



### 3. THE SUBURB OF DACEYVILLE



The suburb of Daceyville is located in the north-eastern corner of the former Botany LGA (3).

At the turn of the century Sydney was riddled with slums and disease. In 1909 a Royal Commission was called to investigate methods of fulfilling social and hygienic needs by relocating workers into detached, greened suburban houses. In 1911 John Rowland Dacey (1854-1912), the local State Member and NSW Treasurer, introduced enabling legislation for a ‘model suburb’ to be constructed at State Government expense to create healthy, affordable housing to serve as standard for municipal councils and as a monument to the social conscience of the first Labor Government of NSW.

The Housing Act was passed on 24 April 1912, in effect allowing for the first time the State Government to act as both constructor and landlord of housing. The Housing Board of NSW was established to oversee the work that would be carried out in response to the Act. The NSW Labor Government was the first in the world to secure a site for an entire garden suburb that would remain under government management.

The site chosen for the experiment was a large portion of land excised from the abandoned Church and School Estate scheme at Botany. Designed to be the complete opposite of Sydney’s inner city slums, Daceyville’s planners took a very modern and scientific approach to developing the suburb. The ideals of the British Garden City Movement were a major source of inspiration, as shown by the suburb’s

alternative name – Dacey Garden Suburb.

Born out of the ills of the 19th century industrial city, the ‘garden city’ movement sought to merge the best elements of city and country life. The suburb was planned to be spacious, with wide avenues resembling tree-lined boulevards that radiated outwards from an inner ‘hub’. The entrance to the suburb was ideally a garden setting, surrounded by a circular parade of shops and community buildings. Houses were to be set far back from the street to allow for large gardens (where residents were encouraged to grow their own food) and front fences were abolished in favour of wide open greenery. The distinguishing feature of all garden suburbs was its patterns of parks and gardens which linked streets and spaces along wide sweeping avenues.

Even though the self-sufficiency of the British Garden City model intended for Daceyville was not achieved, the layout of the suburb certainly aligned with the overarching philosophy; a range of cottage designs of sizes and arrangements of rooms, no front fences, vistas created by curved residential streets whilst connecting roads were straight, allotments wedge shaped at the street corners and incidental green spaces interspersed among the housing.

Daceyville was not merely a residential attachment to the metropolis of Sydney; it was to be a self-contained community with its own sense of civic identity. The significance of Daceyville as a suburb is foremost in its pioneering philosophy of self-sufficiency and self-containment within a healthy and spacious setting.

Atypically to development of that time, there were to be no back lanes or pubs (being synonymous with ‘slums’). The deliberate absence of a licensed pub in the suburb was indicative of the Government’s agenda for social and moral reform, instead advocating the improvement of morality, health and respectability of citizens by providing them with a model environment of ordered streets, abundant nature and single-family homes.

The planning of Daceyville was an evolving process. The original proposal was grand in scale, extending to the shores of Botany Bay and was socially sophisticated, including a maternity hospital, three schools, a technical college, School of Arts, four churches and over 40 shops. Dedicated accommodation for bachelors and spinsters was

proposed to prevent the overcrowding that occurred when taking in single people as lodgers, along with extensive parks and gardens laid out by the Royal Botanical Gardens' Director, Joseph Henry Maiden.

At the time of its main development between 1912 and the early 1920s, Daceyville was not merely being advertised as a new suburb, but rather as a 'model' one. Daceyville was an advertisement in itself; an ideal town plan built in real form that the Housing Board hoped Sydney's private developers and councils would see the benefits of and replicate.

The scale of the project was reduced in its second iteration which was designed by esteemed architect and pioneering town planner John Sulman with his partner John Hennessey. Although the communal garden ideal of self-sufficiency did not take off in Daceyville, the plan to have 'everything one could ever need' (bar a local pub) was certainly implemented: A School of Arts and Community Hall (1916) was constructed at Cook and Banks Avenues, a police station (1920) and a row of six shops at 1-11 General Bridges Drive (with residences above). A baby health centre was constructed at 3 Wills Crescent (1918-1919). The Daceyville Public School was constructed in 1921 at Joffre Crescent. Churches however were required to find their own sites on the periphery of the development.

Rising building and labour costs, combined with a lack of funds, slowed construction. Government architect, William Foggitt, redesigned Daceyville's street layout midway through the process. By June 1920, eight years after initial work began, just 315 of the intended 1473 cottages had been built. The suburb was by no means deserted however, and it continued to have good population growth for decades after it was 'finished'. Today, one can stand at Cook Avenue, facing away from the Kingsford roundabout, and see Sulman and Hennessey's plan to the right while Foggitt's revised plan to the left. Colonel Braund Crescent, reputedly Australia's first planned cul-de-sac, was constructed out of Foggitt's amended plan. A particularly beautiful remaining example of the original Daceyville plan is the Dacey Garden Reserve and Substation at General Bridges Crescent.

Daceyville on the whole was considered a great success for public housing and before it was even completed a second Daceyville was already being planned. Originally named 'Daceyville No.2', the new

housing scheme aimed at easing the wider issue of housing shortages in Sydney after World War I. The Nationalist Party, which by this time held power in New South Wales, introduced a new housing policy that provided financial assistance to those who wanted to buy an existing home or purchase land on which to build one.

Because of this policy, Daceyville's southern end, now part of Pagewood, was subdivided and offered for private sale.

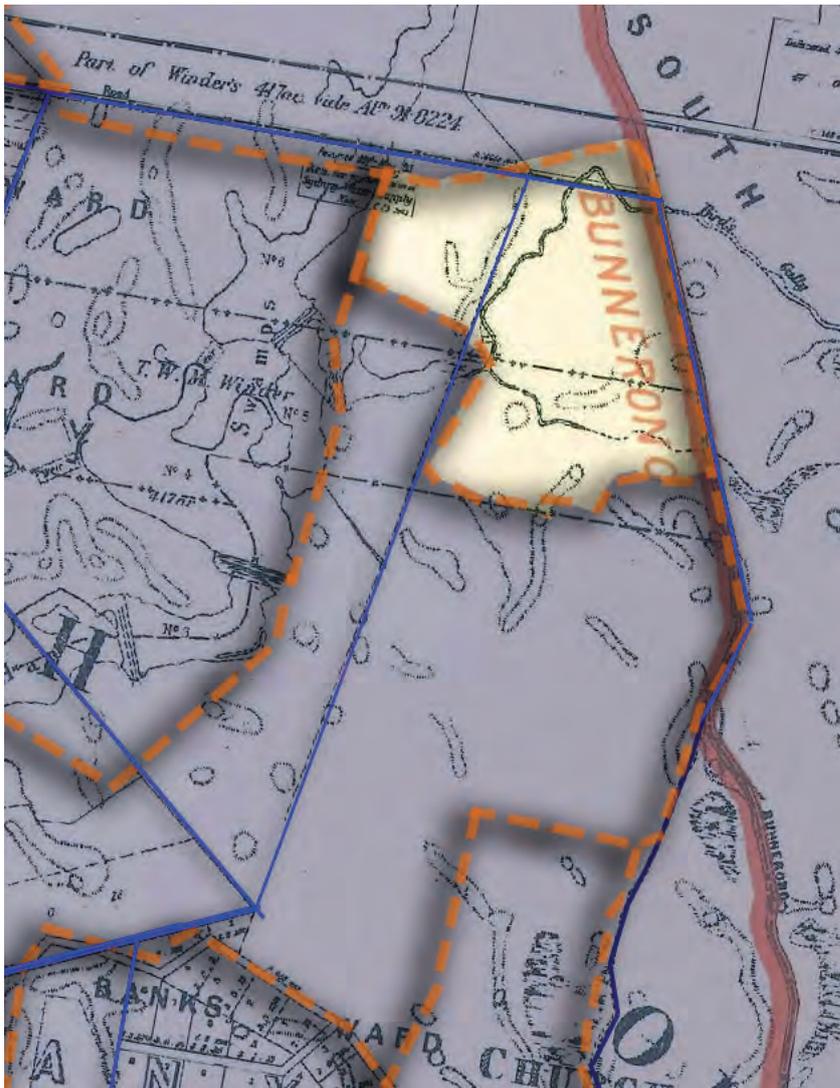
By the 1960s Daceyville was no longer the 'model suburb' it was designed to be. The suburb's once healthy abundance of green space became overgrown and was casually used for off-street parking. Furthermore, many of its buildings were in dire need of modernisation. These issues, combined with the suburb's prime location in the eastern suburbs between the city and growing job markets like Kingsford Smith Airport (and eventually Port Botany), made its redevelopment seem imminent.

Daceyville was particularly threatened in the 1970s by the proposal of an extension to the eastern suburbs railway from Bondi Junction to Kingsford. The Housing Commission saw this as an opportunity to propose bulldozing the entire suburb in favour of walk-up apartments that were in vogue at the time. The residents who lived in the 315 homes in Daceyville protested fiercely against this and created the Daceyville Preservation Society to fight the proposal, supported by the Builders Labourers Federation (well-known for their 'Green Bans' at Woolloomooloo and The Rocks). Ultimately the railway proposal was cancelled and redevelopment plans were scrapped.

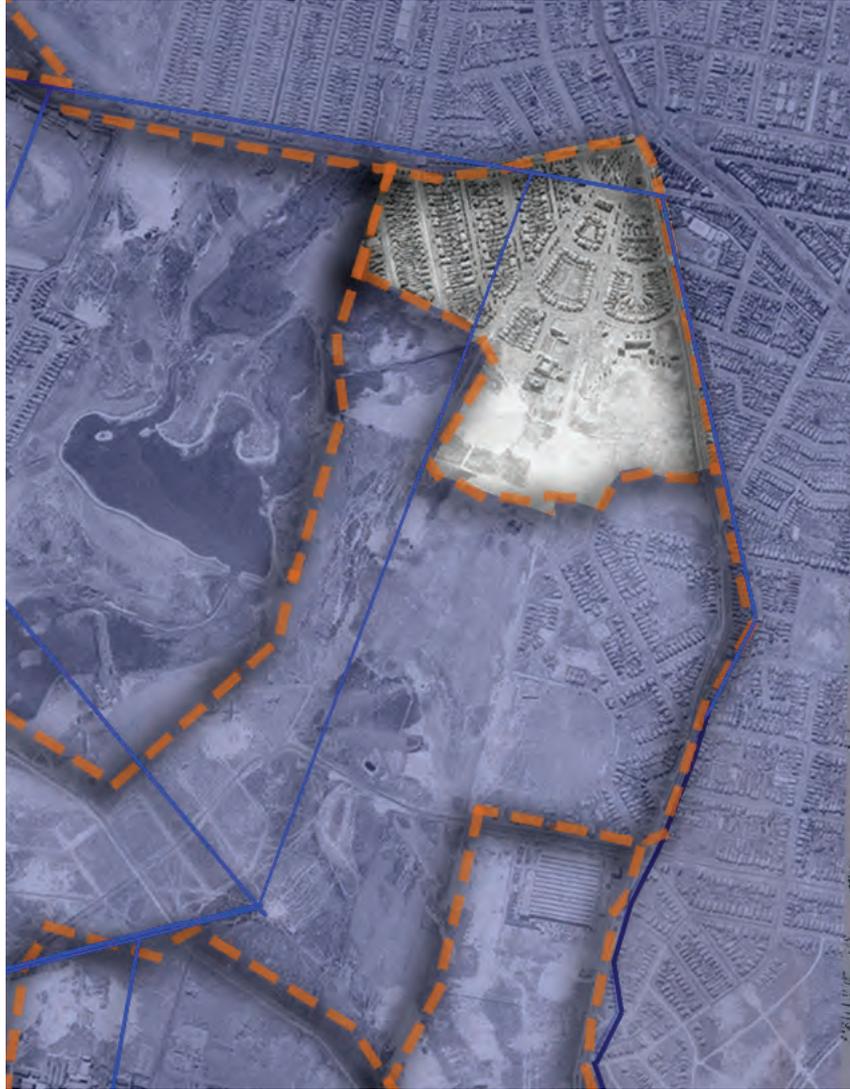
Daceyville again came under the eye of developers in 1979, however the National Trust had officially recognised Daceyville's historical significance in 1978 and in light of this, in 1982 the Commission initiated a plan to conserve Daceyville's most historically significant streets whilst also renovating and a (limited) redeveloping of its housing stock through infill development at the centre of the street blocks. Today, Daceyville exists as a finished suburb that has preserved its social housing beginning and, most significantly, has retained its identity as a secluded and peaceful suburb in the midst of the hustle and bustle of Sydney.

For further reading the following publications are highly recommended: 'Dacey Garden Suburb: A Report for Daceyville

Heritage Conservation Area within its historical context' by Susan Jackson-Stepowski (2002) and 'Audaciousville: The story of Dacey Garden Suburb, Australia's first public housing estate' by Samantha Sinnayah (2012).



*Development of Daceyville did not commence until 1909 on the still-undeveloped sand dunes of the Church and School Estate.*

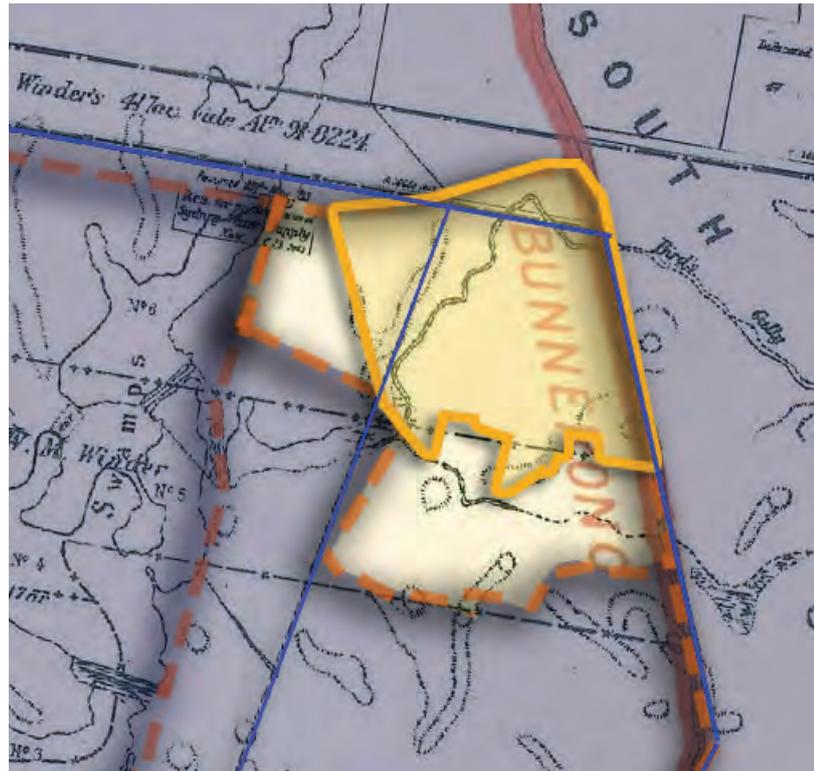


*By 1943 the development existed in close to its current form. The school and St Michaels Church and school were built, although landscaping remained in its natural, barren form, with large areas of sand still visible. The first stage of the Torrens-Title Daceyville 2 to the south can also be seen to the south of the highlighted area.*





*The first release of the Dacey Garden Suburb was laid out in a traditional plan.*



*The second release established the radial plan proposed for the whole development.*





*For further reading the following publications are very comprehensive: 'Dacey Garden Suburb: A Report for Daceyville Heritage Conservation Area within its historical context' by Susan Jackson-Stepowski (2002) and 'Audaciousville: The story of Dacey Garden Suburb, Australia's first public housing estate' by Samantha Sinnayah (2012).*

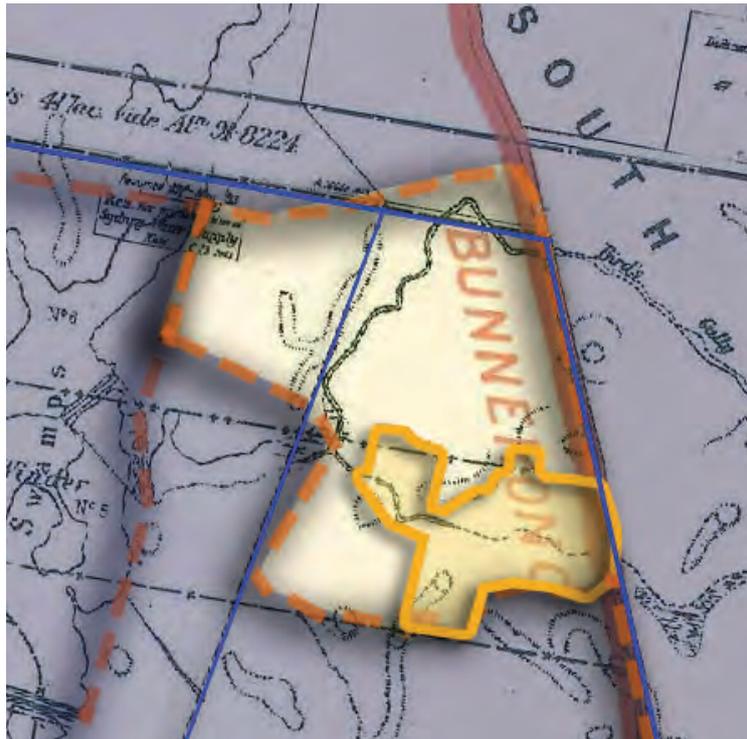






*The second stage of the Dacey Garden Suburb established the radiating street pattern linked by rings of roads designed by William Foggitt 1915-1919. It is distinctly different to the more traditional character of the street layout proposed in the 1912 Sulman and Hennessy plan on the facing page.*





## 4. THE SUBURB OF EASTGARDENS



The land now established as Eastgardens suburb ([4] on the aerial photograph above) was once originally part of the Church and School Estate – a large reservation of over 4000 acres of land in the Botany Bay area (largely between the Botany wetlands and Bunnerong Road) which was set aside by Governor Darling to subdivide and sell in order to provide revenue to pay for the Anglican clergy and parochial schools. By 1833 the Scheme had been abolished and the land returned to Crown Land status. It remained more or less vacant for many years until it was slowly subdivided and sold off throughout the late 19th and early 20th century. Both Eastgardens and Hillsdale sit on a small portion of this original Estate, however most of the reserve went to building the Daceyville and Daceyville No.2 (now Pagewood) housing developments.

Eastgardens is a small suburb that was created in 1999 by combining small portions of two already established surrounding suburbs – Pagewood and Hillsdale. Eastgardens' creation was prompted by the construction of the large Westfield Eastgardens shopping centre which was built on land originally on the outskirts of Pagewood. The complex was built in 1987 on the corner of the junction between Wentworth Avenue and Bunnerong Road – a site which had a history of commercial use already.

The National Film Studios opened at the site (then in Pagewood) in late 1935. It was a raw-brick building situated where Westfield Eastgardens stands today. Part of its site was taken over by General Motors (see below) in 1939. Many Australian films were made at Pagewood Studios over the years, however none

were considered commercially successful. The Studio eventually closed in 1952.

In 1939 General Motors obtained 52 acres of land between Banks Avenue, Heffron Road, Bunnerong Road and Wentworth Avenue, 33 of which it owned and 9 it leased from the State Government. Within the parcel General Motors leased from the government sat an additional 8 acres of land retained by the government for use as a bus depot. This remained a bus depot until the 1980s when the site was purchased for the new Westfield Eastgardens shopping centre.

General Motors began importing cars prior to World War I, and in 1926 they entered into an agreement with Holden which allowed for Holden to produce car bodies for GM vehicles. At this time General Motors became General Motors Australia and established factories in the capital cities of Australia (Sydney's was on Carrington Road in Marrickville's industrial precinct). In 1931, General Motors Australia bought Holden's body building operations, leading to its final name change of General Motors Holden (G.M.H). By this time the Marrickville premises was deemed inadequate and so the Pagewood plant was opened in 1939 (by Robert Menzies).

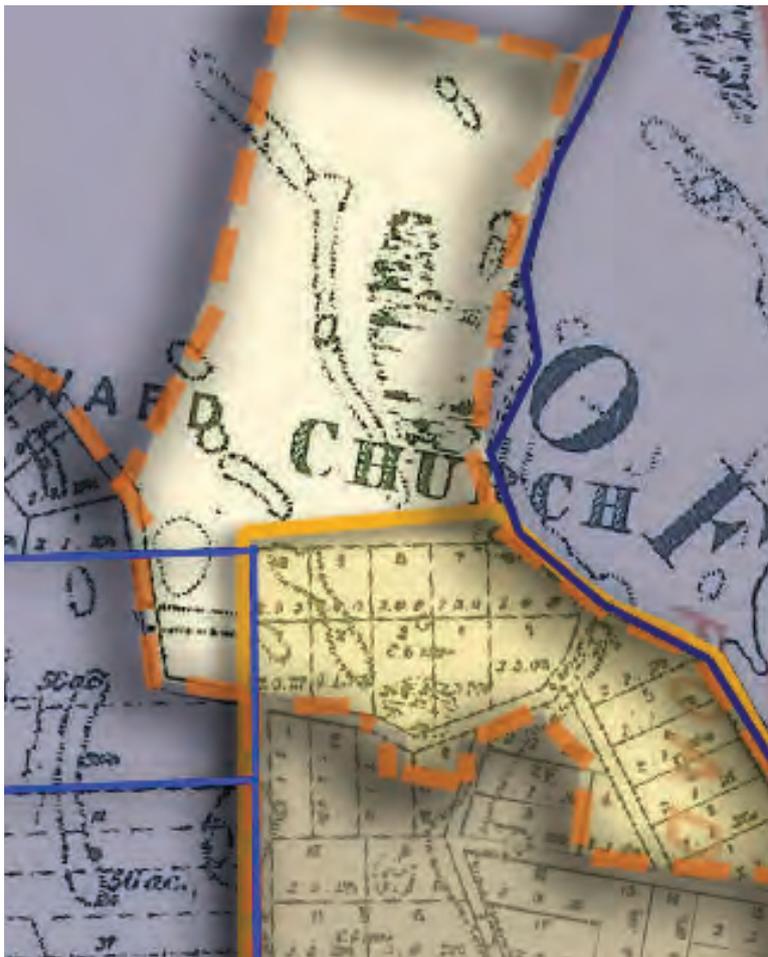
Built in 1939, apart from its beginnings during World War II where it manufactured refrigeration machinery, the G.M.H.'s Pagewood plant mainly served as an assembly and holding plant for its cars (however some sources have stated that manufacturing occurred there also). In the early 1960s GMH purchased the adjoining old Pagewood Film Studios site. Despite the expansion and acceptably busy output, the Pagewood GMH was generally considered to be the weakest of G.M.H.'s four plants, and in 1980 the decision was made to shut it down.

In 1982 (and amidst some controversy) Westfield obtained from G.M.H and the Government a merged site which included part of the old Pagewood Studios site, the closed G.M.H assembly plant and the State Government bus depot. Westfield Eastgardens was built upon the site at an expected cost of \$84 million. Upon its completion Westfield Eastgardens briefly held the title of Australia's largest shopping centre (it being shortly overtaken by Chadstone Shopping Centre in Melbourne).

The complex was not long established however before concerns were raised by Westfield about the image the Pagewood site presented to the community. "Pagewood's past and the significance of the GM-H (sic)

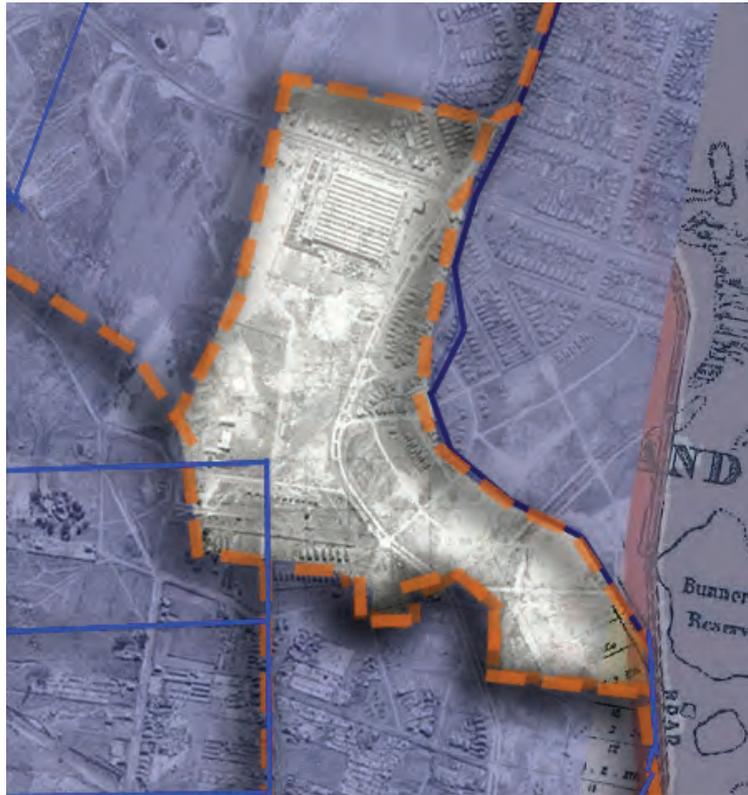
site in the industrial history of the city were ill-matched narratives for the contextualisation of their 'shopping paradise'. (Bailey, Matt., *The industrial plant and the 'shopping paradise': General Motors-Holden and Westfield Eastgardens*, in *Green Fields, Brown Fields, New Fields: Proceedings of the 10th Australasian Urban History/Planning History Conference*, p.22) Although Pagewood, unlike Daceyville, was a housing shortage scheme rather than a welfare one, there were fears that the suburb retained connotations of an industrial working-class area.

In 1989 it was proposed by Westfield to change the name of the immediate surrounding area from Pagewood (and parts of Hillsdale) to 'Eastgardens'. The proposal was met with debate and protest, however by 1999 the change was eventually accepted and the new suburb of Eastgardens was gazetted.

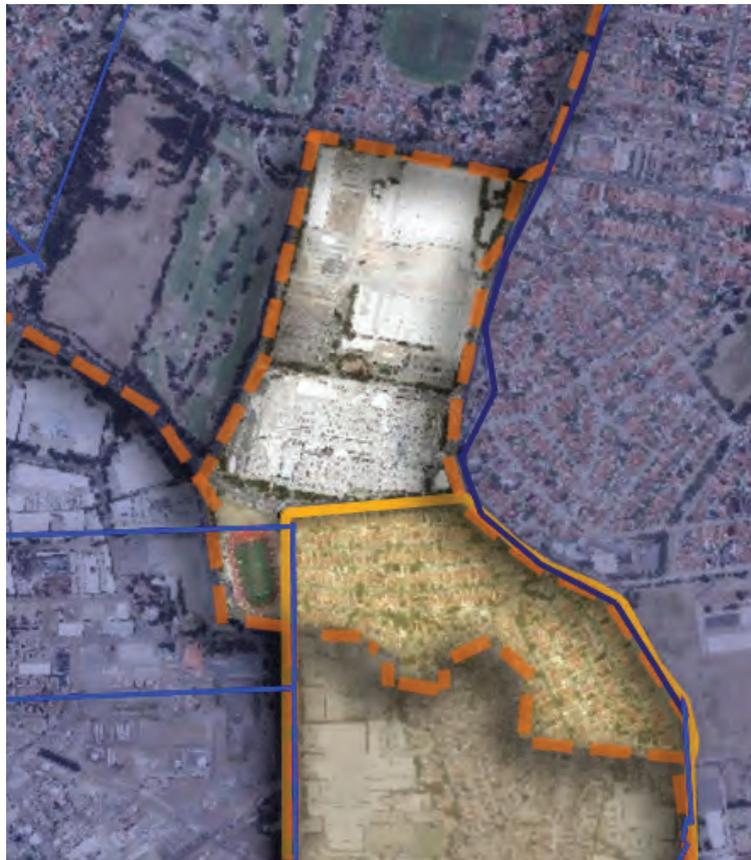


*Eastgardens remained undeveloped for most of the 19th century. This image shows the status in 1909, with only the southern part subdivided into large lots by the Crown. The south-western corner is within Lot 1 of the Veterans' subdivision.*

(top) The only significant development in the Eastgardens area by World War II was the GMH plant at the northern end.



By 2014 (below) most of the area had been redeveloped for a major shopping centre, with the former GMH site being redeveloped in 2017 for high density housing.



The extract from the 1880 Higginbotham and Robinson Map of Botany (opposite) shows clearly the generally undeveloped character of the area, with most of the lots optimistically marked on the plan not occupied.

The Church and School Estate was originally quarantined from development to fund the Anglican clergy and schools, but this scheme was abandoned soon after its establishment and the land reverted to the Crown, who did little with it until the latter decades of the 19th century. A series of land releases and auction sales then followed, but take-up remained slow and later plans reveal few lots sold.



# BETWEEN RANDWICK & BOTANY ON THE BUNNERONG ROAD

## HARDIE & GORMAN

*LITH. No 2*      *Auction Sale 18<sup>th</sup> July 1898*

**Upset Prices**

Lot No.	Area	Upset Price
182	1/2 ac	100
183	1/2 ac	100
184	1/2 ac	100
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270	1/2 ac	100
271	1/2 ac	100

**Local Sketch**

**PLAN**

of Portions Nos 182 & 185 to 271  
Suburban to the City of Sydney  
(Formerly part of the Church and School Estate)

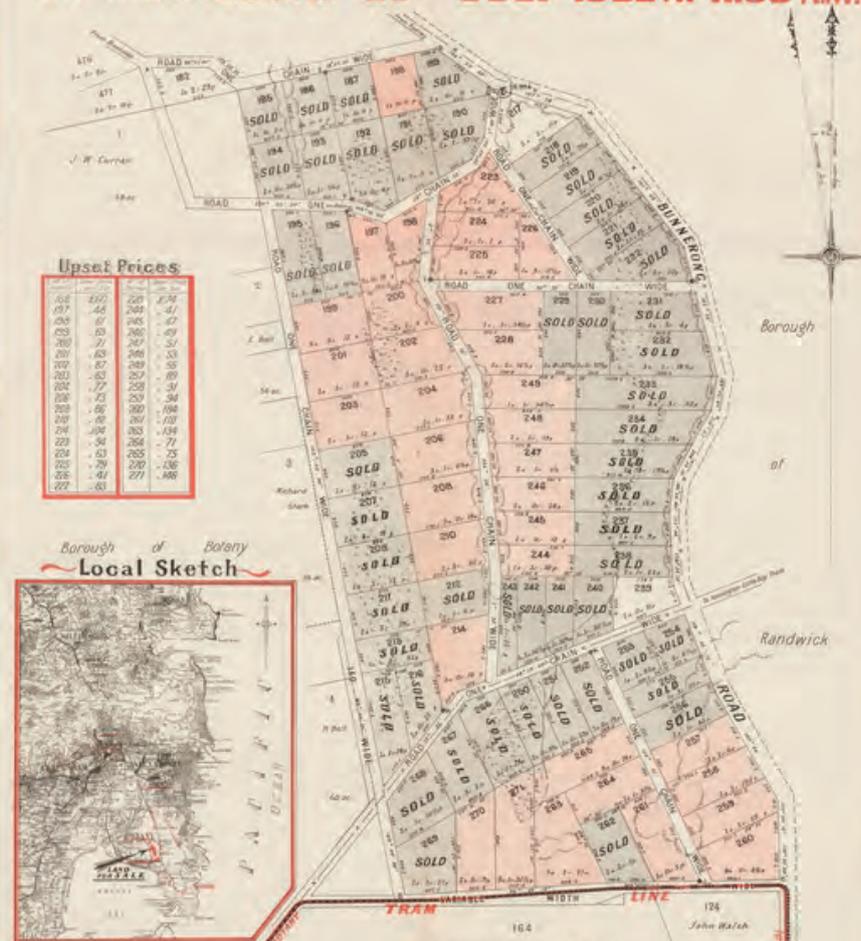
**PARISH OF BOTANY**  
**COUNTY OF CUMBERLAND**  
Metropolitan Land District - Land Board District of Sydney

**TERMS** Deposit, 25 per cent. Balance in 5 equal annual instalments, with interest at 5 per cent. per annum.

Within the Boroughs of Randwick & Botany  
Within the Population Area of Sydney Procl<sup>d</sup> 22<sup>nd</sup> April '86



**SUBURBAN LOTS**  
**AUCTION SALE**  **CROWN LANDS**  
**ON THE TRAMLINE FROM BOTANY TO LITTLE BAY**  
**AND THE BUNNERONG ROAD**  
**AT THE ROOMS OF MESSRS. HARDIE & GORMAN**  
**133 PITT ST. SYDNEY.**  
**ON WEDNESDAY 23<sup>RD</sup> JULY 1902 AT 11.30 A.M.**



51	55	59	63	67	71	75	79	83	87	91	95	99	103	107	111	115	119	123	127	131	135	139	143	147	151	155	159	163	167	171	175	179	183	187	191	195	199	203	207	211	215	219	223	227	231	235	239	243	247	251	255	259	263	267	271	275	279	283	287	291	295	299	303	307	311	315	319	323	327	331	335	339	343	347	351	355	359	363	367	371	375	379	383	387	391	395	399	403	407	411	415	419	423	427	431	435	439	443	447	451	455	459	463	467	471	475	479	483	487	491	495	499	503	507	511	515	519	523	527	531	535	539	543	547	551	555	559	563	567	571	575	579	583	587	591	595	599	603	607	611	615	619	623	627	631	635	639	643	647	651	655	659	663	667	671	675	679	683	687	691	695	699	703	707	711	715	719	723	727	731	735	739	743	747	751	755	759	763	767	771	775	779	783	787	791	795	799	803	807	811	815	819	823	827	831	835	839	843	847	851	855	859	863	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927	931	935	939	943	947	951	955	959	963	967	971	975	979	983	987	991	995	999	1003	1007	1011	1015	1019	1023	1027	1031	1035	1039	1043	1047	1051	1055	1059	1063	1067	1071	1075	1079	1083	1087	1091	1095	1099	1103	1107	1111	1115	1119	1123	1127	1131	1135	1139	1143	1147	1151	1155	1159	1163	1167	1171	1175	1179	1183	1187	1191	1195	1199	1203	1207	1211	1215	1219	1223	1227	1231	1235	1239	1243	1247	1251	1255	1259	1263	1267	1271	1275	1279	1283	1287	1291	1295	1299	1303	1307	1311	1315	1319	1323	1327	1331	1335	1339	1343	1347	1351	1355	1359	1363	1367	1371	1375	1379	1383	1387	1391	1395	1399	1403	1407	1411	1415	1419	1423	1427	1431	1435	1439	1443	1447	1451	1455	1459	1463	1467	1471	1475	1479	1483	1487	1491	1495	1499	1503	1507	1511	1515	1519	1523	1527	1531	1535	1539	1543	1547	1551	1555	1559	1563	1567	1571	1575	1579	1583	1587	1591	1595	1599	1603	1607	1611	1615	1619	1623	1627	1631	1635	1639	1643	1647	1651	1655	1659	1663	1667	1671	1675	1679	1683	1687	1691	1695	1699	1703	1707	1711	1715	1719	1723	1727	1731	1735	1739	1743	1747	1751	1755	1759	1763	1767	1771	1775	1779	1783	1787	1791	1795	1799	1803	1807	1811	1815	1819	1823	1827	1831	1835	1839	1843	1847	1851	1855	1859	1863	1867	1871	1875	1879	1883	1887	1891	1895	1899	1903	1907	1911	1915	1919	1923	1927	1931	1935	1939	1943	1947	1951	1955	1959	1963	1967	1971	1975	1979	1983	1987	1991	1995	1999	2003	2007	2011	2015	2019	2023	2027	2031	2035	2039	2043	2047	2051	2055	2059	2063	2067	2071	2075	2079	2083	2087	2091	2095	2099	2103	2107	2111	2115	2119	2123	2127	2131	2135	2139	2143	2147	2151	2155	2159	2163	2167	2171	2175	2179	2183	2187	2191	2195	2199	2203	2207	2211	2215	2219	2223	2227	2231	2235	2239	2243	2247	2251	2255	2259	2263	2267	2271	2275	2279	2283	2287	2291	2295	2299	2303	2307	2311	2315	2319	2323	2327	2331	2335	2339	2343	2347	2351	2355	2359	2363	2367	2371	2375	2379	2383	2387	2391	2395	2399	2403	2407	2411	2415	2419	2423	2427	2431	2435	2439	2443	2447	2451	2455	2459	2463	2467	2471	2475	2479	2483	2487	2491	2495	2499	2503	2507	2511	2515	2519	2523	2527	2531	2535	2539	2543	2547	2551	2555	2559	2563	2567	2571	2575	2579	2583	2587	2591	2595	2599	2603	2607	2611	2615	2619	2623	2627	2631	2635	2639	2643	2647	2651	2655	2659	2663	2667	2671	2675	2679	2683	2687	2691	2695	2699	2703	2707	2711	2715	2719	2723	2727	2731	2735	2739	2743	2747	2751	2755	2759	2763	2767	2771	2775	2779	2783	2787	2791	2795	2799	2803	2807	2811	2815	2819	2823	2827	2831	2835	2839	2843	2847	2851	2855	2859	2863	2867	2871	2875	2879	2883	2887	2891	2895	2899	2903	2907	2911	2915	2919	2923	2927	2931	2935	2939	2943	2947	2951	2955	2959	2963	2967	2971	2975	2979	2983	2987	2991	2995	2999	3003	3007	3011	3015	3019	3023	3027	3031	3035	3039	3043	3047	3051	3055	3059	3063	3067	3071	3075	3079	3083	3087	3091	3095	3099	3103	3107	3111	3115	3119	3123	3127	3131	3135	3139	3143	3147	3151	3155	3159	3163	3167	3171	3175	3179	3183	3187	3191	3195	3199	3203	3207	3211	3215	3219	3223	3227	3231	3235	3239	3243	3247	3251	3255	3259	3263	3267	3271	3275	3279	3283	3287	3291	3295	3299	3303	3307	3311	3315	3319	3323	3327	3331	3335	3339	3343	3347	3351	3355	3359	3363	3367	3371	3375	3379	3383	3387	3391	3395	3399	3403	3407	3411	3415	3419	3423	3427	3431	3435	3439	3443	3447	3451	3455	3459	3463	3467	3471	3475	3479	3483	3487	3491	3495	3499	3503	3507	3511	3515	3519	3523	3527	3531	3535	3539	3543	3547	3551	3555	3559	3563	3567	3571	3575	3579	3583	3587	3591	3595	3599	3603	3607	3611	3615	3619	3623	3627	3631	3635	3639	3643	3647	3651	3655	3659	3663	3667	3671	3675	3679	3683	3687	3691	3695	3699	3703	3707	3711	3715	3719	3723	3727	3731	3735	3739	3743	3747	3751	3755	3759	3763	3767	3771	3775	3779	3783	3787	3791	3795	3799	3803	3807	3811	3815	3819	3823	3827	3831	3835	3839	3843	3847	3851	3855	3859	3863	3867	3871	3875	3879	3883	3887	3891	3895	3899	3903	3907	3911	3915	3919	3923	3927	3931	3935	3939	3943	3947	3951	3955	3959	3963	3967	3971	3975	3979	3983	3987	3991	3995	3999	4003	4007	4011	4015	4019	4023	4027	4031	4035	4039	4043	4047	4051	4055	4059	4063	4067	4071	4075	4079	4083	4087	4091	4095	4099	4103	4107	4111	4115	4119	4123	4127	4131	4135	4139	4143	4147	4151	4155	4159	4163	4167	4171	4175	4179	4183	4187	4191	4195	4199	4203	4207	4211	4215	4219	4223	4227	4231	4235	4239	4243	4247	4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