expanses of open space, something that the Botany district held more of than other Sydney suburbs and which was still readily available in the Botany District.

Residential development in the Botany District had begun to be heavily influenced by the early planning and building laws introduced in 1908, which allowed councils to manage land uses by dedicating zones for residential and industrial uses. The Daceyville Housing Project is a particularly pertinent example of the awareness of the link between one's environment and one's wellbeing in regards to town planning.

The Botany District managed to grow through the challenging years of the Inter-war period. The pattern of building construction in the municipalities tended to follow the prevailing economics of the time, with booms in both residential and industrial construction in the late 1920s and late 1930s in particular and downturns in the years of depression. The 1920s were however particularly important for the District as new forms of manufacturing and technology arrived. Development included more private and public housing, factories and ancillary commercial premises, an airport, as well as cinemas, golf courses and racecourses (the Ascot and the Rosebery both surged in popularity in the 1900s). Flat and open land near the reclaimed paddocks of Sheas Creek encouraged the use of Mascot as an aerodrome. Begun in 1920 with a lease from Kensington Racing Club, the aerodrome was established on 160 acres resumed by the Commonwealth in 1921. After an uncertain beginning, it grew to have local and interstate services on three runways. It became Kingsford Smith Airport and has been expanded numerous times over the years, however the most dramatic of these could be argued as being the 1947 extension, which saw the former waterworks and sewerage land resumed, the foreshore reclaimed and the Cooks River re-aligned.

The leather and wool industries that had given the Botany District its strong identity in the mid-1880s were still present and growing after World War II. Giant industries also arrived in the area; Kelloggs (1928); Davis Gelatine (1917); Johnson & Johnson (1936); and ICI(ANZ) (1942). These additions to the industrial landscape in lower Botany and Banksmeadow, as well as the extensions to the airport at Mascot, led the Botany District into a new era of industrial identity. It is worth mentioning that noxious trades in the District continued to grow even after the conclusion of World War II (where the number of tanneries and leather works nearly doubled from 21 in 1938 to 36 by 1963). Examples of well established industries in the District in this period were Birdsall's Tannery, Enoch Taylor, Hicks Bros, Bayer Leverkusen and Platypus Tannery - the latter being the last tannery in Sydney and one of the longest known operating industries in the Botany District, closing in 2006 after 65 years of continuous operation. Birdsalls Tannery, built on the site of Darvall and Castella's original tannery in Botany, continues to operate as a leather distributor from the same site however no longer operates a tannery.

The history of the Botany District has always possessed distinct characteristics defined by its raw environmental resources. Its development has in no way resembled that of the average Sydney suburb.



Since World War II this distinctiveness has not only remained, but has heightened in its intensity. Water and sand, proximity to the Bay, large open spaces, an intimate relationship with land and water manipulation, a relatively small population, a strong local industrial identity and clearly differentiated precincts – these characteristics of the Botany District have remained unchanged for over 200 years. It is reasonable to anticipate that they will continue to define the development and identity of the area into the future.

Fig A. 11. A poster titled “Bird’s Eye View of Dacey Garden Suburb as it will appear when completed, 1918” which promoted the ground-breaking development of Daceyville. Of innovative design and social purpose, only the first two phases were completed, but these have survived in substantially intact form.
(SLNSW)

THEN ...

A collection of photographs taken in and around the Botany district over the years with the corresponding view in 2017.



Fig. A.12 (top) Ascot Theatre, Botany Road from Robey Street, Botany. c.1910

Fig A.13 (below) Botany Bay Hotel, Banksmeadow. c.1930.

...AND NOW

The historic photographs in this section are from BCHA and the 2017 photographs were taken by Elizabeth Conroy.



THEN ...



Fig. A.14 (top) Botany Public School and teacher's residence n.d.

Fig. A.15 (below) Botany Road looking south from Mill Pond Bridge toward Lord Street. n.d.

...AND NOW



THEN ...



Fig. A.16 (top) Butterfield Chemist on the corner of Botany Road and King Street. 1917.

Fig. A.17 (below) Terrace north of Botany Bay Hotel n.d. c.1980.

...AND NOW



THEN ...



Fig. A.18 (top) Gardeners Road looking east from Durdans Lane n.d. c.1910-1915

Fig. A.19 (below) Gardeners Road looking west from corner of Botany Road n.d. c.1910-1915

...AND NOW



THEN ...



Fig.A.20 (top) Botany Road Mascot at intersection of King Street. Looking south.

Fig. A.21 (below) Lords Road Mascot looking south-west (now entrance to General Holmes Drive) (SLNSW Government Printing Office 1-22049 available online <http://trove.nla.gov.au/work/15042408>)

...AND NOW



THEN ...



Fig. A.22 (top) Mascot Town Hall and Council Chambers

Fig. A.23 (below) Botany Road, Mascot, looking north. Mascot Memorial Park to left.

...AND NOW



THEN ...



Fig. A.24 (top) Mathewson Street looking north from Flint Street

Fig. A.25 (below) Newmarket Hotel at the intersection of Botany Road and Gardeners Road, Mascot

...AND NOW



THEN ...



Fig. A.26 (top) Site of first Council Chambers and Post Office in Botany. Botany Road.

Fig. A.27 (below) Sandmining in Mutch Park, Rosebery in 1960

...AND NOW



THEN ...



Fig. A.28 (top) Sir Joseph Banks Hotel, Banksmeadow

Fig. A.29 (below) St Matthews Anglican Church, Botany Road and Lord Street, Botany.

...AND NOW



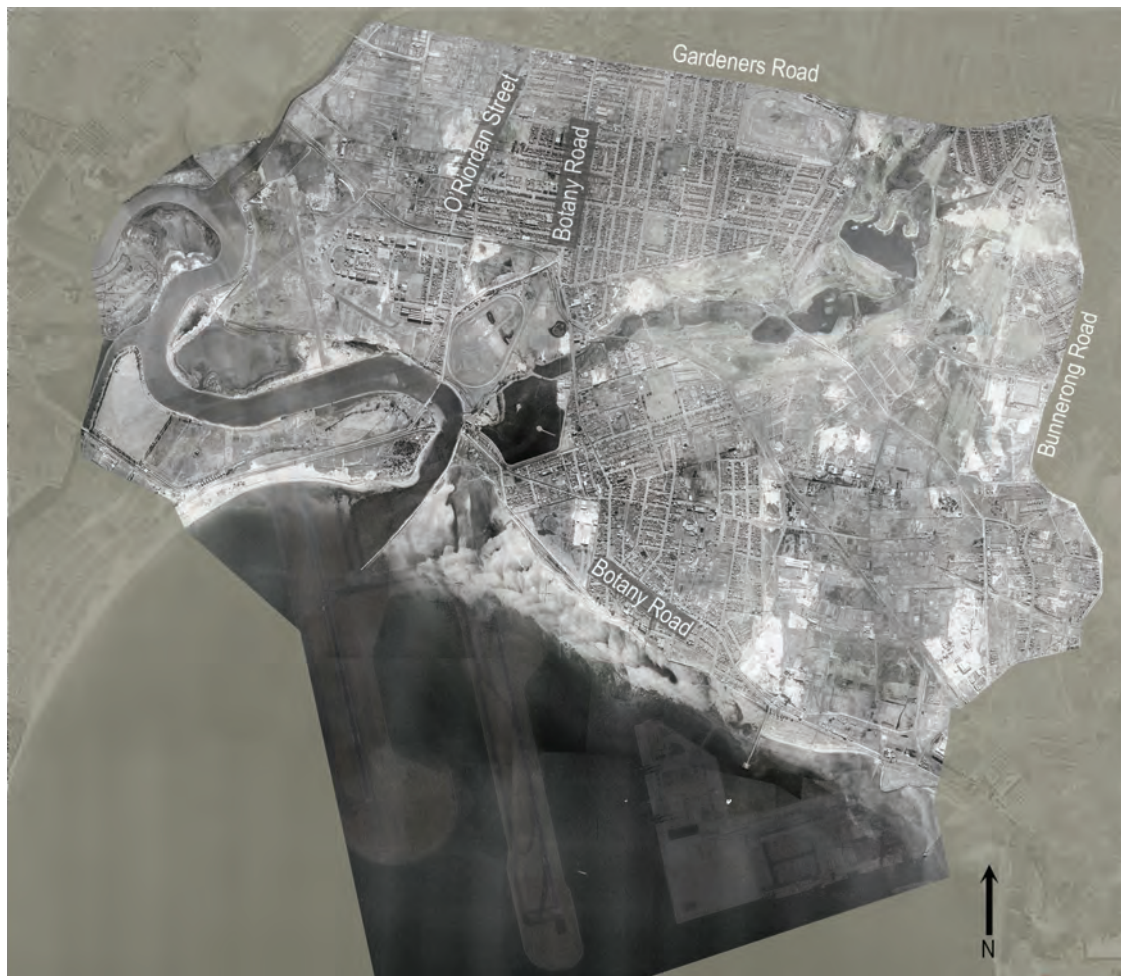
THEN ...



Fig. A.30 Wark Avenue, Pagewood. "looking East from Prince Edward Circle" 1928.

...AND NOW





Figs. A 12 and A. 13. The area in (left) 1943 and (right) in 2014.

(Aerial accessed through LPI SIX viewer at [www. http://maps.six.nsw.gov.au](http://maps.six.nsw.gov.au))