

# 4

## BUILDING SETTLEMENTS, TOWNS & CITIES



Transactions involving land & the provision of infrastructure



## THEME 4.1 LAND TENURE

National theme: *Building settlements, towns and cities*. The relevant state theme is *land tenure*. Local themes within this theme are activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Early grants - Redmond, Byrne, Lewin and Walker
- Large grants - Lord and Winder
- Small grants and sales in the former North Botany area
- Small grants and sales in the former Botany area

Related themes

2.2 Convict (Simeon Lord)

4.2 Towns, Suburbs and villages

### 4.1.1 EARLY LAND GRANTS - REDMOND, BYRNE, LEWIN AND WALKER

The first recorded grants of land to Europeans in the area was on 6 September 1809, when three ex-convicts Andrew Byrne, Mary Lewin and Edward Redmond, received promised (and later confirmed) land grants from Colonel William Paterson, in the area now covered by Kingsford Smith Airport. All three grants were subject to the usual condition to clear and cultivate one-third of the land and construct a dwelling. Each was also subject to an annual quit rent of 1 shilling to commence on 1 January 1815, after which the grants were formally issued. Their boundaries were defined by basic references, the only physical markers being the river and marked trees or posts. Redmond and Byrne were Irish, and had both been transported on the *Minerva* in 1799. Both men were granted an Absolute Pardon by Governor Macquarie in January 1811. Redmond had occupied his 135 acres of land by 1809 according to a survey made by James Meehan in 1810; and placed an advertisement in the Sydney Gazette concerning a bullock that had strayed from his farm at “Mudbank, Botany”. The somewhat prosaic name ‘Mudbank’ had replaced the original name Redmond selected of “JohnsTown”, and remained the general name of the locality for many years, presumably inspired by the expanse of mud that formed the eastern banks of the Cooks River.

Andrew Byrne also established a residence on his farm “Sea View” and had ongoing problems with straying stock. He sold raw materials including timber, meat and lime to the government regularly, and by 1812 had married his neighbour, Mary Lewin; and therefore doubled the area of their farm. Mary died only three years later as a result of childbirth. (Mary’s grant was known as “Newcastle”). Despite advertising both Sea View and Newcastle for sale periodically over the years, Byrne appears to have





Fig. 4.1.1 Location of the earliest (pre 1830) land grants and land reservation in the Botany district, numbered in order of the grant being promised.

1. 1809 to Andrew Byrne 'Sea View' - 30 acres
2. 1809 to Mary Lewin 'Newcastle' (30 acres)
3. 1809 to Edward Redmond ('Johns Town', a.k.a. 'Mudbank' (135 acres). Purchased by Simeon Lord 1816.
4. 1814 to Andrew Byrne (promised by Governor Macquarie but not confirmed until 1847; backdated to 1827) 'Castletide'/'Castlehide'/'Cool Harbour'/'Macquarie Sea View'/'a.k.a. Byrne's Bush' - 50 acres
5. 1822 to Tom White Melville Winder (417 acres as extension to his Lachlan Swamps Estate)
6. 1823 to Simeon Lord (600 acres)
7. 1823 to John Neathway Brown (100 acres, mostly in the Randwick LGA)
8. 1829 to the Trustees of the Clergy and School Estate (1745 acres)

retained ownership because in 1843 he advertised that he had lost the grant documents and had applied for their re-issue.

Sea View and Newcastle were not Byrne's only interests in the Botany area. An additional 50 acres was promised to Byrne by Governor Macquarie on 4 July, 1814, and in later dispute with Lord it was claimed that he had cultivated the land prior to this. The land was situated to the south of Lord's 600 acres on 'Botany Bay beech'. The grant was not claimed until 1847, with the annual quit rent of one shilling back payable to 1827. This triangular-shaped grant was first known as Cool Harbour, then 'Castletide/Castlehide' and finally "Macquarie Sea View", although it appears to have been known locally as 'Byrne's Bush'. He describes having cultivated the farm, and an 1847 Notice in the Sydney Morning Herald warns against cutting of a timber windbreak "that I have been nursing and growing on the boundary at Botany Bay to defend the crops and fruit trees from the sea breeze" (14 June 1847 Sydney Morning Herald, p.2). Byrne had sold the Seaview/Newcastle farm by this time but was in the middle of action to prove his right to Macquarie's promise of the 50 acre grant and claim the title formally, which he appears to have neglected to do.





By 1816 Byrne had acquired a fourth farm in the Botany district that he named 'Bell View' (also known as Belle Vue and Bell View). The location of this property has not been confirmed, but it was close enough to the 50 acre triangle to form part of a 'run' of land that Byrne advertised this 'run' between 1816 and 1819 for the agistment of stock. Descriptions in notices indicate that Belle View was approximately three miles from Sydney on the Botany Road (which at the time was the 1813 Mitchell alignment from East Sydney to La Perouse), and bounded to the west, north and east by swamps and to the south by the government road. Its actual tenure is uncertain. Byrne describes himself as proprietor of the land, but the nature of this ownership is not clear, for no likely grant has been identified. Depending on the starting-point for the measurement, three to four miles from Sydney along the path of Botany Road is in the vicinity of Gardeners Road to Maroubra Road. The 'run' he described extended to Long Bay on the coast, where he held a fifth farm named 'Long Bay'. (16 October 1819 *The Sydney Gazette and New South Wales Advertiser*, p.4.) This is curious because the whole of the land between Winder's grant and the coast was reserved for government use as part of the Church and School Lands ten years later.

Fig. 4.1.2 Detail of Redmond's, Lord's and Winder's grants showing their form in 1943. The location of the earliest structures on each are also indicated. (from left to right)

1. Redmond's grant (purchased by Lord in 1816): Lords Mill and Banks House (built by Redmond, altered by Lord).

2. Lord's 600 acres: Factory for the making of woollen cloth and two cottages to the east.

3. Winder's 417 acres: Winder's Mill (below) and Clarkson's Mill (above).

## 4.1.2 THE LARGE GRANTS: LORD, WINDER AND THE CHURCH AND SCHOOL LANDS

The recipient of the largest and best-known grant in the Botany District was Simeon Lord. Lord was an emancipist businessman who had many estates and interests across NSW, but his primary business and residence was at Botany Bay. This house was located on Edward Redmond's 135 acre Mudbank, which Lord had purchased by 1816, then remodelled and renamed it "Banks House".

Lord had established a flour mill on Redmond's grant at the mouth of the creek discharging from the wetlands, which he had dammed. Lord and his business partner at the time, John Hutchinson, formally petitioned the Governor on 14 July 1813 for additional land, specifically the swamps above the mill, in order to guarantee water supply as they feared future political interference. In the application Lord described his project as being well progressed:

*"Having got the Principal part of our Heavy Woollen Machinery in a great state of forward [ness?] and also the Principal articles for the Water Mill, which your Excellency was so good as Promise should be granted to us, with a certain Portion of Land to Erect our factory and cottages for the People, and also the sole use of the stream above us, when Mr Evans surveyed the R[illegible] he made some objections as to us having the use and Sole Privilege of the stream above where our Factory is erected, but when we inform your Excellency that without that privilege the concern would be off [sic] no value at all so we must make at least Two large Reservoirs, more than half way between the Factory and the Head of the Stream...."*

Lord concluded his request with a reminder that "it will be in our power to offer such proposals to Cloath [sic] Government people in this Colony that we are [?] confident your Excellency will not deem it advisable to have any more from the Mother Country". Governor Macquarie directed Surveyor Meehan to survey the land, but it took until 27 May 1823 for the grant to be formalised. It covered 600 acres of the wetlands of the aquifer. The grant does not appear to have been given a name, being known generally as "Lord's 600 acres".

The second major grantee in the Botany District was Tom White



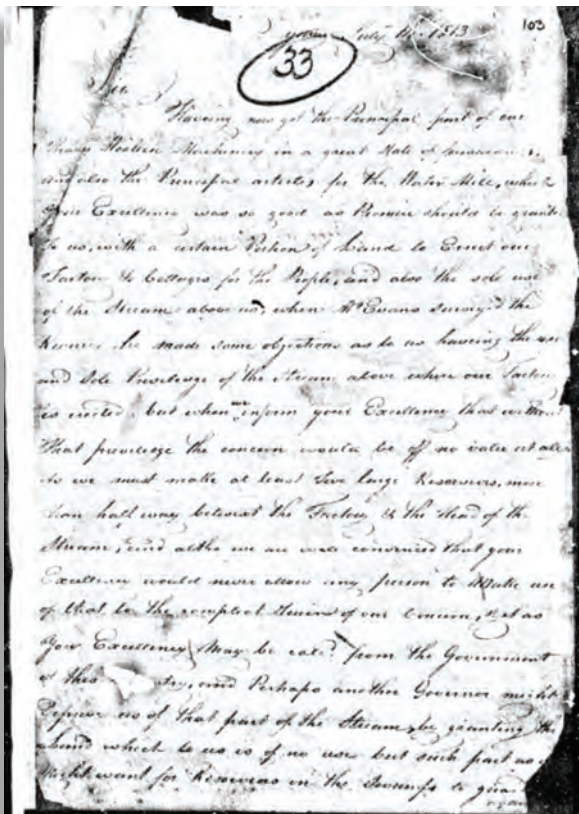


Fig 4.13. Memorial letter from Simeon Lord and business partner John Hutchinson to Governor Lachlan Macquarie requesting exclusive and unalienable right to the water supply to support their Mill and proposed factory. This letter resulted in Lord's holding being expanded to cover 600 acres of the Botany Wetlands. Transcription: Sydney July 14 1813

Sir

Having now got the Principal part of our Heavy Woollen Machinery in a great state of forwardness and also the Principal articles of the Water Mill, which your Excellency was so good as Promise should be granted to us, with a certain Portion of Land to erect our Factory & cottages for the People, and also the sole use of the stream above us, when Mr Evans surveyed the River [?] he made some objections as to us having the use and Sole Privilege of the stream above where our Factory is erected, but when we inform your Excellency that without that privilege the concern would be off [sic] no value at all so we must make at least two large reservoirs, more than half way betwixt the Factory & the Head of the Stream, and altho we are well convinced that your Excellency would never allow any person to make use of that to the compleat [sic] ruin [?] illegible] of our concern, yet as Your Excellency may be cast [?] calld [?] from the Government of this [country], and Perhaps another Governor might Deprive us of that part of the Stream by granting the Land which to us is of no use but such part as [??] might want for Reservoirs on the Swamp to guard against dry seasons, yet we trust & hope that your Excellency Patronage & Goodness will go so far as to Put it out of the Power of any future Governor of this Colony, to deprive us of the use of any part of the Stream above us, after the great expence [sic] we must be at to compleat [sic] the Same, which on the Most Moderate calculation will cost from three to four Thousand Pounds, confident therefore of your Excellency's [??] for the welfare and Prosperity of this Colony as well as your good wishes towards All those who Industriously employ themselves for the Good of the Country, as well as for their own Comfort, we with Confidence ask permission to commence next week to open different water races on the said swamps, and to begin with confidence by Your Excellency assurance [con't] that our grant

cont'd/..

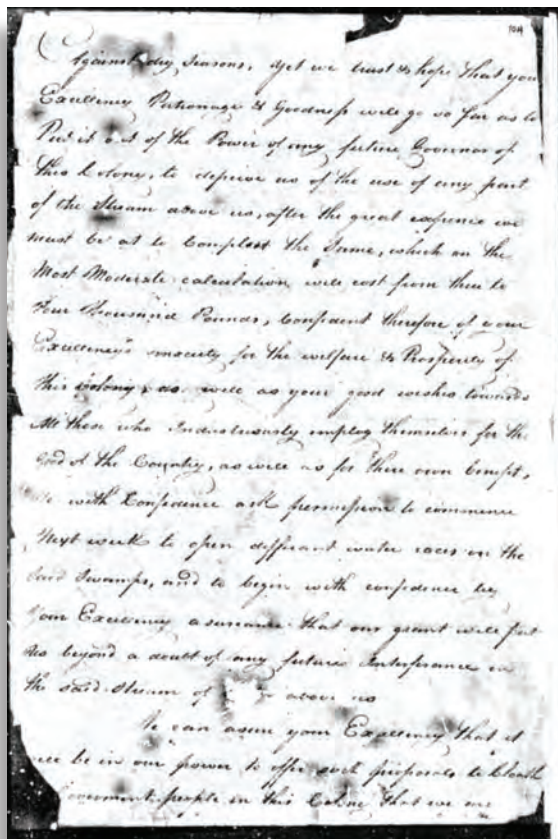




Fig 4.1.3 (cont'd)

.....will put this beyond a doubt of any future interference on the said stream of [obscured] above us.

We can assure your Excellency that it will be in our power to offer such proposals to Cloathe Government people in this Colony, that we are [?] confident your Excellency will not deem it all advisable to have any more from the Mother Country.

And we Remain

Your Excellency Most Obeos [sic. Obsequious]

Most devoted humble servants

Lord & Hutchinson

[Annotation in Macquarie's hand:]

Answer To ly over for consideration till Mr Meehan returns from Van Diemen's Land - L.M. 15 July 1813.

(Archives Office of NSW. NSW Colonial Secretary's Papers, 1788-1825. Memorials to the Governor 1810-25. (microfilm). Accessed via [www.ancestry.com.au](http://www.ancestry.com.au) on various dates 2016-2017. )

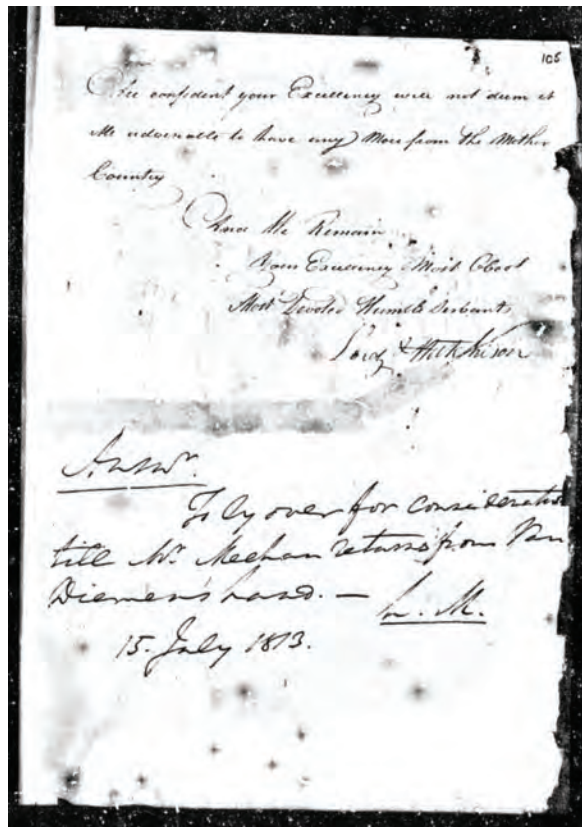


Fig. 4.1.4 (below) The result of Lord and Hutchinson's appeal to Governor Macquarie was that Lord was granted 600 acres extending over the whole of the lower part of the Botany Swamps. The grant was not actually made until 27 May 1823. This detail from an 1880's plan of the area shows the size of his grant and location of Lord's dams and weirs. The dotted line shows the relationship between Edward Redmond's grant (Lord's original purchase) and the 600 acres granted by Governor Brisbane. Note that the roads, subdivision and enlargement of the western-most pond shown on the map were made after Simeon Lord's death (see also Fig 4.1.5 (opposite) and Fig. 2.1.4 for more details of this area). (base: Higinbotham and Robinson, 1880)





Melville Winder, who was surveyed 700 acres on 19 February 1822, 417 acres of which were within the area of the former City of Botany Bay. The land extended from the northern side of Gardeners Road to the north-east of Lord's 600 acres. Two woollen mills, Winder's Mill and Clarkson's Mill, were erected on his grant but most of the land remained undeveloped until the 20th century. Much remains open space in the form of wetlands and golf courses.

The original parish map (Fig.A.2) reveals that almost the whole of the area south of Lord's and Winder's large grants and Byrne's 50 acres was intended to be reserved for the government, with the exception of 100 acres granted to John Nethaway Brown in 1823 by Governor Brisbane. Brown was also of the NSW Corps, and named his farm 'Bunnerong'. Most of this grant is within the Randwick area, with only a small portion at the southern tip of the former Botany LGA.

The area to be reserved included 4175 acres to be set aside to provide a land bank for the ongoing support of Church of England clergy and schoolmasters. This was to be managed by the Clergy and School Lands Corporation. This Corporation had been established in 1826 and was to be endowed with one seventh of all new lands in the

Fig. 4.1.5. Sketch of the western section of Lord's 600 acre grant showing the location of his main improvements. Refer to Section 4.2 for a more detailed discussion of this sketch, and also to Fig. 2.1.4 for a more formal plan of the ponds and dams. (sketch re-oriented to north)

1. Woollen weaving factory
2. Mill
3. Banks House



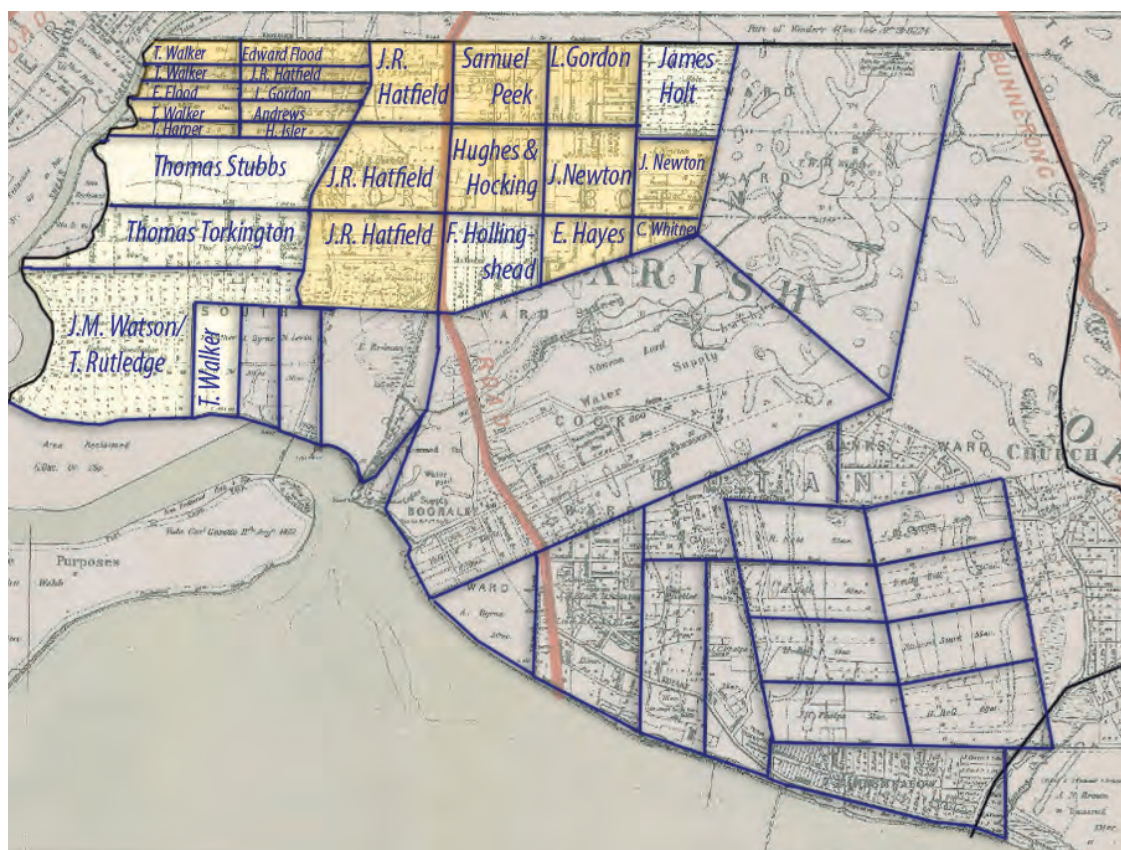


Fig. 4.16 The next phase of land grants were made through the revised policy of purchased land grants (shown here in pale yellow) and were located mostly in the area now known as the suburb of Mascot. Under this, the applicant identified the land they would like and then applied for and purchased the grant. This ad-hoc and incremental approach to the subdivision and development of land led to extensive problems and challenges for owners and those administering the system. These problems were endemic across the state, and to address them a new system of organised land release and direct auction sale by the government was introduced. The land shown darker yellow covers these purchases. Note that most purchasers bought more than one lot. (Base 1909RCISS)

Colony. The grant to the Trustees of the Clergy and School Estate was made on 3 February 1829, but following advice from London the scheme was abolished in the same year and all the land reverted to the Crown. In the case of the Botany Church and School lands most of the granted area within the former Botany LGA remained undeveloped until the late 19th century. Regular auctions of market garden lots designed to also attract speculators were held but the pace of alienation was slow. The most notable development in this former Church and Schools Lands was that of Daceyville in 1912.

### 4.1.3 SMALLER GRANTS AND CROWN LAND AUCTIONS IN THE FORMER NORTH BOTANY (MASCOT) AREA

The early grants in the area had been made in accordance with the early Colonial policy of grant size in accord with legal status and potential, the grant promised on a conditional basis (usually a requirement that a nominated area would be cleared and fenced)





Fig 4.17 (above) and detail (left). An 1836 “Copy of Sketch to shew [sic] the Road on which Mr. Stubbs travelled and selected his 100 acres Grant. Note the yellow is the land measured to Mr Stubbs. The pink is the land which Mr Darcy understood Mr Stubbs desired to select.”

The confusion was caused by the multiple tracks through the area and no identifiable road - Stubbs had apparently used the left (western) track rather than the one to the east, which was by then known as “Old Botany Road”. The annotation along the line of the western track reads: “Road on which Mr Stubbs travelled but not laid down in the chart”, and on the eastern, “Old-Botany Road nearly obliterated”. This reveals the poor state of the road by this time. Note also that the labels to Lewin and Byrne’s grants have been reversed on this plan. (AONSW).

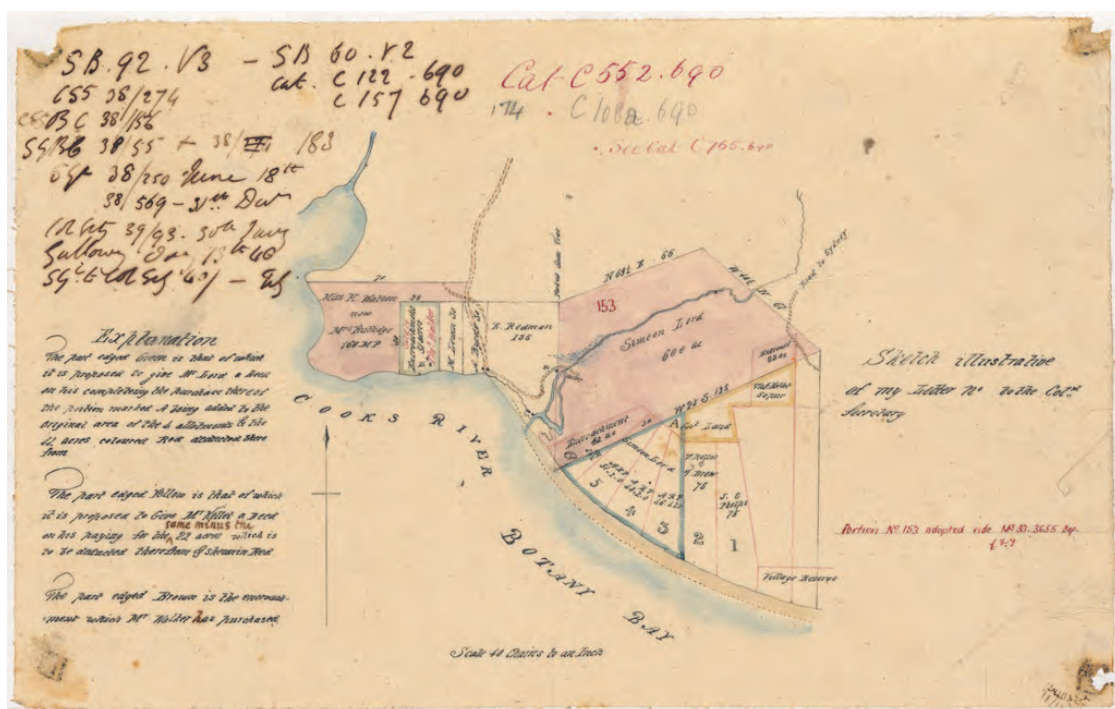


Fig 4.18 (with detail, right) Annotated sketch proposing the re-distribution of boundaries and ownership to make good the erroneous identification of Thomas Walker's grant purchase next to Byrne's Sea View. The annotation explains that the error was caused by using 'the wrong starting points' from Lord's 600 acres. This was a common problem caused by the ad-hoc identification of land and undisciplined surveying practice. In this case the boundary marker between Redmond's and Lord's grants had been described as "a forked gum tree". The challenge was often to prevent a follow-on impact on other properties - in this case according to the notes on the sketch, on T.M. Winder's 417 acres to the east. The solution affected Lords, Byrne's 50 acre triangle and Kelletts land. It also wrongly identified Byrne's triangular lot as belonging to Simeon Lord, and resulted in further legal action by Byrne to have Macquarie's original promise of the grant confirmed. The colours on the map appear to have changed over time. AONSW.



and then confirmed once this had been done and a nominal quit rent charged in perpetuity. From 1825 the system changed to grant by purchase at a rate per acre for most grants, and after 1831 no free grants were made and all lots were to be sold by public auction.

The balance of the land in Mascot was alienated either by purchased 'grant' or by public auction. Part of the advantage of the auction system was that there could be certainty in the boundaries and location of the grants, a significant advantage in the context of development in the Mascot area. There was considerable argument and challenge over the size, location and boundaries of those areas of purchased grants. Thomas Stubbs, for example, was provided with

a grant for land that, he argued, was not the site he had selected. In this case, the alignment and poor condition of Mudbank Road was reputedly to blame - the documentation of the correction included evidence that Stubbs had thought he was on the second 'Botany Road' but in reality was on an un-named track, unaware of the difference.

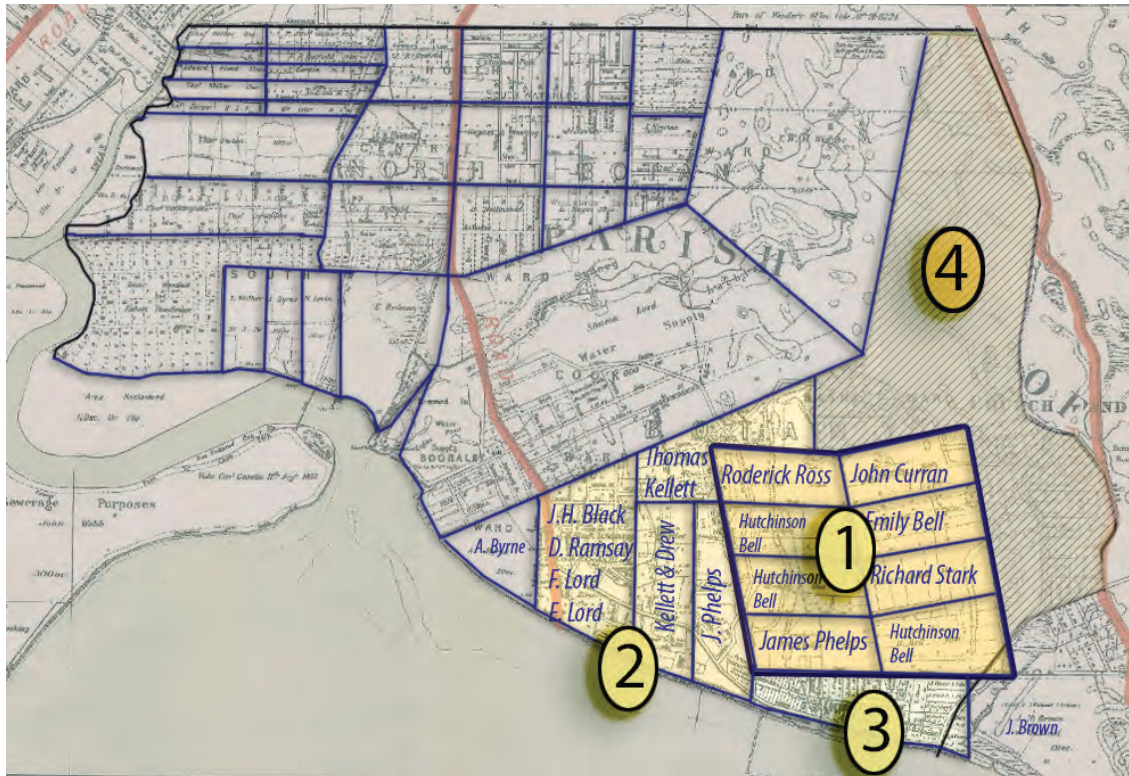
The alignment of the first Botany Road (Macquarie's 1813 Botany Road) was also the core issue in an appeal to the Supreme Court in 1841 in regard to a property in Surry Hills (refer to Section 4.2, page 259). Errors in recording and mapping the grants also caused problems, including the 30 acres to Thomas Walker (adjacent to Andrew Byrne's Sea View), which was described as adjoining Mary Lewin's Newcastle - land already granted to Andrew Byrne, and therefore an encroachment.

Other issues were caused by physical encroachment of a use - for example, Mrs Rutledge had enclosed the northern strip of her neighbours' land to widen her access to Mudbank Road (Mrs Rutledge was the wife of Thomas Rutledge who, with J.M. Watson, was granted the 160 acres in the south-western corner where the airport is today. She acquired the land as a marriage portion).

The later sales of the balance of the area by public auction seem to have been considerably better managed, with the lots being numbered and identified clearly and the auction proceeding smoothly. Speculation appears likely to have played a role in many sales, with only seven of the 20 lots offered being bought as single lots. Many of these early landholders established small farms on their properties, however little is known about these settlers in this early period. By the mid 19th century most were sub-let to market gardeners. Original owners included Samuel Peek, Lewis Gordon and Jasper Holt, who all acquired land between what is now Gardeners Road and Coward Street. Other early landholders included John Roby Hatfield, Hughes & Hosking, Joseph Newtown, Elisha Hayes, Hollingshed and Charles Whinney.

Irrespective of the method of achieving tenure, most land in the Mascot area was used for market gardens or small farms created by re-subdivision or lease, until further re-subdivided for residential development in the latter part of the 19th and early 20th centuries (see Section 10 for more information about these subdivisions).





#### 4.1.4 SMALLER GRANTS AND AUCTIONS OF CROWN LAND IN THE BOTANY DISTRICT

The early alienation of land in the areas to the south of Lord and Winder's grants was both less extensive and more targeted than in the north.

##### THE VETERANS' SWAMP

By 1818 the NSW Veterans Corps was to be disbanded. The Corps had been formed from veterans of the 73rd Regiment, the NSW Corps who had accompanied Governor Macquarie plus veterans from other regiments. The Surveyor-General was tasked to identify suitable land for granting to those veterans who wished to remain in the colony, and after inspection he advised that the swampland "between Sydney and the North Head of Botany" would potentially be suitable.

The Botany Swamps extended well to the south of Lord's 600 acres and included the area that came to be known as the Veterans' Swamp. The Swamp was a wide, natural depression that drained to a central watercourse to the bay (see Section 1.0). The soils in this depression

Fig. 4.1.9 Location of the land grants and other types of tenure in the southern Botany area.

1. The Veterans' Swamp
2. Grant purchases
3. Village of Banks Meadow
4. Reservation for Church and School (part of 4175 acres) (see above)

were relatively rich in vegetative nutrients and this, together with the reliable water supply, made the area a relatively fertile one and promising for cultivation. This was agreed and surveyor Robert Hoddle was instructed to survey between six and twelve allotments and a reservation for a small village. It is possible that the Governor was not oblivious to the strategic advantages of having a trained (if elderly) group of men located in an area that was still considered vulnerable to attack from the sea.

Hoddle divided the swamp area into eight c.50 acre lots in a chevron pattern reflected by a central drain and the Governor offered grants free of any quit-rent to veterans who wished to stay in the Colony and become market gardeners. Take-up of the lots was slow. All except one were promised to veterans on condition that they not be sold or sub-let for at least two years, but only one was eventually granted to the same veteran (Roderick Ross, promised in 1830, granted in 1839), and a second to the son of a veteran (John W. Curran, son of John B. Curran, promised 1831). The remaining lots were acquired by non-veterans, most in 1838 with the final lot in 1848. Despite this, the area remains known as the 'Veterans Swamp'.

### **BANKS MEADOW**

The reservation for the village of Banks Meadow was allocated at the time the farm lots were laid out in accordance with Governor Darling's 1829 Regulations. This was effectively an early town planning control to ensure that, when a settlement had grown sufficiently to warrant a village, land would be available. In the case of Banks Meadow this was not an issue. The area remained a low density one of market gardens, tanneries and wool scours until the early 20th century, but the village was finally subdivided and released for sale in 1863. It was to be a small settlement of 27 cottage lots with 14 larger sites situated on the shores of the bay. Tenure was via the by now standard sale of Crown Land by auction, and evidence of speculative anticipation can be interpreted through the multiple-lot purchases of much of the release. Development was very slow and most lots were eventually amalgamated for the growth of noxious industries (see Figure 3.9.1).

### **GRANT PURCHASES**

The area between the Veteran Swamp and Lord's 600 acres was divided into four medium-sized grants which were purchased by

Thomas Kellett, James Drew; James Christie Phelps; and a consortium of Simeon Lord's sons, David Ramsay and J.H. Black. Most of this land remained un-subdivided for small-lot development until the late 19th century. One notable land use was the Sir Joseph Banks Hotel on the water's edge at the southern end of Kellett and Drew's grant. The recent redevelopment of the original hotel building was an example of an increasingly common form of land tenure in the former Botany Bay area, Strata Subdivision.

## CHALLENGES TO ANDREW BYRNE'S 50 ACRE GRANT

The location and size of the 50 acres granted to Andrew Byrne was the subject of considerable local acrimony between Lord's heirs Edward and George Lord and Byrne in the 1840s. According to the Court of Claims notice in the Government Gazette of 15 August 1846 (p.3), Byrne had been promised 50 acres on Botany Beech [sic] in 1811 and had improved the land before 1814. It was known by various names over the years, including Cool Harbour, Castletide and eventually Macquarie Sea View, but appears to have been identified locally as Byrnes Bush. According to notices Byrne placed in the Sydney Gazette from 1816, Byrne used it as part of a 'long run' of farms that stretched from the 50 acre triangle to the coast at Long Bay.

Fig 4.110 (left) Postcard of Cattle grazing at 'Byrnes Bush, Botany' in 1909. The background reveals that this is the 50 acre Macquarie Sea View grant.

(Mr Joseph Lebovic Collection, NLA, available online at <http://trove.nla.gov.au/work/173734007>)





Byrne did not provide any reason for not pursuing the formal claim for the grant until Lord's heirs Edward and George Lord initiated the process of sale of the land plus other adjoining land to the east of Thomas Kellett (of the Botany Bay Hotel) and Andrew Walker. This proposal had been put forward as a resolution of the encroachment of Thomas Walker's grant in 1838 and nominated Lord as the owner of the 50 acres. This may have been the catalyst for Byrne to seek formalisation of Macquarie's promise. Byrne then initiated an active campaign to prove his claim by taking out advertisements in approximately every two weeks from July 1840 to at least April 1841 such as:

*"WARNING TO TRESPASSERS.*

*Whereas my Farm of fifty acres granted to me by Governor Macquarie, and situate in Botany Bay, adjoining the Estate of the late Simeon Lord, Esq., and formerly occupied and cultivated by me, has been trespassed upon by various persons, who have carried away fuel and other timber from the same; and whereas I have heard a rumour that part or the whole of the said Grant of fifty acres has been offered under the Regulations for the Sale of Land, to be purchased of the Government; I hereby warn all such trespassers to cease from their said and all other trespasses, and also all persons from offering to purchase the same of the Government, as the said fifty acres are my property, by a tenure which has invariably been recognised, from His Excellency Governor Phillip downwards. And that I have memorialised the Secretary of State in order to procure a regular Deed of Grant from the Crown, to which memorial I expect an answer in due course.*

*ANDREW BYRNE.*

*Cattle Market, Sydney,*

*July 1, 1840."*

In May of the same year Byrne offered the land for sale without result and the dispute continued until considered by the NSW Court of Claims. The following notice was placed in the Government Gazette of 15 August 1846:

*"1259.—Heirs of the late Simeon Lord, of Botany, opposed by Andrew Byrne, of George street, Sydney, licensed victualler, 165 acres, county of Cumberland, parish of Botany, at Botany Bay, allotments originally numbered 3 and 4, also part of 5 and 6, and a triangular piece of land to the north of them. Under an*

*arrangement with the Government, the late Simeon Lord was to pay for the 165 [(item) 65] acres above described, minus a deposit, and his heirs are to show to whom a deed of grant should issue, if they think proper to complete the purchase ; fifty acres of the 165 [(item) 65] have been for many years claimed by Andrew Byrne, on the plea of improvements effected before the year 1814, and on the strength of an order dated 14th June, 1811, and which is apparently unsatisfied.”*

The outcome of the challenge is that Byrne’s ownership of the 50 acres was confirmed and the farm known as “Byrne’s Bush” remained held by the Trustees of Andrew Byrne until after World War II, when the Commonwealth Wool Sheds were built on the land. These were destroyed in a major fire on 29 August 1969 and then re-built, but have now been replaced by general warehousing and light industry.

### **DACEYVILLE**

The most significant development in the former Church and School Lands was the Dacey Garden Suburb in 1912. This was a visionary development discussed in more detail in Section 4.5.2 but in terms of land tenure was also notable for the planned retention of ownership by the Government as a public housing project. This commitment lasted until 1919 when Premier Holman announced that houses would be able to be purchased. The remainder of the planned suburb of 1473 dwellings was then sold and subdivided as a standard Torrens Title development.

## THEME 4.2: TOWNS, SUBURBS & VILLAGES

National theme: Building settlements, towns and cities. The relevant state theme is *Towns, suburbs and villages*. Local themes within this theme are activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- The road to Botany
- Toll trouble
- Subdivision and development

Other relevant themes:

- 2.2 Convict (Simeon Lord)
- 3.1 Agriculture
- 3.2 Commerce
- 3.9 Industry
- 3.11 Transport
- 4.2 Land Tenure (early land grants)
- 4.4 Utilities
- 4.5 Accommodation
- 6.0 Education
- 7.0 Government and administration
- 8.2 Leisure
- 8.3 Religion

### 4.2.1 THE ROAD TO BOTANY

The previous section outlined the importance of a good road network in developing a thriving settlement. This section explores some of the possible reasons why the Botany area struggled to achieve this (see also Industry (Section 3.9) and Transport (Section 3.11)).

One of the most pressing needs of Botany's early residents, and in particular of the dozens of market gardeners, was for an efficient road network between the settlement and Sydney Town. Although Botany was geographically close to Sydney, it remained extremely difficult to travel between the two for many decades. The road network consisted of a web of dirt tracks woven across the landscape, some at least following earlier Aboriginal routes. The first recorded overland link used by Europeans is shown on a 1799 plan of the settlement of New South Wales by Charles Grimes et.al.. This track led from near





the south-western corner of Sydney in the vicinity of Redfern and terminated near the mouth of the Cooks River.

Fig. 4.2.1 Grimes and Arrowsmith's 1799 plan of the settlement surrounding Sydney reveals a track between the southern end of Sydney town to the bay. Its alignment is similar to that of the later Mudbank track/Road (Botany Road no.2, and now O'Riordan Street). The track is likely the route used by fishermen, lime-burners and salt producers. No land grants or settlement existed in the area at this time.

Grimes, Charles. & Arrowsmith, A. & Flinders, Matthew. & Paterson, William. (1799). A topographical plan of the settlements of New South Wales, including Port Jackson, Botany Bay and Broken Bay. <http://nla.gov.au/nla.obj-231302539>

The track provided access to the bay for the fishermen, lime burners (attracted to the large shell middens to be found on the shores of the bay) and salt-makers who were the first Europeans to establish on the shores, their products then being transported to town by small boat. It would have also facilitated the movement of troops should the settlement be invaded from Botany Bay, a constant fear in the early years of the colony. The general alignment of this track was an efficient one and persisted through both the later Mudbank Road, the second Botany Road and now O'Riordan Street. It was not, however, the first 'Botany Road'. Between 1813 and 1863 there were three separate roads known by that name.

## THE FIRST BOTANY ROAD - GOVERNOR MACQUARIE'S 1813 CARRIAGE ROAD

The first reference to the making of a "Botany Road" was in the 1813 Sydney Gazette and New South Wales Advertiser, which notified the opening of an appeal for funds "for the purpose of forming a direct carriage

road to Botany Bay to afford a safe and easy passage to one of the most picturesque and delightful places in the vicinity of Sydney.”, because the existing access to the area was “intricate and precarious, and, in many places, dangerous.” (20 March 1813. p.2). This reference to the existing access was likely a reference to the track shown on the 1799 Grimes Plan. Subscriptions totalled £174/10/0, headed by Governor Macquarie who donated £10.

William Simms, a soldier of Macquarie’s own 73rd Regiment, was issued the contract to construct the road on 17 March 1813. He signed the contract as an individual (not on behalf of the Regiment) and employed soldiers of his Regiment as labourers. This was significant in the nation’s history, for it was the first such contract in the colony. A toll bar was installed at the south-eastern corner of Hyde Park and a toll was levied on all vehicles carrying any type of goods or produce. Tolls were not payable on private carriages, nor on “Horses, Cows, Sheep or Cattle of any Kind, on going out to, or returning from Grazing through the said Gate” (Sydney Gazette and New South Wales Advertiser, 27 March 1813).

The contract for the construction of this road specified that it be...

*“a Commodious Carriage Road from Mr Palmer’s South Boundary Line of the South Head Road to Botany Bay in the nearest and easiest Direction to the house of Andw. Burne, Settler at that place, the said road to be twenty-four feet wide from Ditch to Ditch....”*

This reference to the road terminating at Andrew Byrnes’ house is one of significance to the development in Botany and relevance in tracing the evolution of ‘Botany Road’. Macquarie’s original intention may have been to simply upgrade the existing Mudbank Track. Byrne and his neighbours at Mudbank were amongst those who had petitioned for the construction of the road and then subscribed to it, and the terms of the contract could be assumed to refer to his house at Mudbank. Byrne had several properties in the area by 1813, with two (Sea View and Cool Harbour/Castletide) known to have been granted/promised and an additional one known as Belle View before 1816. This reference to Belle View is interesting: Byrne identified it in 1816 as being “about three miles from Sydney on the Botany Road” and described as “bounded on the West, North & East by a swamp, on the south by the Government Road” (24 May 1817, The Sydney Gazette, p.2). When measured from the commencement of the road from the nominated corner of Mr Palmer’s land at east Sydney, 3 miles is approximately at

New South Wales No 114 19 March 1813<sup>31</sup>

Wm. Simms engages to commence on the new Road  
 on Monday the 22<sup>d</sup> of March 1813. — W. S.

This Article of Agreement Made and Concluded on the  
 Nineteenth Day of March One thousand eight hundred and thirteen  
 Between Lachlan Macquarie Esquire Governor in Chief of this  
 Territory on the part of Government of the One part and William  
 Simms Private in the Seventy Third Regiment of the other parts  
 Witnesseth that for the Considerations herein after mentioned  
 he the said William Simms hereby contracts engages and agrees  
 to and with the said Lachlan Macquarie Esquire Governor as  
 aforesaid on the part of Government to make finish and perfect  
 in a good and Workmanlike Manner a Commodious Carriage  
 Road from Mt. Palmer South Boundary line on the South  
 Head Road to Botany Bay in the nearest and easiest —  
 Direction to the House of Mr Geo. Burne better at that place  
 the said Road to be twenty four feet wide from Ditch to Ditch and  
 a Ditch three feet wide and two feet in depth to be made on  
 each side the said Road — And it is understood and agreed  
 that all Trees Shrubs and Stumps are to be cut down and taken  
 up by the roots all along the said new Road, which is to be  
 raised considerably in the Middle so that the Water may run  
 off into either Ditch and such Bridges as may be deemed  
 necessary are to be made constructed and completed on the  
 said Road and all Materials requisite for making and  
 Constructing the same are to be found and provided by the said  
 William Simms and also all and every sort of Tools and  
 Implements required for making and completing the said  
 Road are to be found and provided by the said William  
 Simms and kept in due and constant Repair by him from  
 time to time during the Continuance of the said Work —  
And



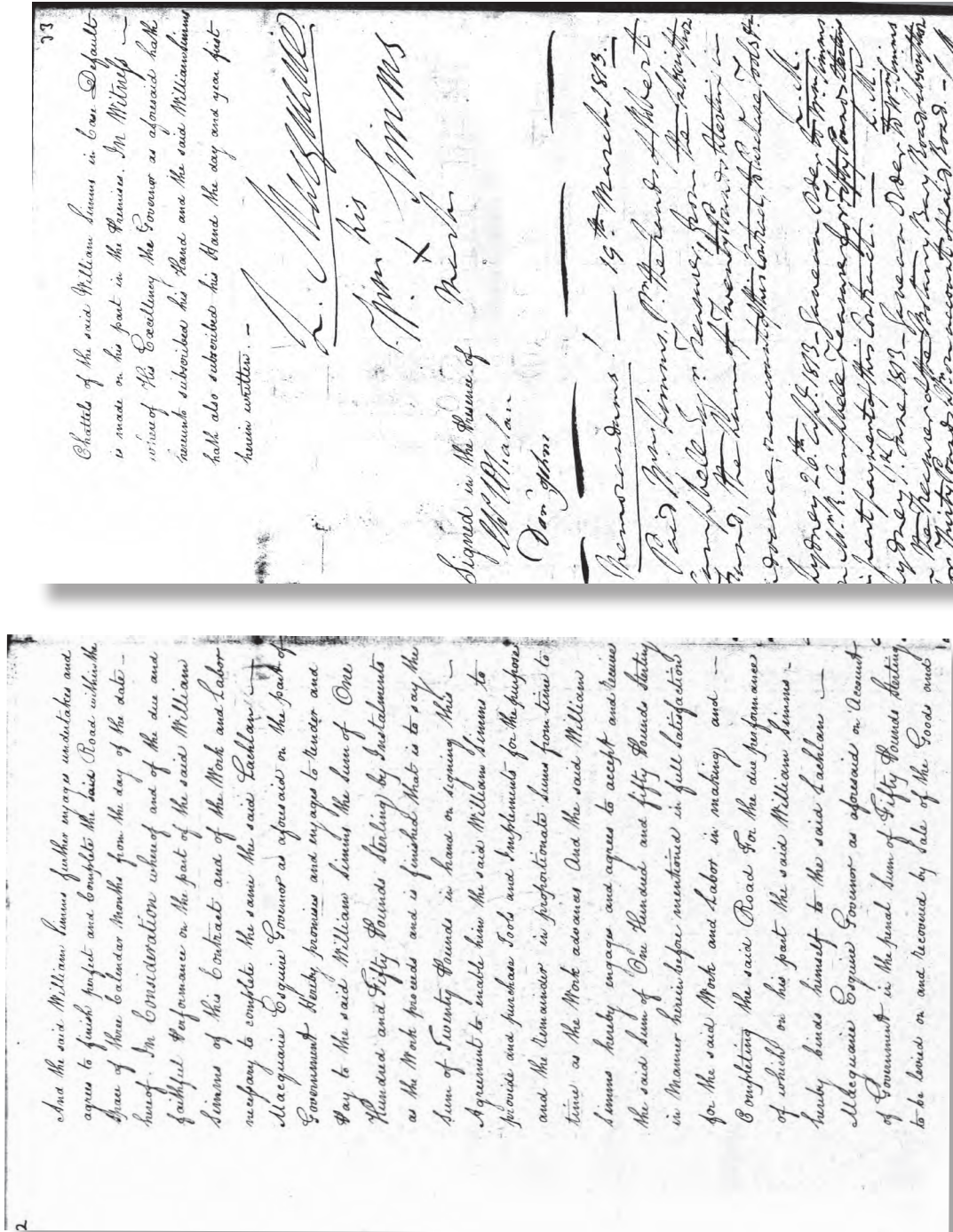


Fig 4.2.2 Signed contract between Lachlan Macquarie and William Simms for the construction of the 'first' Botany Road in 1813. The alignment of the road was not identified in the contract other than stating that it was to commence at the south-eastern corner of Sydney (near Darlinghurst Gaol) and terminate at Andrew Byrne's house at Botany. It appears that the final route was determined by Surveyor-General T.L. Mitchell and extended to La Perouse rather than Byrnes' house; but instead provided overland access from the town to the heads of Botany Bay. At this time there were no formal grants or development south of those granted to Lewin, Byrne, Lord and Winder. The Church and School Grant had not been made, nor had the Veterans' Swamp and the village of Banks Meadow been identified. Macquarie imposed a toll at the south-eastern corner of Hyde Park only days before signing the contract. This agreement represents the earliest known public-private partnership for the construction of a road in NSW. (NSW State Archives, accessed via Ancestry.com.au)

### 4.2.3 (facing page) Alignments of Botany Road since 1813

The combination of natural obstacles such as the wetlands and division of the area by the large grants of Lord, Winder and the Church and School Lands, together with a lack of traffic-generating settlement further south, meant that the Botany area was relatively slow to be provided with formal roads. A track existed to the mouth of the Cooks River from at least 1799, but the first formal road was not built until 1813.

Opportunities to cross the wetlands were limited to the dam near Lord's Mill/Water Works and a bridge known as 'Kellett's Bridge' at the eastern end of Lord's grant. The only other option, particularly when travelling to Sydney, was via the tracks that led to the 1813 Botany Road along the low ridge to the east.

Identifying the roads is particularly challenging due to the fluidity of naming and re-naming roads as they were superseded. The numbers show the location of:

#### Roads and tracks

1. 1813 Botany Road/Botany Bay Road/Carriage Road/Botany Old Road (now Anzac Parade and Bunnerong Road). Governor Macquarie's Carriage Road built by William Simms. Oxford Street to La Perouse. Route determined by Surveyor-General Sir Thomas Mitchell, and was varied from the original contract.
2. 1830 Botany Road/Mudbank Road/Old Botany Road/O'Riordan Street. Road to upgrade the pre. 1799 Mudbank Track.
3. 1863 Botany Road/Botany Parish Road/Corduroy Road/Botany Road (current). The original extended only to the wetlands.
4. 1864- linking Botany Road to Botany (Botany Road) current alignment
5. Pre 1857, potentially constructed as part of the 1813 roadworks. Track linking Mudbank with the 1813 Botany Road. Appears to have been formalised as a road after 1836. Shown on a plan by the Surveyor-General in 1850.
6. Foot tracks through the area, crossing the wetlands at weirs and informal bridges.
7. 1830 Surveyor Hoddle's link from the Village of Banks Meadow/Veterans' Swamps to the 1813 Botany Road

#### Places:

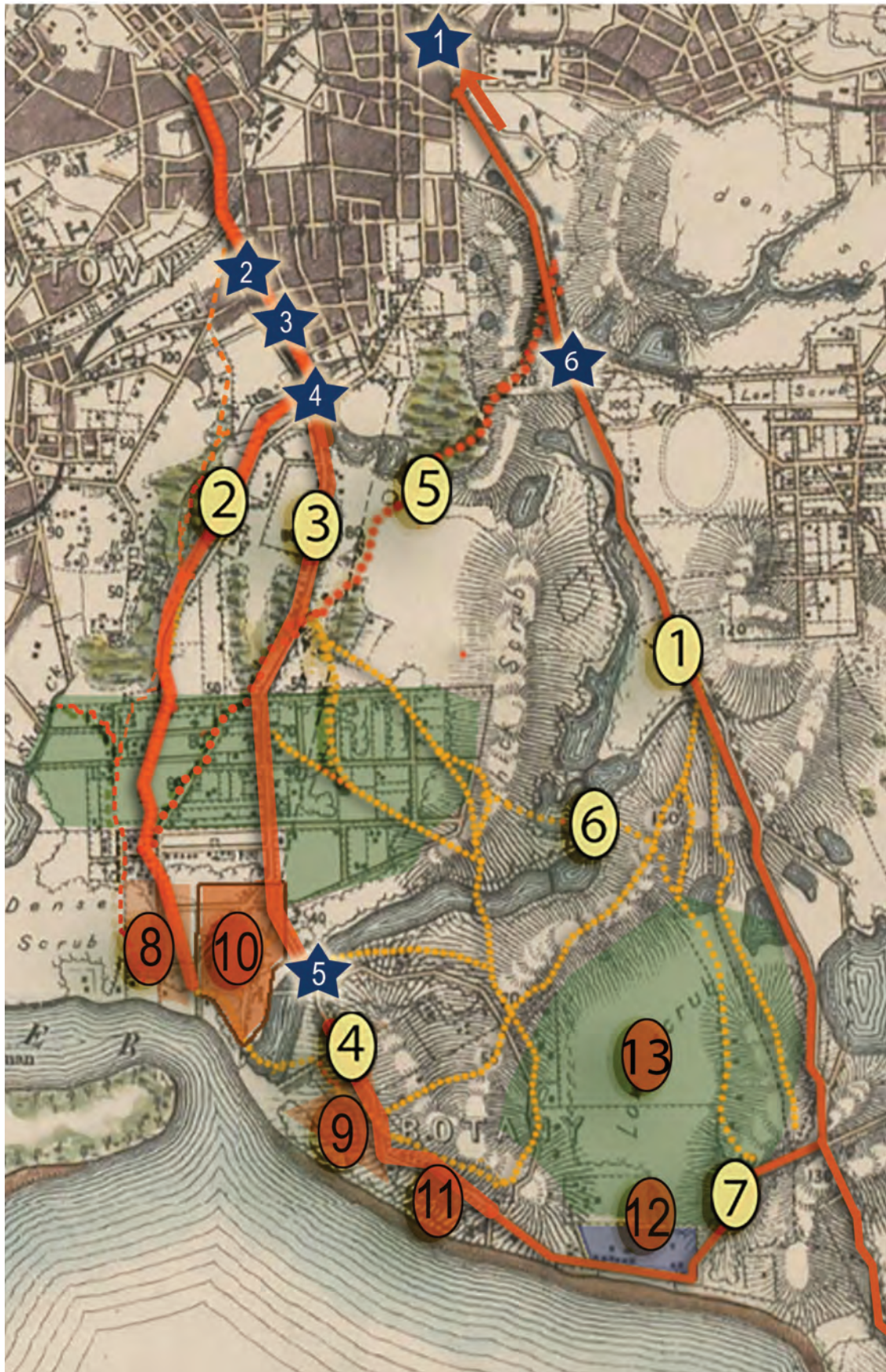
8. Andrew Byrne's Sea View
9. Andrew Byrne's Cool Harbour/Byrnes Bush/Macquarie Sea View
10. Edward Redmond's grant (later Lord's)
11. Sir Joseph Banks Hotel
12. Village of Banks Meadow (reservation)
13. Market gardens of the Veterans' Swamps

The stars indicate toll bars discussed in the text.

1. Governor Macquarie's 1813 Toll Bar at the south-eastern corner of Hyde Park (off image area) -covering Botany Road (1) and South Head Road.
2. Toll Bar established by the privately owned Botany Road Trust in defiance of Government directive.
3. Location directed by the Government in 1863.
4. Government-managed Toll Bar at the Waterloo Mill Bridge (1864)
5. 1864 private Toll Bar installed following the extension of Botany Road through Lord's 600 acres.
6. Toll Bar on Bunnerong Road (the 1813 Botany Road). Relocated from near the zoo in Moore Park (today's Cleveland Street).

Green shading indicates the main traffic-generating areas with concentrations of market gardens.







Daceyville, but the road is not aligned east-west at this point (to allow it to be bounded on the south by a road). Gardeners Road was an early government road, but not identified as such in 1813. A potential location for Byrne's property was in the vicinity of Matraville Public School, on the part of Botany Road that to the Veterans' allotments.

The actual termination of the 1813 Botany Road was not at any of these places. The route was determined by Surveyor-General Sir Thomas Mitchell, who shows it on his 1834 map of the Nineteen Colonies as skirting the eastern side of the wetlands of the Lachlan and Botany Swamps and extending to La Perouse, where by 1822 the watchtower, now known as the Macquarie Watchtower, had been built. It also shows the branch road surveyed by Hoddle to the newly identified village of Banks Meadow on the shores of Botany Bay. The 1813 road did not pass by or terminate at Mudbank, but by 1850 a road linking diagonally south-west to Mudbank had been built, and extended to Old South Head Road. This road was likely formed at or soon after the making of the 1813 Botany Road since it is described in an 1842 case before the Supreme Court as existing in 1814, and furthermore, being the only way to travel between Sydney town and



Fig. 4.2.4. The 1834 Map of the Colony of New South Wales drawn by Thomas Mitchell includes his 1813 alignment of Botany Road to La Perouse, and not Mudbank. The thin line shows the major water features of the wetlands and edge of the Veterans' Swamp at Banks Meadow. (Mitchell, Carmicheal and Carmicheal, (1834) SLNSW)

Mudbank at that time. Evidence for the other party described it as a natural track that formed through efficient use of the topography. In either case, this track was agreed as being the only way to get to Sydney town in 1814. (1 August 1842, Sydney Morning Herald, p.2) Construction of this road/track would also have fulfilled the terms of the contract and encouraged settlers to use the 1813 road, and thus pass through the toll gate at the edge of Sydney Town. It appears to have been formalised in response to an 1836 petition by residents of Surry Hills for a road connecting Mudbank and the South Head Road. The reason behind such a request was not stated in the Notice, but was likely commercial, with any formed road generating passing traffic. (21 January 1836, The Sydney Herald, p.2)

### **THE SECOND BOTANY ROAD (1830)-IMPROVEMENTS TO MUDBANK ROAD**

Access to the Mudbank area was also improved by the track that cut through Waterloo, Alexandria and Surry Hills to meet the new Botany Road near the racecourse at Randwick. This track does not appear to have been formalised and relatively few contemporary maps show it, but its existence and alignment was pivotal in an 1843 Case before the Supreme Court of NSW. The subject of the trial was a parcel of land in Surry Hills, with the key evidence being the path that Andrew Byrne took when traveling between Mudbank and Sydney in 1822, and whether this was the 1813 Botany Road or an informal track. The jury found that Byrne's route to Mudbank was an informal track, and that Botany Road was aligned further to the east. The parties also agreed that there were numerous tracks between Sydney and Botany at the time (1822) but only one road, the 1813 Botany Road, was available to any part of the Mudbank or Banksmeadow areas until the 1830s.

The 1813 road soon fell into disrepair, and by 1830 convict 'working gangs' were constructing a new Botany Road. This road also did not actually extend to Botany, but instead partly followed one of the earlier informal tracks from Broadway to Mudbank. This road continued to be referred to as Mudbank Road at times, including on maps and plans. The 1813 alignment was now re-named 'Botany Old Road', and later, Bunnerong Road. The 1830 Botany Road extended from Broadway and then left the urban area at the south-western corner of Redfern. It then followed a reasonably direct path south past





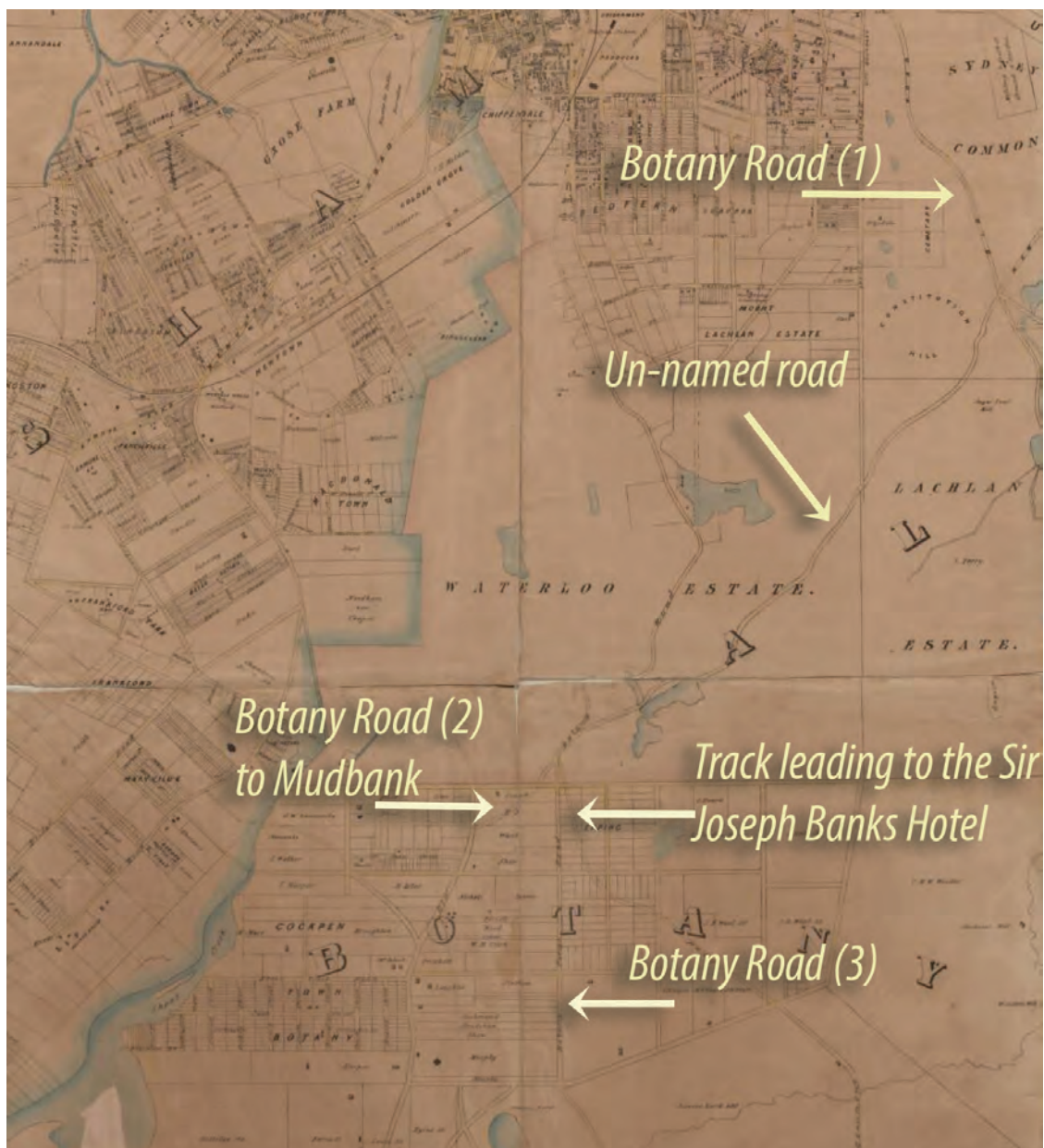


Fig 4.2.5. (left) Sketch by F.L. Merewether for Surveyor General Mitchell dated 1850 showing the road linking the 1813 Botany Road to the road to Mudbank (Botany Road (2)) This road/track was described in an 1842 case before the Supreme Court as the only means of access from Mudbank to Sydney Town in 1814. It is possible that it was part of the 1813 roadworks, since it both provided the contracted access to Andrew Byrne's farm at Mudbank and would generate toll revenue for the Government. It may also have been created as a road in response to an 1836 petition by the residents of Surry Hills to the government to "open a line of road from the South Head Road to Mud Bank, on the Botany Bay Road". (21 January 1836, *The Sydney Herald*, p.2) The road continues to be shown on later plans but does not appear to have been formally named. A second track is shown leading from near Gardeners Road to the south-east through the market gardens to cross the Botany Swamps at Kellekts Bridge and then to the Sir Joseph Banks Hotel on the shores of Botany Bay. (rotated north to top, SL NSW, included in *Progress in Public Works & Roads in NSW, 1827-1855*. Sir Thomas Mitchell)

Fig 4.2.6 (above) Reuss & Browne's 1857 "Map of the subdivisions in and about Sydney and environs" provides a better indication of the route of this link in relation to the development in the Mascot area at the time including the track to the Sir Joseph Banks Hotel. Note that this print shows "Botany Parish Road", which was not to be formally surveyed until 1863. (<http://nla.gov.au/nla.obj-229912319>)

the Waterloo Mills to enter the North Botany area between today's Botany Road and O'Riordan Street. The alignment of this road then followed closely that of O'Riordan Street to the shores of the Bay at 'Mudbank', which was adjacent to Andrew Byrne's Seaview. Access to Lord's Mill and Factory remained via a private road through Lord's land. This road also soon deteriorated and by 1836 Mr Stubbs, an experienced land selector, was unable to distinguish between this Botany Road and a rough track running parallel through the bush. (see Section 4.1.3)

### **THE THIRD BOTANY ROAD - THE 1863 BOTANY PARISH ROAD ('CORDUROY ROAD')**

In June 1863 a third road, also Botany Road but distinguished in everyday usage as Botany Parish Road, New Botany Road or Corduroy Road, was surveyed. The previous road to Mudbank was designated 'Old Botany Road' and then O'Riordan Street; and the 1813 road lost all reference to Botany Road, becoming Bunnerong Road for most of its length, with the section along the foreshore of Botany Bay becoming Banksmeadow Road.

The Botany Parish Road followed a straight path from the Government Road (Gardeners Road) south between the boundaries of the grid-pattern lots of the Crown subdivision to terminate at the edge of Hollingshead's land north of the wetlands.

### **LINKING NORTH AND SOUTH**

Direct access between the northern and southern sections of the former Botany Bay LGA had been difficult since the earliest years of settlement, with the physical barrier of the wetlands and the legal barrier of the large (600 and 417 acres) and undeveloped holdings of Simeon Lord and T.M. Winder constraining north-south travel between the two halves. Plans of Lord's land as late as 1854 show that no formal road connection had been constructed across the wetlands, and access between north and south was only possible via tracks across the weir and dam walls. Two main tracks are shown on early plans: one that appears to have led across the weir at Lord's Mill at the mouth of the wetlands and then through Byrne's 50 acre Castletide and on to Botany Bay; and a second that cut through the holdings south of Gardeners Road to cross the wetlands via "Kellett's bridge" at the eastern end of Lord's grant, and then through Kellett's land





Fig. 4.27 Detail of 1853 plan of the proposed subdivision of Lord's 600 acres showing the existing tracks and proposed roads at the time. The road shown extending south from the wetlands (between lots 1 and 40) is not the current Botany Road. It followed the line of the western boundary of Botany Public School and other lots on the western side of today's road. This road then continued south between Darvall and Castella's tannery and lots 13, 14 and 15 (today's Byrnes Street) and then through Byrnes's 50 acre grant to join the road to the Sir Joseph Banks Hotel to the south. A track also led from the mouth of the wetlands at Lord's flour mill through the area shown here as lots 7 to 12 (the planned village of Booralee) and into Byrnes's 50 acres. (also marked here as 'Mr Lord's purchase 165 acres') Note the many tracks shown to the east of the tannery - and the pencilled line of the current alignment. The alignments of Lord Street and Bay Street have not changed. (SLNSW)



to the Sir Joseph Banks Hotel in the south. Thomas Kellett owned the Sir Joseph Banks Hotel and therefore likely had an interest in convenient access to the southern areas of Botany from the Mudbank/second Botany Road.

Increasing development to the south of the wetlands in the decades following Lord's death in 1840 seem to have been the catalyst for linking the southern end of the Botany Parish Road near Hollingshead's land to the new settlement of Booralee on Lord's land. The first path of this road was oriented south to meet the road now known as Byrne's Road, which was then the place where the track entered Byrne's 50 acre triangle grant, and then parallel to the foreshore to meet the Sir Joseph Banks Hotel. By 1864 maps and plans show consistently a continuous "Botany Road" extending across the water reserve and following the contemporary alignment of Botany Road to the Banksmeadow area.

All three Botany Roads were subject to ongoing complaints about their condition. The first Botany Road was described in the New South Wales Directory as a highway which "*could become a pleasant drive, being nearly level all the way*". This positive impression was not shared by Alexander Majoribanks, who wrote in 1840 when visiting the colony that the road to the bay was "*wretched in the extreme, deserving merely the name of a cart track*". (Wednesday 5 August 1885, Evening News, p.3) Letters and articles in the media of the time expressed similar opinions over many years and subscriptions to fund repairs were sought, but little maintenance appears to have been carried out.

### 4.2.2 TOLL TROUBLE

Governor Macquarie had placed a toll bar at the south-eastern exit point from Sydney (near Hyde Park) only days before the contract for the new road using this route was announced, but it levied tolls only on wheeled vehicles carrying produce, timber and goods, and not on livestock or general traffic. The funding issue was not experienced by Botany alone. It was so widespread throughout the colony that the Government passed the Parish Roads Act in 1833 which provided for...

*"the making, altering and improving the roads throughout the colony of New South Wales and for the opening and improving the streets of towns".*

Effectively this Act empowered the Governor to decide whether parish roads would be maintained at local or public expense. This Act was a failure however, and in December 1840 the Parish Roads Trust Act was passed. This Act allowed for raising funds for the upkeep of roads by endorsing a local Trust to levy rates, buy, sell or exchange land, set up toll-bars and borrow funds, the Trust then being responsible for the road's maintenance. A proclamation relating to such a trust for the Old Botany Road was issued by Governor Gipps on 24 July 1844.

Essentially the Act forced a rate for upkeep upon landowners with a local trust comprised of volunteers. The trustees were required to be owners of land worth at least £200, and which were within three miles of the road. The trustees of the Old Botany Road were Messrs. Lord, Thurlow, Hollingshed/Hollingshead, Want and Holt. Although the election was merely a raise of hands, the Botany Trust was the first to be formed under the new Act and in so doing it technically became the first elected local authority in New South Wales (1841).

The toll-bars went on to become one of the most controversial issues in Botany's early self-management. Unfortunately its eagerness to self-manage was not shared by other localities and by 1848 only four such trusts had been constituted. The voluntary nature of the trusts and lack of enthusiasm for the program led it to be abandoned by the Government in favour of appointed trusts for particular roads in the metropolitan area. The Old (1813) Botany Road continued to be administered by Botany Trust volunteers (with a section eight miles long, together with Randwick and Coogee Roads, placed under a separate Appointed Trust in 1854).

The lack of regulation and independence of management also led to creativity in the location of the toll bars. The 1840 Act had authorised the collection of tolls by the Trust, but did not specify where the toll-bars were to be placed.

A second proclamation was issued by Governor Fitzroy on 15 November 1853, but again the site of the toll-bar was not fixed. The Trust appears to have set up their toll-bar at a location of their choosing, being at a site close to the junction of Redfern and Botany Streets in Redfern. It also covered travel to and from St Peters and the Cooks River Road. (Refer to Fig. 4.2.3 for a plan showing the locations of the toll bars.)

A third Toll proclamation made in February 1863 identified the required location of the toll bar to be within 150 yards of the junction of Redfern and Botany Streets. The Trust effectively ignored this directive and positioned the bar 300 yards to the south, i.e. nearer to Botany, potentially to 'catch' more travellers to and from Botany before they could fan out to disperse through the streets of Redfern.

On 18 December 1863 a fourth proclamation was issued, confirming that the toll bar was to be positioned as directed 150 yards from the junction. No notice was taken of the proclamation and the toll-bar remained in place. A fifth proclamation dated 5 April 1864 fixed the bar instead at the site of the bridge crossing the stream at the Waterloo wool washing establishment to the north of Gardeners Road. The Parish Roads Act had prohibited the collection of tolls at any two places on the same road which were less than ten miles apart. However once again the trustees ignored the proclamation and continued to collect tolls at both points.

Following the linking of north and south Botany via Botany Road, a third toll of threepence was levied by local landowners Lord and Hollingshead and William Beaumont of the Sir Joseph Banks Hotel. No evidence suggests that this toll had official endorsement. The collection point was on Botany Road at the southern side of the bridge over Mill Pond.

A toll bar had also been placed on the 1813 Botany Road, originally near the zoo in Moore Park (Cleveland Street) and then at the intersection of Botany Road and Randwick Road (now known as Anzac Parade and Alison Road) (the 1813 Botany Road). It is described in an 1865 Notice about the proposed formation of a Parish Road leading north through the Veterans' Swamp area and thence through the eastern edge of the Lord brothers' land to connect to Bunnerong Road opposite the toll bar. All official toll collection ceased by 1890.

Regardless of the route, if a formed road was used the cost of these tolls was a heavy burden on the market gardeners of the area and the source of much disquiet. Some used informal tracks, but given that the 'roads' were regularly described as being unusable, the tracks would likely not be a viable alternative for a cart laden with produce.



## 4.2.3 SUBDIVISION AND DEVELOPMENT

Unlike neighbouring areas of metropolitan Sydney such as Marrickville, St Peters, Alexandria and Randwick, which all experienced steady patterns of residential subdivision throughout the 1850s, '60s and '70s, Botany remained relatively undeveloped until the end of the 19th century.

The reasons for Botany's relatively slow suburbanisation are complex and include the extensive alienation of large areas of land through land ownership and reservation, the impacts of tolls and poor roads and its ongoing reputation as a swampy area dominated by market gardens and later, noxious industries.

The Botany area is distinguished by the amount of land that has been alienated from development since the beginning of European occupation. A large proportion of the area is subject to significant geographical constraints such as the Botany wetlands and ancillary water systems, creeks and marshy foreshores that considerably reduced the amount of land suitable for standard residential subdivision and development. The area available was further constrained by the underlying patterns of land grants, with Lord's 600 acres and Winder's 417 acres effectively bisecting the area and limiting the footprint of development through their size and location, as did the geographical constraints of the wetlands. Lachlan Macquarie's Church and School Reserve also limited development in the 19<sup>th</sup> century; and in the 20<sup>th</sup>, Kingsford Smith Airport and Port Botany had similarly dominated the area, both physically and environmentally.

Thirdly, despite the flowery language employed in many advertisements for its subdivisions, Botany's roads remained ill-defined and poorly maintained. Until the construction of a bridge across the wetlands in 1864 Botany Road was also effectively a cul-de-sac, with no through traffic and very low density of settlement to attract commercial or suburban development (for example, see Fig. 4.2.6 (Reuss & Browne's 1857 Map). The need to pay several tolls was also likely to deter suburban or commercial development. As late as the 1860s the area boasted only three small villages (Botany [now

THEMATIC HISTORY - FORMER CITY OF BOTANY BAY



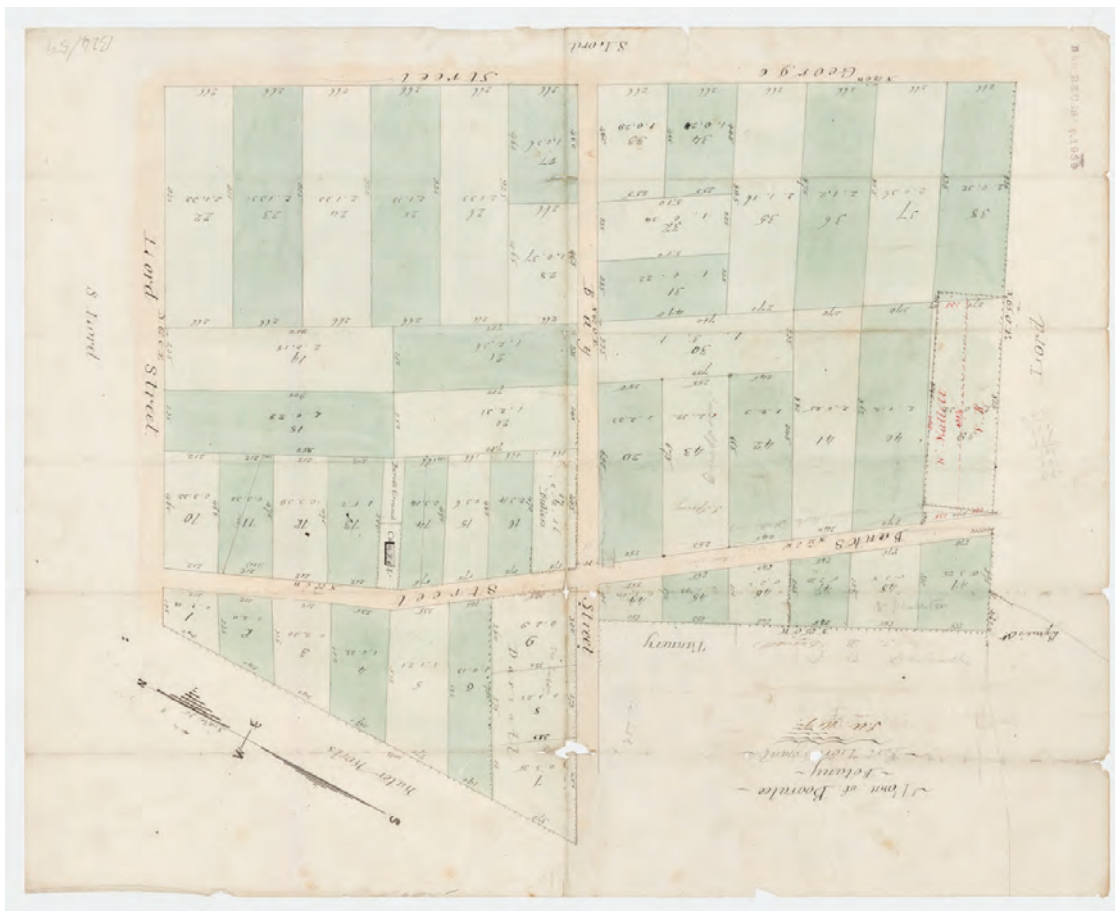
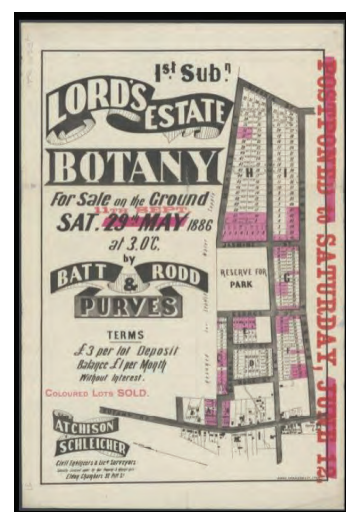


Fig 4.2.8 (facing page, oriented with north to left) A plan of the earliest subdivision of Simeon Lord's Estate, dated 5 April 1854. Simeon Lord himself did not subdivide his property, instead reserving it for his industrial activities and sub-letting to industries such as tanneries. This large-lot subdivision was initiated by his sons following Lord's death in 1840. It was ambitious in scale, and remained largely unsold. It is however significant in that it established the village of Booralee on the shore of Botany Bay and the framework for later, more intensive, development in the area. As has been highlighted throughout this History, Lord's land formed a barrier to movement between north and south, with a web of tracks but no formed road. The 'road' shown heading south from near Lord's Woollen Factory was indicative, and is to the west of the current Botany Road, running along the rear boundaries of the school and adjacent properties. The land to its west was excavated as part of the Waterworks project. (SLNSW)

Fig 4.2.9 (above, rotated to correspond more closely to Fig. 4.2.8) Surveyor Dick's Plan c.1871 of the 1859 re-subdivision of the area that was to become the Botany town centre. Land was reserved from sale for the existing Methodist Chapel (with burial ground at the rear) and by the Crown for the proposed Police watchhouse at the southern end of the development. The front boundary of this parcel did not align with Lord's 'Banks Street' (Botany Road) and is perpetuated through the bend at the southern end of the Botany Town Centre today. Unsold lots were converted to Torrens Title in 1863 and re-offered as Deposited Plan 9 - one of the first to be registered in New South Wales. (SLNSW)

Fig. 4.2.10 (right) By 1886 the demand for small-lot residential development in the area led to the re-subdivision of the area between Bay and Lord Streets (DP1787) (BCHA)





Mascot], Booralee and Banksmeadow), spaced far apart. None had any significant commercial activity other than market gardens and tanneries. Although land sales would not have been significantly affected by this aspect, the lack of unity may have played a part in the overall presentation and impression of the suburb to prospective buyers.

Finally, a theory the author proposes is that throughout this period of the 1850s to 1870s, Botany underwent somewhat of an identity crisis. Botany's great natural beauty, fresh air and peaceful landscape were being advertised with vigour by the Sir Joseph Banks Hotel in the 1850s and '60s, and yet by the 1870s the area had also seen a large rise in the number of noxious industries such as boiling-down works, tanneries, woolscouring and glue-makers. Advertisements for land sales at this time were mainly offered as market gardens, not as shop allotments or houses. It could be argued that Botany wanted to be the idyllic day-trip getaway from Sydney life, and it certainly had the aesthetic views and proximity to Sydney to allow it to be. However, its lucrative soil and the presence of highly odorous trades meant it was more likely to be successful as an industrial region in this period, and not a leisure or residential one.

The prevailing pattern of development arising from these diverse influences was a trend to incremental re-subdivision and intensification of residential use.

This led to several of the largest developments in the area, including the original proposal for a "Botany Township" (1841), the large Sandgate Estate (late 19<sup>th</sup> century) and Dudley (early 20<sup>th</sup> century). It also resulted in the pattern of small-scale subdivision and industrial development over most of the area.

The three subdivisions that can be considered to have defined the development of the Botany District however are the Veterans Swamp subdivision, Booralee and the Daceyville subdivision.

A more detailed description of the development of each suburb in the former Botany LGA, including the subdivisions and major developments, is included as Section 10, Suburb Histories. The following section provides an overview of the different patterns of development and examples of each.

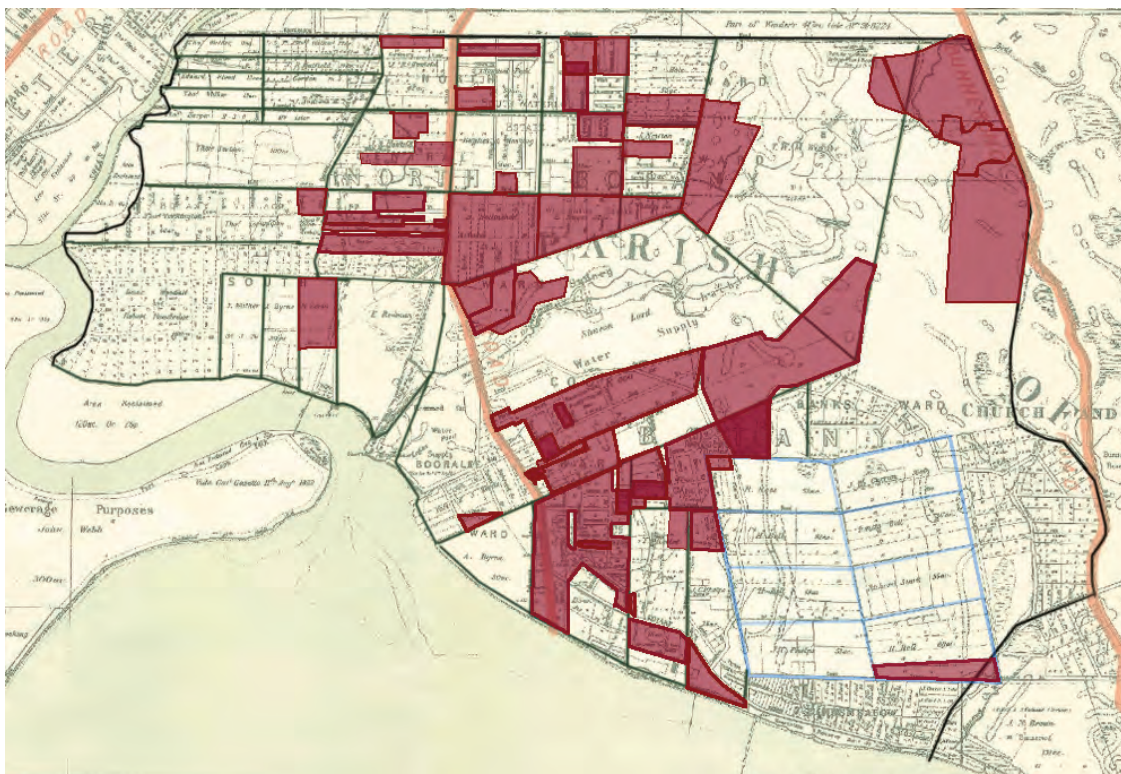
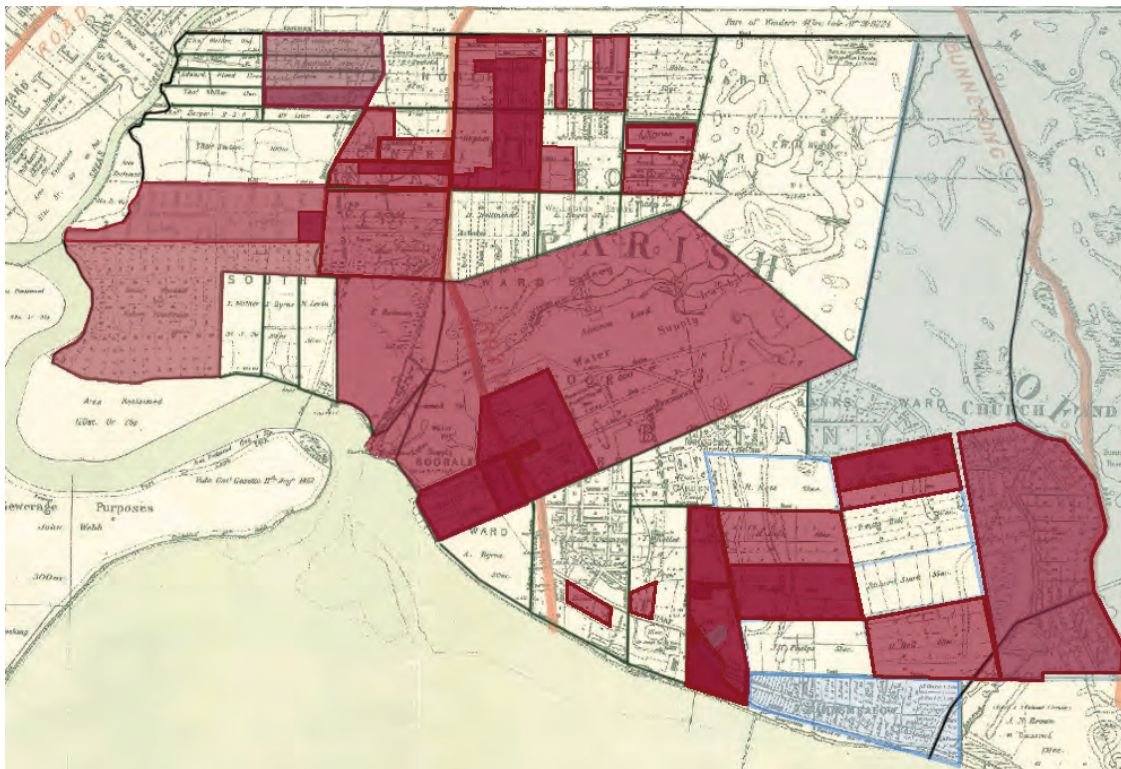


Fig 4.2.11 (top) Primary subdivisions of the original land grants and purchases for which subdivision plans are available (all pre 1900).

Fig 4.2.12 (bottom) Re-subdivisions of primary subdivisions releases into standard-sized residential lots for which subdivision plans are available (pre 1930). The amount of land released for residential purposes was limited compared to other areas this close to Sydney - evidence of the district's strong industrial base.

## LAND GRANTS TO MARKET GARDENS AND NOXIOUS INDUSTRIES: BANKS MEADOW AND THE VETERANS' SWAMP

Surveyor-General Major Thomas Mitchell (later Sir Thomas Mitchell) was asked to recommend sites suitable for the making of small grants to members of the disbanded New South Wales Veterans Corps. Mitchell gave orders to Surveyor Robert Hoddle (who later laid out the city of Melbourne) to proceed to the swamp at Botany and to mark out the boundary of a Village Reserve and within it between six and twelve small farm-sized allotments for the disbanded soldiers plus a Reserve for a small village. The village itself was not to be subdivided until required. This was a standard instruction issued at the time to ensure that speculative development did not prevent the formation of a village when the level of settlement made this necessary.

The Surveyor of Roads and Bridges was directed to erect four huts for the use of the veterans. Robert Hoddle, a significant figure in the history of the surveying of early Australia, was responsible for laying out the lots, which he did in a chevron pattern around a central drain. The instructions regarding this drain were specific:

*“Before you set out you will procure as many spades as you have men in your party, and as soon as you have determined the extremity next the Sea of the middle drain of the swamp you will set them to work to cut the ditch four feet deep in the direction of the middle line.” (Historic Botany, p.63)*

Hoddle was also instructed to lay out a new road to the settlement on his return journey. This linked to the 1813 Botany Road and became known as Bunnerong Road after John Brown's adjacent farm of that name. Hoddle's plan was endorsed by Sir Thomas Mitchell who presented it to the Governor for formal endorsement in 1830.

The Veterans Lots were granted to John B. Curran, Roderick Ross, Hutchinson Bell, Richard Stark, and James Christie Phelps. Emily Bell also received a parcel of land after it was promised, but not granted, to Samuel Foster in 1848. The Veterans almost without exception did not long occupy their lands at Botany. Despite this the area became (perhaps somewhat unattractively) known as 'Veterans' Swamp' or the 'Veterans' allotments'. The Bells were the only family who appeared to take up residence in Botany. Their home, "Prospect



THEMATIC HISTORY - FORMER CITY OF BOTANY BAY

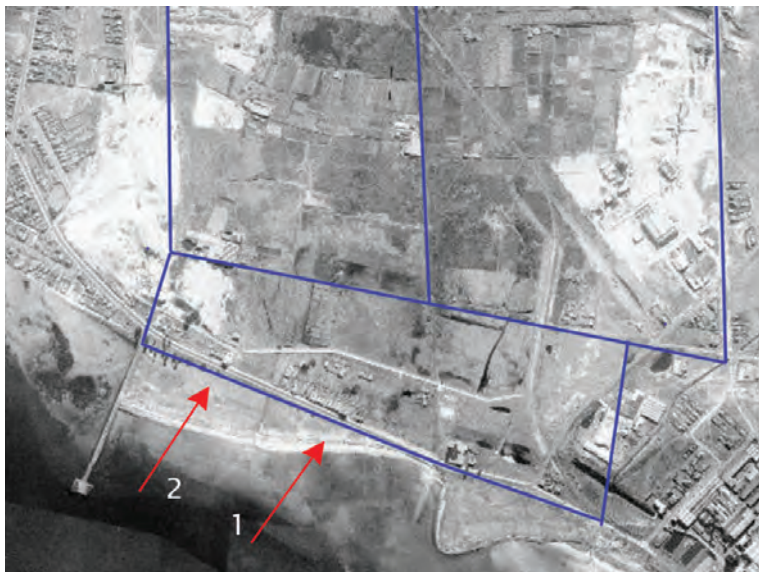


Fig 4.2.13 Plan of the Village of Banks Meadow. The site for the village had been reserved in 1830 but it was not released until 1863. The village reservation was large, extending to today's McPherson Street and between Hills Street and Denison Street (near the administration building on the Orica site). Most lots were sold but the rate of construction was very slow, with most land being consolidated for industrial development including wool-scours and tanneries, development not conducive to residential desirability. The only early structures to survive are the Pier Hotel (lot 4-5 in the yellow section) and the Botany Bay Hotel (part of lot 18 in the green section). (SLNSW)



Fig. 4.2.14 and detail (below) The village in 1943 showing the sparsity of development by this time. Most of the early cottages and industries had been demolished, although the pits of the woolwash outlined in red on the plan above can still be seen. The Botany Bay Hotel is at (1) and the Pier Hotel is at (2).

House” and approximately 11 acres of land, was offered for sale in 1834. The premises were described as being of modern erection, built of weatherboard and “bricknogged”, as well as being conveniently situated within three minutes of the Sir Joseph Banks Hotel.

The Veterans Swamp land had lucrative advantages; it had notably productive soil, was close to Sydney markets, and was relatively cheap. The on-sold lots were mostly purchased by market gardeners, or landowners who leased to gardeners. The lower part of the swamps were also used for noxious industries such as wool-scouring, fellmongers and tanneries, but this was not a major activity until later in the 19th century.

The Village of Banks Meadow was not subdivided and offered for auction as Crown Land until 7 July, 1863. It included lots of various sizes, from small cottage to large industrial/farm lots. The smaller lots were situated at the western end of the village and the larger were near the main drain and ready access to water and waste disposal, an attractive feature for noxious carcass-processing industries. Despite, or perhaps because of, this, the pace of development within the village was very slow.

All lots had been sold, but there is evidence of speculative purchases, with many individuals acquiring multiple lots. The individual owners gradually re-sold their land and by 1880 all except four of the large lots were owned by fellmongers Geddes and Elliott. One of the four remaining lots had been re-subdivided and the core of the existing Botany Bay Hotel had been constructed by 1875. This hotel replaced an earlier weatherboard hotel known as the ‘Botany Bay Inn’ which was licenced within 12 months of the land being subdivided. This earlier structure was of weatherboard construction and was situated further to the north than the existing hotel. There was minor re-configuration of the plan in 1885 which had the result of creating Exell Street. The Village of Banks Meadow was formally proclaimed as a Village under the Crown Lands Act of 1884 in the Government Gazette of 20 March 1885 (GG 120 (Supplement) p.1853). By 1943, only 50 years after its establishment, little evidence of the village could be seen. The only buildings to have survived were the two hotels, the Botany Bay and the Pier.

Today, the boundaries of the Veterans Swamp subdivision have been



overwritten largely by major industrial complexes, dominated by ICIANZ (Orica). The original layout can still be interpreted through the underlying street pattern particularly through the alignment of Nant Street (the central boundary of the lots); Anderson Street to the north; Denison Street to the east; McPherson Street to the south and is suggested by Stephen Street to the west. Both the subdivision pattern and the buildings of the village of Banksmeadow have been overwritten by industrial re-development.

## BOORALEE: FISHING TO FACTORIES

By the late 1850s, both north (Mascot) and south (Banksmeadow) Botany were thriving market garden settlements. Mid-Botany, around Lord's Estate, remained un-subdivided and lightly settled with a collection of cottages occupied by Lord's employees at the various fulling, flour and paper mills centred around the watercourse.

Simeon Lord died in 1841 and this part of his Estate passed to one of his sons, George, who in 1854 subdivided the whole 600 acres and offered it for sale. Most of the lots were large, 20-40 acres in size, but the area closest to Botany Bay was divided into seven smaller lots of approximately 2 acres each, which were located along the waterfront, and three larger lots of approximately 5 acres each immediately to their east. This area became known as the village of Booralee and provided a convenient location for Lord's workforce and others who needed ready access to the bay. Today's Botany Road did not exist in its present form at this stage, and Bay, Booralee and Luland Streets

Fig. 4.2.15 Detail of the first subdivision of Simeon Lord's 600 acres showing the area of George Lord's first subdivision of his father's 600 acres in 1854 that became known as the village of Booralee. The smallest lots along the waterfront were approximately two acres in size each. Lots 10 and 11 in particular were developed by groups of fishing families who built cottages and huts. The road between the two rows of lots is now Lurline Street and the eastern road is Byrne Street. Note the track through the lots and annotation 'To Kellett's Inn' (the Sir Joseph Banks Hotel) extending from the southern end of Lurline Street. The route of Byrne's Road was soon preferred.

The southern corner of the township was marked by 'A small oak distinctly marked on 3 sides along side of 2 or 3 others'.

(SLNSW)







Fig. 4.2.16 1853 plan by Dick showing the relationship between Booralee and the surrounding area, including the path of both the track through the western lots and along the waterfront to the Sir Joseph Banks Hotel (Kellett's Inn) and the planned extension of Byrne's Road, the section to the east of Byrne's 50 acre grant of which, became part of Botany Road. (SLNSW)

were the focus of the self-contained township. The main access to the north appears to have been via a track from Mudbank along the foreshore which crossed the wetlands near the flour mill and went across the new settlement, continuing to follow the line of the foreshore through Byrne's 50 acres and eventually meeting the road to the Sir Joseph Banks Hotel to the south (see Figure 4.2.3). The only other option was to walk to the east and join one of the tracks that headed north through the scrub and sandhills.

Fishermen soon took advantage of the settlement's proximity to the mouth of Cook's River and Botany Bay's northern foreshore and proceeded to establish a small fishing village, mainly comprised of weatherboard fishermen's huts situated along the waterfront and Bay Street. None of these earliest huts have survived. The area remained a small fishing village focused on the interface with the water, but impacts of commercial fishing on stocks and the siltation associated with the construction of the sea wall at the mouth of the diverted Cooks River meant that fishing became a non-viable activity.



The second significant phase in the evolution of Booralee was the construction of the South West Sydney Ocean Outfall Sewer No.1, or SWSOOS between 1909 and 1916. The main pipeline for this major infrastructure project was laid diagonally through Booralee. Due to Booralee's low elevation the pipe was required to be set above ground in a large culvert that effectively cut the village into two large triangles, with no connection between the halves apart from stairs for pedestrians.

Evidence of the fishing village can be seen in the 1943 aerial photographs, which reveal that the cottages and huts of the fishing village were concentrated in the original lots 9,10 and 11, with the other waterfront lots remaining undeveloped. The buildings are notable for their inconsistency of siting, roof form and footprint, revealing construction most likely by occupiers rather than speculative builders. Cottages had also been built in Lot 15, particularly facing Bay Street. Their roof forms are regular, and suggest that they were built in small groups by a single builder. Few have the idiosyncratic character of the fishing village group, but those that do are also potentially the early

*Fig. 4.2.17 Booralee in 1943. The construction of the SWSOOS 1 had a significant impact on the village of Booralee, with the above-ground pipeline cutting diagonally through the area. The original subdivision boundaries can still be seen through the alignment of fences and streets. The cottages of the fishing village were concentrated in lots 9, 10 and 11, and along Bay Street. None of those in the waterfront lots have survived. Most along Bay Street post-date the fishing village, and were likely cottages for workers at the nearby tanneries and other industries, some of which are visible on this photo. Most of the area is now industrial.*



cottages of fishing families. A house was also built for the supervising engineer of the SWSOOS line at the southern end of the northern half of Byrnes Street, marked today by the large Canary Island Palms that are characteristic of the project throughout Sydney, being provided by the Royal Botanic Garden as part of the landscaping of the project.

The area today is largely industrial, although several early cottages have survived along Bay Street and isolated houses elsewhere.

## CHURCH AND SCHOOL LANDS

The formation of the Clergy and School Lands Corporation by Governor Darling on 9 March 1826 was intended to provide an income



Fig 4.2.18 Maps and plans of the Botany District continued to show the 'Church and School Estate' for more than 50 years after the scheme was disbanded. This plan of the former Botany LGA was published c.1888. By this time the southern portion of the Estate had been subdivided and auctioned but little development had occurred.

The northern part of the Estate was the site of Dacey Garden Suburb, or Daceyville. Its development did not commence until 1909. (BCHA)

Fig. 4.2.19 (facing page) 1909 advertisement for the sale by auction of the remnant lots in the Church and School Lands in the area now known as Hillsdale. (BCHA)



**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 AM.**



Borough  
of  
Randwick

54	50	221	47
57	46	244	47
58	67	245	47
59	63	246	49
60	77	247	51
61	63	248	53
62	67	249	55
63	63	250	57
64	77	251	59
65	73	252	54
66	66	253	64
67	66	254	70
68	64	255	64
69	64	256	71
70	63	257	75
71	79	258	76
72	61	259	80
73	63	260	86

*Borough of Botany*  
**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 '85.

**NOTE.** Land for Sale shown thus   
Land Sold do, do, 

stream through the controlled sale of land to fund Church of England Schools and Clergy. It dictated that one seventh of all unreleased land in a district was to be reserved for the exclusive use by the Church. In accordance with this directive, the whole of the eastern part of the Botany District, or 1500 acres, was reserved as the 'Church and School Lands'. The scheme was short-lived and the land reverted to the Crown. The areas along the ocean coastline were slowly released for development throughout the second half of the 19th century but the part within the Botany area remained undeveloped until the end of the century. The lots themselves were large, but the soil and provision of local facilities were poor. Sales were slow, especially on the western side of Bunnerong Road.

### DACEYVILLE

Daceyville, or Dacey Garden Suburb, was an innovative experiment in town planning and the provision of social housing. It was built on part of the former Church and School Estate and was intended originally to cover the whole of the as-yet undeveloped area. A detailed discussion of the development and its historic significance can be found at 4.5.2.

### PRIVATE SPECULATIVE DEVELOPMENT

Most of the development in the Botany district was privately initiated and managed, and largely speculative in character. Early grant lots were acquired, subdivided and offered for sale. Further north, the development of Botany Township was also underway. These subdivisions were marketed as the Town of Botany, however, somewhat confusingly, they were actually situated in Mascot (near today's Kingsford Smith Airport). Land sales commenced in earnest during the 1840s, being promoted heavily to market gardeners and artisans. Enticing language was used:

*"Within an hour's walk of Sydney"*

*"Nearly £2,000 has been already expended towards the completion of a road from Sydney to Botany, which is fast progressing, and must consequently enhance the value of the property."*

*"It is confidently looked forward to that Botany will in a very short time supply the Sydney market, as crops may always be depended upon in seasons of drought."*

*“a peculiarly desirable spot, being particularly healthy. Plenty of water may be had by digging.”*

*“The neighbourhood is most respectable, and surrounded by gentlemen’s seats, garden grounds, and cultivated lands.”*

*“The soil of Botany is considered by the Market Lessees to produce some of the finest vegetables that are ever brought into town.”*

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 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*

**PARISH OF BOTANY.**  
**To IMMIGRANTS, MECHANICS, MARKET GARDENERS, AND OTHERS.**

**M**R. STUBBS will sell by public auction, at the Auction Mart, King-street, on **FRIDAY, the 22nd day of October, at 12 o'clock, (43) FORTY-THREE ALLOTMENTS OF LAND, in the Parish of Botany.**

**SITUATED**

On a gentle rise, surrounded by Government Roads, between the properties of Messrs. S. Lord, Hayes, Newton, and Winder, and within an hour’s walk of Sydney. The frontages vary from sixty-six to seventy-one feet each; depths being from ninety-two to one hundred and thirty-two feet each, more or less.

This will be found a most desirable opportunity of purchasing a suburban Allotment for building a residence on, at a trifling outlay, as the Terms are very liberal.

Nearly £2000 has been already expended towards the completion of a road from Sydney to Botany, which is fast progressing, and must consequently much enhance the value of the property. The capability of the soil may be ascertained by merely looking at any of the neighbouring garden grounds. It is confidently looked forward to that Botany will in a very short time supply the Sydney market, as crops may always be depended upon in seasons of drought.

Terms:—10 per cent. deposit. Residue by approved Bills at six, nine, and twelve months, without interest with security on the land. Each purchaser to pay his own conveyance.

**NOTE.**

This popular locality is daily becoming a matter of great contention in the Land Auctions of the day. It is a peculiarly desirable spot, being particularly healthy. Plenty of water may be had by digging. Lots 32 and 37 are recommended as the most beautiful sites that can be imagined for residences. They command a splendid view of all Botany and Sydney, New Town, Cook’s River, &c. The neighbourhood is most respectable, and surrounded by gentlemen’s seats, garden grounds, and cultivated lands. The soil of Botany is considered by the Market Lessees to produce some of the finest vegetables that are ever brought into town. They are not rank, but preserve an amazing size, without being coarse and running untimely to seed. In fact, the natural soil is quite sufficient, without having recourse to forcing. Therefore Market Gardeners had especially better look to this favorable sale.—Their business is all profit now.

4658

Fig. 4.2.20. 1841 Advertisement for the auction of 43 small lots created by the subdivision of C. Whitney’s land at the south-eastern corner in what is now Rosebery. One of the selling points is that the land is “within an hour’s walk of Sydney”, and mentioning that a road to Sydney was being funded and soon under construction (Botany Parish Road). Much was also made of the area’s potential for market gardening and healthy location, with quality of the soil and ready access to water important selling-points. (11 October 1841, *The Sydney Herald*, p.3.)











such as the estates of Oakdale, Botany Road and Bungoona at Denison Street with 25-27 allotments, and larger schemes such as the Dudley Estate in Ocean Street which comprised 546 allotments. There were also the Sir Joseph Banks, Town Hall and Wentworth subdivisions which averaged approximately 95 allotments each.



The most notable residential development however was the establishment of Daceyville in 1912 (see Section 4.5.2).

## SANDGATE



One of the largest single land releases for residential development in the Botany area was the “Sandgate Estate”. The Sandgate subdivision was situated to the south of the central portion of Lord’s 600 acres. The pattern of its release was characteristic of speculative land sales in the late 19th century, with the lots released from 1882 and the residue re-offered regularly. Advertising techniques were also typical, with florid descriptions of the land and its situation. The southern-most lots were advertised as suitable for ‘Marine Villas’, but several of the lots became the site of tanneries.



## NOTE

Refer to Section 10 of this Thematic History for an overview of the history of each suburb within the former Botany Bay LGA, including subdivision plans.

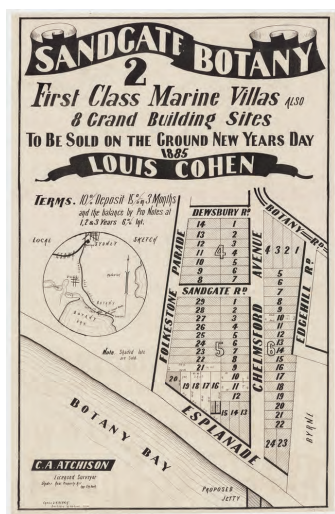


Fig. 4.223 (a,b,c,d and e) Examples of advertising for the sale of the Sandgate Estate from the original release in 1882 to its ‘clearance sale’ in 1892. The part of the estate closer to the water was promoted as being suitable for ‘marine villas’ and grand buildings’. The reality included several tanneries and other industries. (BCHA)



## 4.3 HISTORIC STREETSAPES



Fig. 4.3.1 (top) Botany Road. (SLNSW)

Fig. 4.3.2 (below) Botany Road looking towards the intersection with Bay Street (the Waterworks Hotel can be seen in line with the tram) c. 1890s (BCHA)



Fig 4.33. (top) Corner of Botany Road and King Street c.1938 (SLNSW)

Fig 4.34 (bottom) Botany Road, Mascot looking south from the corner of Gardeners Road c.1938 (SLNSW)





Fig 4.3.5 (top) Botany Road, Mascot looking north from the corner of Macintosh Street c.1938 (SLNSW)

Fig 4.3.6 (bottom) Botany Road looking south from Mill Pond Bridge c.1930. Lord Street and St Matthews Anglican Church sit 200m further along on the left hand side, while Botany Public School sits just beyond at 800m on the right. (SLNSW)





*Fig 4.3.7 (top) Bunnerong Road, Hillsdale after its reconstruction c.1938 (SLNSW)*

*Fig 4.3.8 (bottom) An old cottage and store along Botany Road (SLNSW)*



Fig 4.3.9 (top) Botany Road at the intersection with Hollingshed Street, Mascot. (SLNSW)

Fig 4.3.10 (bottom) Gardeners Road, Rosebery looking west from Dougherty Street c.1938 (BCHA)





## THEME 4.4 UTILITIES

National theme: Building settlements, towns and cities. The relevant state theme is *Utilities*. Local themes within this theme are activities associated with the provision of services, especially on a communal basis.

The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Gas
- Electricity
- Postal Services
  - North Botany postal service
  - Botany postal service
  - Other post offices
- Fire Stations
  - North Botany (Mascot)
  - Botany
- Water – supply and disposal
  - Fresh water: the Botany Aquifer
  - Fresh water: the Botany Water Scheme and Waterworks
  - Sewage – the Botany Sewage Farm
  - Sydney’s Sewer Network at Botany – the SWSOOS System
  - Sewerage: disposing of Botany’s residential sewage
  - Sewerage: disposing of Botany’s trade wastes

### Related themes

1.0 Environment - Naturally Evolved

3.4 Cultural Landscape

4.2 towns, suburbs and villages

### 4.4.1 GAS

The provision of street lighting to the two Municipalities was relatively slow. The Australian Gas Light Company had been in existence for fifty years and had made numerous extensions to supply beyond the city core by 1888, including to adjacent suburbs such as Randwick, which had gas street lighting by 1880, but the North Botany and Botany Municipalities remained unsupplied apart from those properties able to access the short main along a portion of Botany Road.

This allowed the two Municipalities, once incorporated in 1888, to make immediate representations for a supply of gas to light the streets. Botany Council made suggestions for lighting as early as 11 July 1888, but it was not until 1891 that a committee prepared plans for gas lamp sites and negotiations were commenced with the gas company, culminating in an agreement to extend supply into the Botany area.

The provision of gas supply generally kept pace with the residential development of the Botany region, however electricity eventually superseded gas and this led to further renegotiation between the Councils, with a fully reticulated supply to the amalgamated area provided by 1935.

### 4.4.2 ELECTRICITY

Botany Council was interested in electric lighting from as early as 1890. At this time councils possessed the right to light streets as they pleased, but they could not reticulate power to private consumers.

In 1896 the Council of the City of Sydney was granted the necessary power to generate and sell electricity and in 1904 an amendment to the Municipalities Act gave the right generally to all local councils. As with the gas company though, suburban municipalities preferred to purchase supplies of power rather than generate their own (a gas and electricity plant at Botany was briefly mentioned for a short time, before being dropped). The switching on of the city's lights in 1904 opened up possibilities for the extension of electricity to the suburbs, and early in 1908 North Botany Council sought the cooperation of Botany Council to source electric power to be used for lighting purposes. Botany reportedly refused to cooperate however, and, much to North Botany's ire, Botany continued in its own pursuit of electric power.

About this time, the City Council obtained permission to run its power line to the Water Reserve to supply some of the industries there. It was suggested by some that perhaps Botany Council could construct its own gas and electric light plant, however this was quickly defeated. Three years later, in 1911, the matter of introducing electric light was referred to a referendum of the electors, and they decided in favour of the proposal.



The installation in 1929 of a “White Way” of illumination in the Botany shopping area between Hickson Street and Hastings Road was an important initiative. It was a popular innovation in suburban retail areas at the time, with 100 watt bulbs lighting shopfronts. The cost was covered under the General Fund. In 1937 the White Way was extended with 33 lamps from Wilson Street and ran for a length of 500 metres.

The City Council’s authority to supply electricity was suspended by the incorporation of the Sydney County Council as the sole supplier for the metropolitan area from 1935. The Botany Bay area had become a lucrative source of revenue, with increasing numbers of factories using electric power, including heavy manufacturing plants and secondary industries, both of which made good use of power at both day and night, consuming more than 10,000,000 kilowatt hours - this compared to about 1,000,000 for the area’s other commercial users,



Fig 4.4.1 (top) ‘White Way’ on Botany Road, 1937 (BCHA)

Fig 4.4.2 (bottom) Substation built in the Arts and Crafts style - located in the Dacey Gardens Reserve 1912-13. (City of Sydney Archives 005\005154 also available online at <http://trove.nla.gov.au/work/161132523>)



domestic supplies and street lighting.

### 4.4.3 POSTAL SERVICES

Like most utilities, the commencement of formal postal services depended on sufficient numbers of residents and businesses to warrant the service, and the sparse pattern of development in the North Botany and Botany areas meant that services were slow to commence when compared with more densely settled areas.

#### NORTH BOTANY POSTAL SERVICE

The first postal service to North Botany was made from the Botany Post Office which had opened in 1861. Mail was delivered to Botany and then redirected to North Botany, which had only a mail receiving-house and no delivery services. Outbound mail was similarly detoured.

Fig. 4.4.3 The location of post offices since their original establishment (disc 1). The early offices of both North Botany and Botany were located at the Council Chambers with dedicated facilities not constructed until the 20th century. Postal services at lower Botany and east Botany were managed by local shops.

Yellow: North Botany Post Office

Orange: Botany Post Office

Blue: (1) Lower Botany

(2) East Botany



Deputations were made to the Post-Master General by the newly elected Mayor and some Aldermen in July 1888 that this arrangement wasted time and was illogical; and stated that

*“a post and telegraph office was badly needed in his borough, where there was at present only a receiving-house, the nearest post-office being two and a-half miles distant.”* (BCHA)

The article then described how the Mayor *“had produced a telegram that had taken five hours in transit from Sydney.”* The Post-Master General then advised that the existing mail services in the area ran at a loss and that the additional costs of an extended service would need to be considered in light of this.

The campaign was evidently successful since the 1889 Sands Directory shows a post office and grocery store operating in North Botany, run by postmistress Jane Alder. It has been stated in previous histories that the original location of the North Botany post office was at the intersection of Botany Road and King Street, however the 1889 and 1890 Sands Directories and subdivision plans from c.1894 reveal that this was not so. The original North Botany post office was located at the north-eastern corner of the intersection of Botany Road and Coward Street. The post office relocated to the same site as the North Botany Town Hall after 1894.

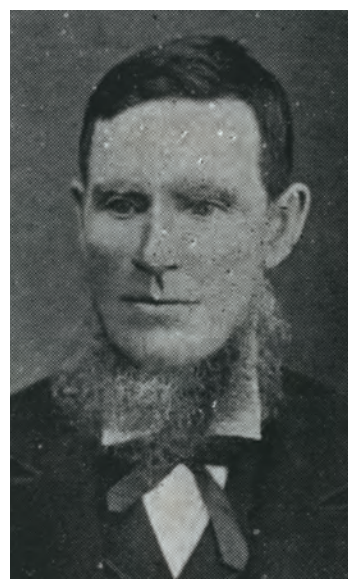
Joshua Wiggins, an early North Botany pioneer and Alderman of North Botany Council, was reputed to have been the first to drive a coach that carried the mail between North Botany and the city *“when the road to Botany was still a sandy track”*.

The North Botany post office remained at the Town Hall site up until 1969, when the widening of Botany Road caused its demolition. A new post office building was erected at the corner of Elizabeth Avenue on the western side of the Mascot Shopping Centre.

### **BOTANY POSTAL SERVICE**

The first mail contract service between Botany and Sydney had commenced on 1 January 1861 by William Deeman, and in October of the same year the first post office was opened in the district with Henry Frape as the first postmaster. Frape was a bootmaker from England and was only nominally in charge of the post service – his

Fig 4.44 Henry Frape, first postmaster of Botany c.1870 (BCHA)





wife attending to the actual running of the business.

It is commonly thought that Botany's first post office was built in 1854 and still stands today at 1158 Botany Road. The old post office seen in Fig. 4.4.5 is indeed 1158 Botany Road, however it is not the same building as the post office built in 1854.

The group of cottages seen today was once a row of only four cottages (1158 to 1164 Botany Road) originally owned by Botany Council Alderman, William Pemberton. The post office was operating from the Frapes' home which was the northern-most cottage of the group. In 1886 there was a house fire in the cottage second from the northern end of the row and the entire group of cottages burnt to the ground. The cottages were rebuilt in c.1887 and in 1889 the newly formed Botany Council leased part of Pemberton's cottage "*with post office adjoining*" for its fortnightly meetings (see section 7.2).

Franklin Garton had taken over postmaster duties by this time and postal services continued to be carried out from the Pemberton cottage until the opening of the Botany Town Hall in 1898, when the Botany Post Office moved with the Council to the new administrative space.

Fig. 4.4.5 The semi-detached weatherboard cottage in Botany Road (1158 Botany Road, Botany) was the site of the first Botany post office and the second Council Chambers of the Botany Municipal Council, c.1938 (BCHA)

By the 1920s the postal annexe to the Botany Town Hall had become unsatisfactory as a post office, and the Council began to require the space that the Office occupied. A new purpose-built Botany Post Office was therefore constructed in 1923 in Banksia Street.





## OTHER POST OFFICES IN THE AREA

In 1881 Frank E.Healey opened a post office in “Lower Botany”. The Lower Botany office was associated with some smaller postal services under the management of Mrs Margaret Birkby. Following complaints from local residents for a branch in the vicinity of Wilson Street to serve the Banksmeadow section of the Municipality, an office was opened in 1937 at the premises of a long-standing pharmacy operated by J.F. McCarthy. Later, in 1955, a second branch was opened at East Botany at a fancy goods store in Dalley Avenue.

Three other non-official post offices operate in Mascot; two being at the Sydney International Airport and another at Eastlakes.

## 4.4.4 FIRE STATIONS

Prior to the incorporation of the North Botany and Botany municipalities, fire-fighting came under the jurisdiction of the Metropolitan Fire Brigades Board. Fire fighting in the colony’s early years had been random and sporadic at best; each insurance company managed its own system to protect insured properties. This in effect meant those people and properties without insurance were by and large left to fend for themselves.

Fire was a particularly serious threat to industries that processed animal products, and numerous major fires have been recorded over the years, including at Fowler’s tannery that adjoined Botany

*Fig. 4.4.6 Botany Post Office’s purpose-built facility in Banksia Street taken soon after its construction in 1923. (BCHA)*



Public School. In 1926 the Station Officer of Botany Fire Station, Frederick Mossis, was killed and two other firefighters injured by the combustion of liquids stored at the tannery. In 1947 F.W. Hughes Pty Ltd's wool scouring and carbonising plant in Erith Street, Booralee, was also destroyed by fire.

## NORTH BOTANY (MASCOT) FIRE STATION

*Fig4.4.7 The threat of fire was a very serious one in the Botany district, with the tanneries, woolscours and other factories processing animal products particularly vulnerable.*

*This fire destroyed F.W.Hughes' woolscour and carbonising factory in Erith Street, Booralee in 1947.*

*Brigades from all over the district attended, and local residents assisted with a bucket brigade.*

*((BCHA, 26 September 1947, Sydney Morning Herald, p.7)*

North Botany was the first of the two Botany municipalities to form a fire service that served the public. The North Botany Volunteer Fire Service was formed in 1891 out of local civil-minded volunteers. The brigade was established in Ricketty Street. By 1892 they had a premises behind the Town Hall in Coward Street. Despite the official sounding name, the 'fire fighting service' was barely more than a hose and reel at this early stage. North Botany Council sought to help the group persuade the Metropolitan Fire Board to provide better support.



In 1892 the North Botany Council formally leased a small piece of land to the Fire Board for use as a fire station, a lease which was intended to last 21 years. The first fire station was a wooden shed and was operated by a sub-station officer and nine nearby volunteers who formed the 'brigade'. The site had an adjoining patch of land which was used to graze the brigade's horses, however it was not legally owned by the Council and the grazing led to disputes with neighbours, as indicated by the following complaint letter about station horse, Parsee, to the Board of Fire Commissioners...



Fig. 4.4.8 Location of fire stations in North Botany (yellow) and Botany (orange). The Mascot (North Botany) Station has relocated twice since its establishment.

Fig. 4.4.9 The Mascot (North Botany) Fire Station today. (BCHA)



*“on two previous occasions it destroyed two blouses, two dresses, one tablecloth and yesterday an expensive child’s dress. The dress was at least two feet away from the fence, the sand having blown against it and the horse put his head over and tore the articles named almost to pieces.”*

*– Mr Lucas, of Coward Street. (BCHA)*

The Board was not prepared to entertain the claim, but directed the captain of the Brigade to pay the sum as a matter of grace, not liability.

In 1903 the Metropolitan Fire Board bought land in Coward Street for a new fire station. It was completed in 1912 at a total cost of £1,800. A report at the time proudly stated that *“the building presents an imposing appearance. Steel ceilings have been fitted throughout.”* The report also noted that the engine room was

*“roomy and convenient and opening into the same are the Stables and Fodder Room; besides these on the ground floor are the watch room, single men’s room, bath room and lavatory accommodation, also kitchen, laundry etc.” (BCHA)*

The new station building was opened in 1913. In 1917 it was proposed by the Metropolitan Fire Brigades Board to supply suburban stations with new motorised engines, however Mascot’s roads were deemed unsuitable for the new technology and the brigade was told to *“persevere with horse-drawn appliances given the poor state of the roads”*. Something the North Botany station did not miss out on however was the telephone. North Botany and Botany fire stations were the first in the district to receive a telephone connection – to each other – installed as early as 1895. Even the Botany Town Hall was not connected until 1908.

Following World War II the Fire Commissioners closed 23 of 76 fire stations around Sydney. Despite protests from Council and locals, the Mascot branch was closed in 1945. It was used for storage up until 1960, at which point it was reopened with a staff of four officers and eight fire fighters.

### **BOTANY FIRE STATION**

Botany organised its first fire-fighting service in 1894. Like in North Botany (Mascot), it was at first a group of local civil-minded volunteers who formed the brigade. Their first building was made of



timber. By 1899 Botany Council moved to establish a permanent home for the brigade. The fire station in Banksia Street was one of a series of stations designed for horse drawn vehicles by E.L. Drew, the Assistant Government Architect during the W.L. Vernon period. The design of the new fire station was based on the English Picturesque Style of Charles Voysey and is similar in design to Neutral Bay, Bexley (former) and Roselle fire stations (McMonnies 1988).

The new building was officially opened on 10 January 1906 and contained very basic fire fighting equipment – a hose, a reel and a manually pumped engine drawn by two horses, Samson and Rover. The Captain and Engine Keeper was a man named Joseph William Cook.

In 1914 Botany received a petrol driven engine and pump mounted



*Fig. 4.4.10 (top) Botany Fire Station  
c.1920 (BCHA)*

*Fig 4.4.11. (bottom) Botany firemen,  
c.1928 (BCHA)*

onto its horse drawn vehicle, essentially freeing up several hands and making fires considerably easier to fight. In 1920 it was the first in the Botany District to receive a motorised fire engine from the Metropolitan Fire Brigade Board. The engine's arrival was celebrated with a function at the Botany Town Hall. By 1927 the brigade had grown to employ three permanent staff and seven volunteers.

### 4.4.5 WATER – SUPPLY AND DISPOSAL

The provision of fresh water and disposal of water-borne waste has been an important theme in the development of the Botany area. The rich resource of the aquifer was the catalyst for Simeon Lord's selection of his grant and fueled his industrial empire, as well as the numerous noxious industries that required fresh water for the processing of their raw materials. This same aquifer was also the source of Sydney Metropolitan area's main water supply from 1850 to 1888. By the end of this period Botany had changed from being used for Sydney's fresh water supply to helping dispose of Sydney's sewage and water-borne waste.

Water supply and disposal remained alarmingly primitive at the local level however, with investigations by the Health Board in response to climbing death rates in the Botany area, which were higher than those in the whole of the remainder of the metropolitan area revealing that residents sourced water by inserting a pipe into the ground and tapping the aquifer, into which their neighbours upstream were discharging human and industrial waste.

### FRESH WATER: THE BOTANY AQUIFER

(See also Sections 1.0 and 3.4.)

*Fig. 4.4.12. (facing page) The waters of the Botany aquifer were part of the system known as the Lachlan Swamps, an extensive sand filter that stretched from Oxford Street in east Sydney to the shores of Botany Bay. Within this, several sub-basins concentrated and directed the overall flow of water through the aquifer.*

The Botany Aquifer was part of the system known as the Lachlan Swamps, a natural sand aquifer that extended from Oxford Street near Centennial Park and Petersham in the west to Botany Bay, with its natural outlet near the original mouth of the Cooks River. The potential of a reliable and high quality fresh water supply for industrial purposes was realised by Simeon Lord, who established a







wool fulling mill at the mouth of the wetlands in 1815, followed by a flourmill a short time later on one of the ponds he created by damming the surface water flow of Mill Stream.

Lord was not the only industrialist drawing on the aquifer. Other woollen mills were established along its course, including Winder's and Clarkson's Mills on Winder's Estate (between Lord's land and Gardener's Road) and the large Lachlan Mills, as well as several smaller wool and paper mills to the north, in today's Alexandria. Many smaller industries also drew on the supply, including tanneries, fell-mongers and boiling down works, soap manufacturers and other industries of a noxious nature that relied on large amounts of water in their processes.

### FRESH WATER: THE BOTANY WATER SCHEME AND WATERWORKS

Notwithstanding this heavily industrialised 'noxious trades' start, the Botany wetlands played a crucial role in the supply of fresh water to Sydney for a period spanning almost forty years (1850 to 1888). By the 1820s the Tank Stream, Sydney's main supply of fresh water, was deemed insufficient and heavily polluted. In 1824, Governor Darling appointed engineer John Busby as Government Mineral Surveyor. Busby firstly identified the area known as the Lachlan Swamps (named after Governor Lachlan Macquarie who had reserved the parkland area in 1811) and the extensive natural aquifer that underlaid it as having the potential to provide an important reliable source of fresh water for Sydney Township.

*Fig. 4.4.13 Mill Stream Pond today, looking north, from the eastern side of Botany Road. (Photo: Elizabeth Conroy)*

A bore, known as Busby's Bore, was formed to extend from the





northernmost end of the Lachlan Swamps near today's Lang Street entrance to Centennial Park to terminate at the racecourse (now Hyde Park) and replace the badly polluted Tank Stream as the town's main water supply. Construction commenced in 1827 and took ten years to complete, but the supply soon became polluted once again through poor maintenance, livestock and garbage dumping and a more robust solution was sought.

Thomas Moore, a well-known civil engineer, was asked to give evidence before a Commission on the question of Sydney's water supply. Moore described how he had set off for La Perouse in 1829 but had been unable to cross the significant stream at Botany. He again visited the spot in 1833 and 1834 and was again unable to cross due to the body of water flowing through it. Word was received of this in Sydney and Governor Fitzroy appointed a Board in 1852 to consider the notion of a fresh water supply for Sydney out of Botany. The Board agreed that the Botany Swamps should be used to ensure a reliable fresh water supply for Sydney.

*Fig. 4.4.14 The Pumping Station and Chimney was a substantial complex situated at the outlet of the aquifer to Botany Bay. It supplied Sydney's fresh water needs from 1850 to 1888 until replaced by the Upper Nepean Scheme.*

*(City of Sydney Archives 067/067272, also available online at <http://trove.nla.gov.au/work/16196535>)*



The Botany Swamps were part of a large ecosystem that drained through a collecting bed of marshes into Botany Bay. The catchment extended to parts of Waverley and Woollahra, the boundary being approximately Oxford Street, Cowper Street, Carrington Road Marrickville, and most of Randwick and Kensington, covering an area of nearly 4,300 acres.

The landscape was ideally formed for water purification, with several feet of loam and swamp vegetation sitting above 60 to 100 feet of drifting sand which acted as huge storage reservoir and filter bed combined. These beds absorbed rainfall immediately and consequently had little, if any, run off. The evaporation from wet sand is less than the evaporation from open water, and the scrub which covered most of the area ensured almost perfect water retention.

The Board's plan proposed the interception of the main stream which flowed into Botany about a mile and a half above Lord's dam, so in July 1855 the City of Sydney Council began to acquire land in the Botany wetlands, mainly Lord's grant - of which they acquired 75 acres including his house, flour mill and mill dams. The land was not given up without a fight however, and Lord's widow and executor Mary Hyde won a landmark compensation court case because of it.

This all-inclusive resumption is notable as the first of its kind ever made in Australia. The area remained under the control of the water supply authorities until 1947 when it was re-resumed for the extension to Kingsford Smith Airport.

City Engineer Edward Bell designed new infrastructure for the Botany Scheme which included a sand-cast iron main to pipe water from the new engine house at the Botany Wetlands to the Crown St Reservoir. This was completed in 1859 and exists today as the oldest water main in New South Wales.

The surviving ruins of the Engine House, Boiler House and chimney date from the implementation of Botany water scheme, however the stone retaining walls for the Engine Pond and outlet probably date from the pond augmentation works carried out in the 1870s. (Botany Wetlands, NSW State Heritage Inventory)

The scheme differed from earlier schemes in that it required the water to be pumped to the reservoir where it was then reticulated to consumers.



Fig. 4.4.15 (top) The whole of the lower part of the watercourse within Lord's land, including the Mill Pond, his factory, flour mill and residence were resumed to construct the Engine Pond for the Waterworks (outlined yellow). The waterworks pump house was built at the main outlet, shown circled in blue. Mary Lord won a landmark compensation case after she challenged the compulsory resumption. (BCHA)

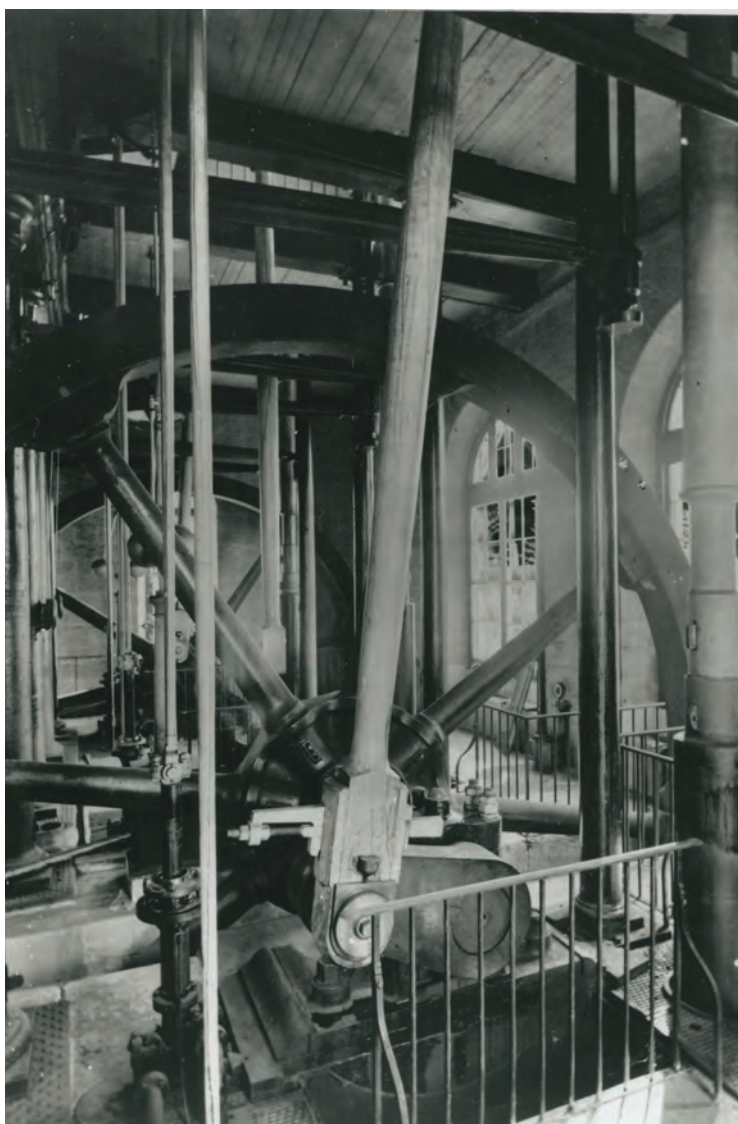
Fig. 4.4.16 (centre) Sydney Waterworks, Botany in 1873. (Sketch) The cottage in the foreground appears to be the same structure (with minor alterations) as shown in the sketch of Lord's Flour Mill (Fig. 2.16) (State Library of Victoria -available online at <http://handle.slv.vic.gov.au/10381/241585>)

Fig. 4.4.17 (below) Ruins of the pumphouse and chimney in 2003 - taken looking over the Engine Pond. (Image by former Botany Council staff, now at BCHA)

There were originally three steam engines of 100 horse-power each to raise water through a 30-inch main to the Crown Street Reservoir.

This was in an age before the telephone, therefore a unique system was put in place to notify the crew of the Botany Pumping Station that the Crown Street reservoir was full; a standpipe was erected near Victoria Barracks, visible by telescope from the pumping station at Botany. When it overflowed, it indicated the pumping was to be ceased.

Increased demand for water in the 1860s led to six additional dams being constructed between Lord's Mill Pond and the site of the present Gardeners Road. (Much of the current wetland layout corresponds to these historic additions.) The dams were constructed using piling of sheet timber facing filled with sand, forming a core



*Fig. 4.4.18 Botany Pumping Station - interior of the ground floor of the pump house.*

(Butler, Mark, *Botany, Dictionary of Sydney*, 2011, <http://dictionaryofsydney.org/entry/botany>, viewed 10 July 2017)





of turfed bank. (Botany Wetlands NSW Heritage State Heritage Inventory Listing). The supply was extended to Glebe, Redfern, Darlington and Paddington - although ironically Botany itself was not serviced with reticulation until 1891.

The suburban extensions to the system put great strain on the Botany scheme. A severe drought in the 1860s cast doubts on the reliability of the aquifer and in 1867 a Royal Commission recommended the Upper Nepean scheme as the next main source of Sydney's water supply.

Work did not stop at Botany however – improvements to the dam, pumps and reservoirs were made throughout the 1870s. Legislation was passed in 1880 that relieved the Sydney Municipal Council of the great task of control of the water supply and vested its management instead in the Metropolitan Water Board. The actual transfer occurred in 1888 and coincided with the conclusion of the Botany water scheme in favour of the Upper Nepean Water Scheme. It also coincided with the incorporation of North Botany and Botany Councils. Bizarrely, the new Botany Council was largely uninterested in applying for an extension of the city's water supply to Botany. Up until this point locals were still using natural sources and tanks for domestic water,

*Fig. 4.4.19 Photograph of the waterworks complex in the final years of its operation (c.1879-1888). Charles Bayliss photographer.*

*National Gallery of Victoria, PH234-1984 available online <http://trove.nla.gov.au/work/209673513>*

and Council's opposition was based on concerns regarding the additional rates that would be required for the extension.

In an unusual turn of events the Water Board itself took initiative and revealed an analysis of the local water in the Botany area to be unsuitable for domestic use. Still the Council remained uninterested, being finally forced to agree to an extension of the supply in the interest of public health. The first mains for reticulation to householders were laid in 1891 along Botany Road and Underwood Avenue. Dams were also restored for the industries dependent upon them, as well as to control local flooding.

Having moved the water scheme to the Upper Nepean in 1888, by 1893 the Botany Engine House was not even being used for intermittent emergency use, so the machinery was finally decommissioned and sold at auction in 1896. In 1894 various local industrial uses – such as woollscourers and tanners – were permitted to return to the wetland vicinity through leases held until 1947. (Botany Wetlands NSW State Heritage Inventory <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=5051418>).

During its use Botany's fresh water scheme played a prominent role in the city's development. In its first year of operation the Botany Pumping Station pumped 326 million gallons into the city's mains. This figure grew to 600 million gallons over ten years. In the years following cessation of the use of the wetlands as a primary water supply the number of noxious industries in the area increased rapidly due largely to the Water Board granting licences for industries to draw water from the wetlands.

In 1928 construction of a clubhouse near Gardeners Road was commenced for the Lakes Golf Club with the course – to the west and north of the chain of ponds – opening in 1930. About 1960 the Eastlakes Golf Club was established with an 18-hole course on the eastern and southern side of the ponds. (Botany Wetlands, NSW State Heritage Inventory Sheet)

The Kingsford Smith Airport extensions in the 1990s made considerable changes to the wetland landscape, as did the 1988 construction of Southern Cross Drive through the middle of Engine Pond (as well as Wentworth Avenue and Foreshore Road to some extent also). Although significant changes have been made to the

wetlands over the past century, its original form and purpose remain substantially intact and clearly interpretable to the informed eye due to the extensive ecological rehabilitation undertaken along its route and protection of its surviving curtilage form .

### SEWAGE – THE BOTANY SEWAGE FARM

Botany had been not only the source of fresh water for greater Sydney for much of the latter half of the 19th century but was also adjacent to and used the products of a large sewage farm, known as the Botany Sewage Farm, although it was actually located on the southern side of the Cooks River (within the former Rockdale Council area). In 1875 a Board of Health and Sewerage was appointed to investigate improvements to the city's sewerage system (which was considered grossly inadequate). A sewage farm was recommended.

In 1882 the Government resumed 309 acres known as Webb's Grant; a narrow neck of ground at the entrance to the Cook's River. This site was easy to deposit into, far enough removed from suburban sprawl (at the time) and with a covering of drift sand that rendered

*Fig. 4.4.20 A 1916 photograph of the Botany Sewage Farm. The sewage farm opened in 1887 and was the primary way that Sydney's human waste was processed. The farm was located on the other side of the Cooks River opposite Mudbank. It is now within the area of the airport. (BCHA)*







SKETCHES OF THE SOUTHERN SYDNEY SEWERAGE SYSTEM.—(By our Special Artist.)

INLET HOUSE AT COOK'S RIVER, WITH VIEW ACROSS RIVER TO OUTLET HOUSE. 2. INTERIOR OF INLET HOUSE, SHOWING SCREENING APPARATUS. 3. SAND BASIN, WITH INLET WELL AT END SYPHON. 4. OUTLET HOUSE ON SEWAGE FARM, AND BRIDGE OVER COOK'S RIVER. 5. CARRIER ACROSS SEWAGE FARM, LOOKING TOWARDS OUTLET HOUSE. 6. DEPOSITING SLUDGE FROM STRAINERS ON THE SEWAGE FARM. 7. GENERAL VIEW OF FARM FROM INLET HOUSE. 8. WROUGHT IRON AQUEDUCT ACROSS SILVA'S CREEK FLAT—PART OF MACDONALDTOWN AND ALEXANDRIA BRANCH SEWER.

it suitable.

The purpose of the Sewage Farm was to filter and essentially re-use human waste. The Farm commenced operation in 1887 and seven labourers were employed under the control of a manager. Subsequent activities developed the Farm into commercial productive land, including a successful 4 acre yield of cabbages, turnips and lucerne. The Farm was however in an exposed position; sand blown by prevailing south-east winds destroyed early attempts in wide areas therefore minimising the productivity of the land. It never produced enough income to cover operating costs, which were high.

Fine cottages, "*brick with tiled roofs to neat design*" (Ninth Annual Report, MBWS&S, 1896, p.6) were built for each of the employees at the Farm in 1898, surrounded by trimmed lawns, new paths and an extended railway to the western perimeter of the Farm to ease the employee's (and their family's) access to Botany and Rockdale.

The Board of Water Supply and Sewerage was formed in 1888 and took control of several large infrastructure projects from the Public Works Department, including the construction of a proposed dedicated main for sewerage from the city to the Botany Sewage Farm. (Botany Wetlands, NSW State Heritage Inventory Sheet) Further assessment concluded that the Botany Sewage Farm was financially and physically unviable and a new solution to the problem of the disposal of Sydney's sewage was required.

The Farm continued to work in the background, but focus shifted to the nucleus of the new comprehensive Western Suburbs Sewerage Scheme, which proposed draining portions of nineteen municipal districts in an effort to underpin the total suburban landscape with a network of mainly underground sewage pipes that led to ocean outfalls.

At the turn of the 20th century the capacity of the Botany Sewage Farm was extended to allow for excess sewerage load while the Western Suburbs Sewerage Scheme was constructed. An additional 309 acres of land was resumed to the west of Webb's farm in the Municipality of Rockdale, making the scheme known from then on as the Botany-Rockdale Sewerage Farm. Much of the resumed land was totally unsuitable for filtration as it was swampy and salty. When this natural unsuitability was paired with an inundated dump

*Fig. 4.4.21 (facing page) Sketches of the Southern Sydney Sewerage System as depicted in the Illustrated Sydney News, 7 May 1892.*



of excess sewage, the filtration of the sewage failed and led to “merely clarified sewage”, which putrefied when it was incubated.

By the turn of the 20th century the usefulness of the Botany-Rockdale Sewerage Farm was fast diminishing. On the other hand, the sewer mains from the southern and western suburbs were proving very successful and were amalgamated and extended in 1909 to a new ocean outfall at Malabar; a scheme known as the Southern and Western Sewer Ocean Outfall System or, SWSOOS No.1 (see Section 4.4.5). This scheme took several years to carry out and was finally completed in 1916, the same year that the Botany-Rockdale Sewerage Farm was finally abandoned. Eventually the Farm land was sold for a variety of other purposes, mainly to facilitate the construction of the Kingsford Smith Airport.

### SYDNEY'S SEWER NETWORK AT BOTANY – THE SWSOOS

*Fig.4.4.22 Part of the Waterworks pumping station was adapted to provide ventilation for the SWSOOS1 line. This photograph was taken during the conversion work. (BCHA)*

With the increase in suburban development in the district, the Botany-Rockdale Sewerage Farm had been pushed beyond its capacity and needed to be replaced. South-Western Sydney Ocean Outfall Sewer (SWSOOS) No.1 was built as the solution to this







problem. It consisted of a network of reinforced concrete mains that would carry sewage from the southern and western suburbs, and instead of depositing in Botany it would carry the waste out to the new Ocean Outfall on the coast at Malabar. This outfall was the third constructed in Sydney, after Bondi in 1888 and Coogee in 1889. (SWSOOS No.1 Historical Notes – Sydney Water Archives)

The work on SWSOOS No.1 commenced in 1909 and took until 1916 to be completed. The work was carried out by the Public Works Department (under the overarching control of the Board of Water Supply and Sewerage 1888) with the chief engineer responsible being E.M. de Burgh; a prominent engineer in the early part of the 20th century and after whom de Burgh’s Bridge at Lane Cove is named. (SWSOOS No. 1 Historical Notes – Sydney Water Archives)

During the works the Department built an “Engineer’s Office” at what is now 23 Byrnes Street Botany, however the listed occupant of this building was not de Burgh but another engineer by the name of H.M. Clarke. It is highly likely that the office acted also as a residence, perhaps for a later site manager, given its very close proximity to the construction works pipeline and main area of construction at the time. The scheme included the adaption of the main chimney from the Botany Water Works, which had been retired for water supply use in 1888, left unused for 28 years, and then shortened and re-used as a vent as part of the sewer construction work. The chimney was further truncated (to its present height) in the 1940s which coincided



Fig. 4.4.23 the cottage erected for the SWSOOS engineer at 23 Byrnes Street adjacent to the line. By the 1980s it had been heavily altered, but the original Federation-style windows with sidelights remained. The property was known as ‘Twin Palms’ after the Canary Island Palms planted in its garden. (BCHA)

Fig 4.4.24 & 4.4.25 Canary Island Palms were a feature of planting associated with the SWSOOS scheme. Two were planted in the garden of the Engineer’s cottage and one on the site of a small pumping station at the corner of McFall and Erith Streets. (Elizabeth Conroy)

with the diversion of the mouth of the Cook's River into Botany Bay.

Works associated with the construction of the SWSOOS scheme were commonly marked by the planting of Canary Island Palm trees within the site curtilage, and the surviving trees can be seen throughout Sydney within the reservation of major sewer lines including along Bay Street in Botany. They were also planted on the site of pumping stations and along the alignment of above-ground infrastructure such as the main pipeline of Hale Street. Canary Island Palms were favoured by J. Maiden of Sydney's Botanic Gardens in the early years of the 20th century and remain characteristic plantings of major civic works undertaken by the government in this period.

### SEWERAGE: DISPOSING OF BOTANY'S RESIDENTIAL SEWAGE

In the same way that Botany provided Sydney's fresh water for several decades but did not itself receive reticulation until much later, the provision of sewerage services to the suburbs of Botany was slow. Although it was partly responsible for Sydney's sewerage farm, when the opportunity came for Botany to take a step toward implementing a system of sewerage disposal in 1888, the two Councils were still in their infancy and did not have the administration in place to be able to do so. This meant that Botany residents continued to depend on the more traditional form of disposal – the nightsoil.

Nightsoil was human excrement that was collected by households in buckets, cesspits or outdoor privies and left outside overnight for collection. Nightsoil collectors would take carts along the streets in the dead of night and take the waste to a dumping site. North Botany (Mascot) had organised contractors to collect the nightsoil however Botany had not, and instead relied on locals to empty their soil directly into the trade waste sewer themselves. When the Board of Health and Sewerage refused to allow this, agreements were made between North Botany and Botany Councils to share the contractors, who used the old Church and School Estate as a dumping ground. Eventually Botany introduced an updated 'pan' system and the Board approved a dumping site on Lord's estate in 1896.

The first connection to the Boards sewer was made in the vicinity of Ramsgate, Chatham and Hastings Streets in 1917, and extended gradually to cover the whole area today.

## THEME 4.5: ACCOMMODATION

The relevant national-level theme is *'Building settlements, towns and cities'*. The relevant state theme is *accommodation*. Local themes within this theme are activities associated with the provision of accommodation, and particular types of accommodation. The following activities and places in the former Botany Bay LGA are relevant to this theme:

- Housing types in the Botany District
- Daceyville

Other relevant themes:

4.2 Towns, suburbs and villages

4.4 Utilities

6.0 Educating

### 4.5.1 HOUSING TYPES IN THE BOTANY DISTRICT

Little built evidence has survived of the earliest phase of European housing in the area, with the few substantial homes such as Lord's 'Banks House' at the mill and Redmond's Mudbank House long since demolished.

The lack of broadacre subdivision and generally low level of demand throughout the 19<sup>th</sup> century for residential development in an area dominated by noxious industries meant that there was little speculative housing development in this period. Early housing was very modest and generally workplace related, including the cottages provided by Simeon Lord for his employees across his estate, and the timber cottages of the fishing villages and market gardeners. The extensive use of impermanent materials such as weatherboard and the later layers of re-subdivision and development have meant that little evidence of this earliest layer of residential development has survived.

The next layer, that of detached cottages associated with market gardens; and subdivisions associated with new villages, has survived in places. Most of these houses are very simple timber weatherboard iron cottages with 4 rooms in the typical mid-late 19<sup>th</sup> century vernacular style. The escalating pace of land subdivision of the early 20<sup>th</sup> century can be seen through the patterns of Federation and Inter-war cottages that dominate many of the residential streetscapes of the area today.

The residential architecture of Daceyville is notable and unique in NSW. The cottages in the development were also of patternbook form, but they were designed under the supervision of noted architect Sir John Sulman and demonstrate clearly the aesthetic principles of the Arts and Crafts cottage. Later public housing initiatives were similarly standardised, with medium density walk-up flat buildings typical of those found across Sydney constructed in Hillsdale and Eastlakes on ex-industrial sites.



The traditional Anglo-Australian residential character of much of the early residential development throughout the Botany District was significantly layered as a result of post-war migration, with many new residents attracted to the proximity to the employment opportunities in the area. As these groups settled and prospered in the area they were able to adapt and re-build many of the earlier houses in what has been described as the 'Immigrant Nostalgic' style.

### 4.5.2 DACEYVILLE

*For further reading on this topic, the author recommends the following two comprehensive publications: '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 (2010).*

At the turn of the century Sydney was riddled with slums and disease. Sydney's rapid increase in population, combined with the inner-city housing shortage and greedy landlords led to suburbs such as The Rocks and Surry Hills containing up to 35% of homes which were dilapidated, unsanitary and unfit for healthy habitation. 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 Lands reserve scheme at Botany. Designed to be the complete opposite of Sydney's inner

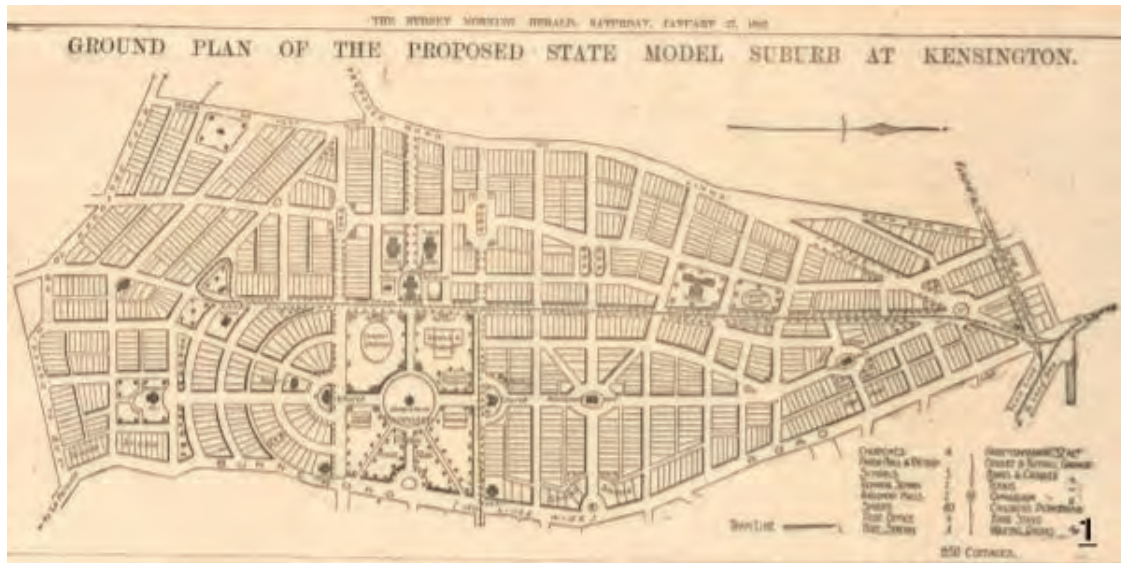
city slums, Daceyville's planners took a very modern and scientific approach to developing the suburb. The ideals of the British Garden City Movement were a major source of inspiration, as shown by the suburb's alternative name – Dacey Garden Suburb.

Born out of the ills of the 19<sup>th</sup> century industrial city, the 'garden city' movement sought to merge the best elements of city and country life. They were 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

*Fig. 4.5.1 Dacey Garden Suburb was built over the barren, sandy landscape of the former Church and School Estate on the western edge of the former Botany LGA. This photo was taken in 1915 prior to the commencement of works. (NSW State Records)*





STATE MODEL SUBURB.—PLAN OF DACEYVILLE.

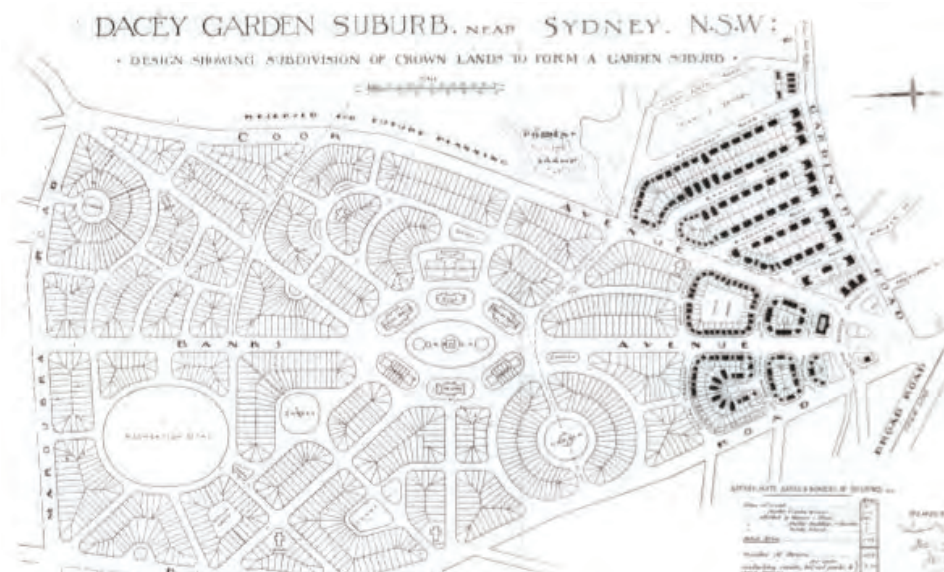
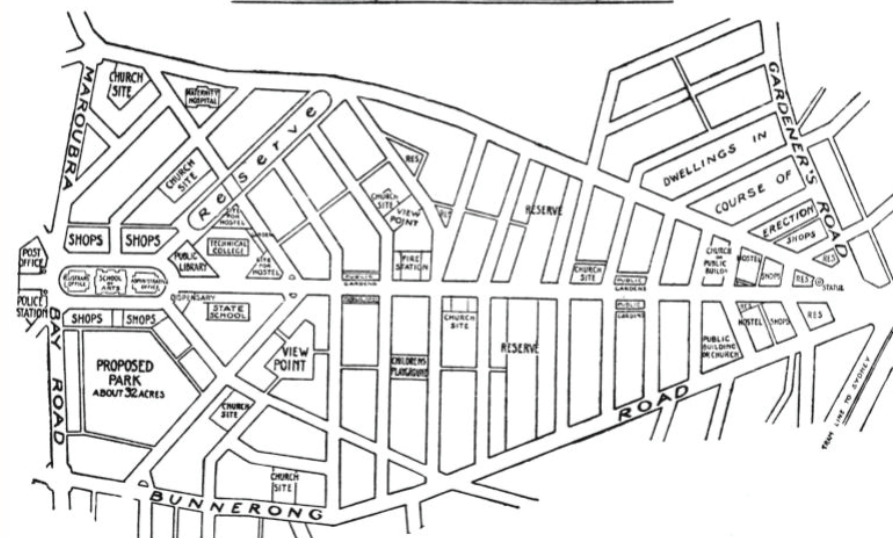






Fig 4.5.2 (opposite, top) The original 1912 design layout for Dacey Garden Suburb. (SLNSW)

Fig 4.5.3 (opposite, middle) The amended design by Sulman & Hennessy later in 1912 (SLNSW)

Fig 4.5.4 (opposite, bottom) The Foggitt Plan for Daceyville 1915-1916 (SLNSW)

Fig. 4.5.5 (above) The original plan for Daceyville was an ambitious one, extending over 336 acres and including 1437 dwellings, plus extensive infrastructure and community facilities. Only the section closest to the artist in this birds-eye view was constructed under the scheme, the lands to the south developed as a planned subdivision for private sale, without the community infrastructure envisaged originally other than a carefully planned network of open space. Bird's-eye view of Dacey Garden Suburb as it will appear when completed. 1918. (NSW State Records)

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 lodges, 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 Hennessy. 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





Fig.4.5.6 and 4.5.7 The theatre (top) and small group of shops (centre) were built at the commencement of the project, but most of the other planned community services and infrastructure, including a maternity hospital, technical college, four churches and a total of 40 shops were not pursued when the project was significantly reduced in scope in the 1920s. (NSW State Records)



Fig 4.5.8 (below) Constructing Dacey Garden Suburb, c.1916 Astrolabe Road, looking south. (NSW State Records; also SLNSW Government Printing Office 1-30348) also available online at <http://trove.nla.gov.au/work/209673513>)







Fig. 4.5.9 Cottages under construction. Concrete ‘Sampson’ blocks were used where finishes were to be rendered. 1915.

(NSW State Records)

Fig. 4.5.10 Major drainage infrastructure was required prior to commencement of construction. A freshly-laid storm-water channel in Daceyville, c.1913. The channel was constructed to divert and carry storm water from the swampy edge of the wetlands near Bunnerong Road away from the residential area.

(NSW State Records)

(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.

The amount of public infrastructure would probably have continued to climb had it not been for the delay in the construction of supporting residential development. Rising building and labour costs, combined with a lack of funds, slowed construction. Comments made by Charles Reade, of the British Garden Cities and Town Planning Association, also affected the suburb’s plans. To him, Daceyville’s road layout, though understandable, was “extravagant and costly”. Furthermore, the suburb lacked “anything corresponding to a cul-de-sac or narrow town planning road of modern times.” (Samantha Sinnayah, *Dictionary of Sydney - Daceyville*, 2011.) Taking these factors into consideration, Government architect, William Foggitt, redesigned Daceyville’s street layout midway through construction. 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.

The re-designed Daceyville plan drafted by Foggitt slowed progress further, and by June 1920, eight years after initial work began, just 315 of the intended 1,473 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'. Remarkably the self-contained philosophy of Daceyville endured regardless and has survived in some aspects in a clearly legible form today.

A particularly beautiful remaining example of the original Daceyville plan is the Dacey Garden Reserve and Substation at General Bridges Crescent. Banks and Cook Avenues were proposed originally to extend through this reserve which was truncated to provide for the turning arcs of the trams and traffic. The Bird's Eye Detail (see Figure 4.5.7) includes imagined structures such as a massive statue at the entrance and pavilions in each sector, but these appear to be speculative elements, with no evidence of them ever being planned or constructed.

*Fig. 4.5.11 and 4.5.12. Many of the dwellings, such as these on Colonel Braund Crescent, were a mixture of detached and semi-detached cottages, but some, such as the group at 2-8 Cook Avenue (below) contained multiple dwellings. 1916.*

*(NSW State Records)*









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.

Construction of the housing development commenced in 1919 on an area of land between the present Birdwood Avenue and Maroubra Bay Road, now Heffron Road. Daceyville No.2 had several teething problems. It had a more basic road construction and a lack of drainage. There were also problems with shifting sand from nearby sand dunes which, culminated with the poor drainage, would have had an adverse impact on buyers. Many plots of land remained unsold as late as the 1940s.

The new ratepayers living at 'Daceyville No.2' were also unhappy with the name of their suburb. They argued it added confusion in the forwarding of mail, and there was a general underlying sentiment also that the locals wanted an original name that they could claim to be their own, as a manifestation of local community pride. The notion was raised to perpetuate the name of F.J.Page who had entered the Botany Council at a by-election in 1924 and earned great respect of the citizens for his services as Alderman. In July 1929 Botany Council defined the boundaries of the new suburb and renamed it Pagewood.

The Housing Board which was responsible for Daceyville and Pagewood's development was abolished in 1924 and the management of the suburbs was passed firstly to the Public Trust Office and then to the Resumed Properties Department. Finally in 1942 the Housing Commission of NSW was established and in 1948 Daceyville was added to its portfolio.

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

*Fig. 4.5.11 (facing, top) Foggitt's "No.1 Type" cottage was a semi-detached with wide frontage and simple, yet pleasing, detailing such as shingled window hoods and art-nouveau profile verandah columns. (NSW State Records)*

*Fig. 4.5.12 (facing, below) Interior of a model cottage. The rooms were modest in scale, but had space for entertainment around the piano. (NSW State Records)*

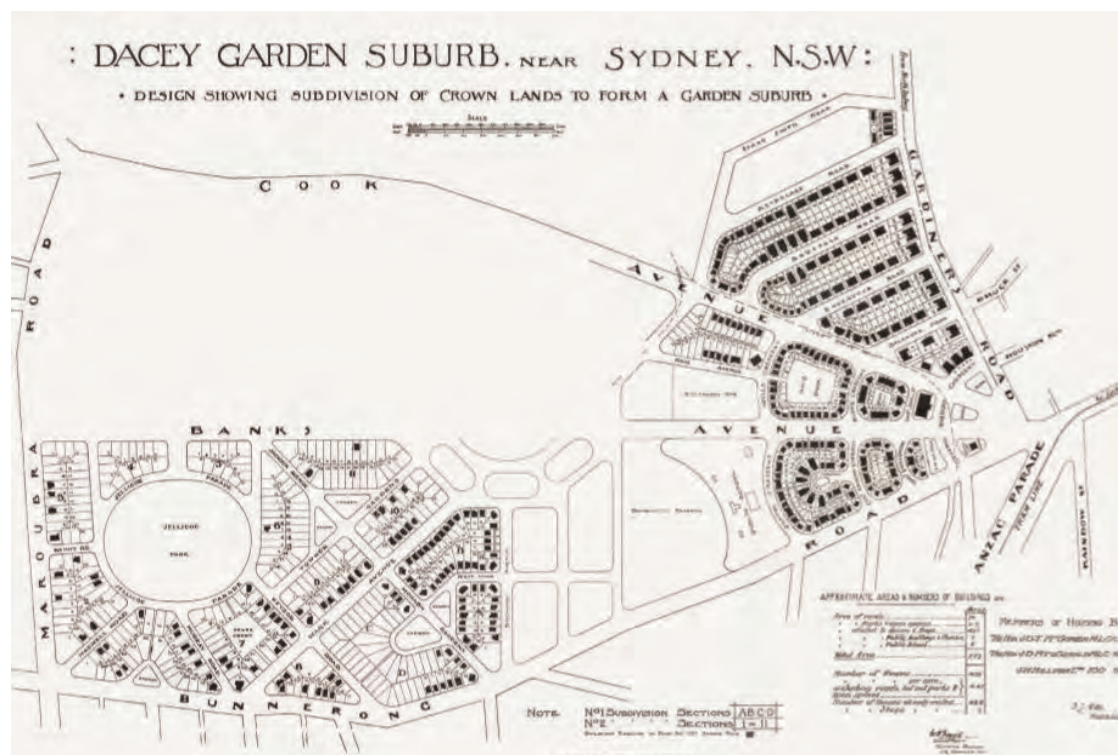
modernisation. These issues, combined with the suburb's prime location in the eastern suburbs between the city and growing job markets like Kingsford Smith Airport (and eventually Port Botany), made its redevelopment seem imminent.

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 by this time they had new issues to consider. Firstly, the high-rise buildings were no longer an option because the Department of Civil Aviation opposed increasing building heights and densities under Sydney's east-west flight path. Secondly, the National Trust had officially recognised Daceyville's historical significance in 1978. In light of both of these considerations, in 1982 the Commission initiated

Fig.4.5.13 (below) Following abandonment of the scheme as an innovative socio-political experiment, the remainder of the original area was subdivided and sold as freehold title. The layout of "Daceyville No.2 Subdivision" was still more advanced than the standard for the time, and included planned parks and carefully resolved geometry.

(SLNSW)



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.

Fig. 4.5.14 Coverage of the protests against the redevelopment of Daceyville in the local newspaper The Messenger. (Copyright holder unknown. Microfiche - SLNSW)

Established 1932 Phones 349-1959 - 34-8559 CIRCULATION 33,730 Published Every Wednesday	 <p><b>THE MESSENGER</b>                  Incorporating The South Sydney News                  Circulating in Kingsford, Maroubra, Mascot, Eastlakes, Botany, Rosebery, Pagewood, Malabar, Malabar, Hillside, Chifley, Philip Bay, La Perouse, Little Bay and South Coogee</p>	Printed With Offset and published by the proprietors, The Messenger Print Pty Ltd on 112 Anson Parade, Maroubra Registered under the Newspaper Act 1959
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No. 3181 WEDNESDAY, 17th JULY, 1974 PRICELESS

## 300 Protest Against Plan To Redevelop At Daceyville

**A proposal by the Housing Commission of N.S.W. to redevelop the Dacey Gardens Estate was strongly opposed by a meeting of approximately 300 residents in Daceyville Park last Sunday morning.**

About 20 percent of the tenants purchased their cottages in 1965 following a special Act of Parliament permitting the sale of the properties.

In a letter to the owners dated June 27, the Housing Commission said that plans were being prepared for the redevelopment of the estate with a modern complex which will provide attractive housing with improved amenities in landscaped surroundings for a greater number of people than are presently accommodated within its boundaries.

The letter said that alternative accommodation would be provided, either in the new development or in some other way.

### THREE-STORY FLATS

A circular signed by Ald. J. Slattery of Botany Council calling Sunday's meeting, said that the Housing Commission proposed to erect three-storey blocks of flats on the same ground as is now occupied by single dwellings.

The circular said "The Housing Commission has the colossal nerve to expect you to sacrifice your homes, your families and your future so that they can settle cheaply and at their own convenience, at least six times as many families in the same area as you now live."

### COUNCIL OPPOSES PLAN

It said that the proposal had been opposed by town planners, Botany Council and the Department of Civil Aviation.

Botany Council, said the circular, is vastly concerned, not only for the welfare of its residents, but also because the estate is the only original and only remaining town planned workers' garden suburb in Australia.

Ald. Slattery told the meeting that the Dacey Gardens Estate was the first town planned suburb in Australia.

"Those who purchased their homes in 1965 were not informed that they would be taken from us by the Housing Commission for redevelopment" he said.

"The area is a historical one, planned by Sir John Sulman."



**ALD. J. SLATTERY**

Ald. Slattery in a statement to The Messenger said "I have been a Public Servant for 47 years.

"It was my ambition to own my own home, which I achieved in 1965 and I looked forward to a life of retirement in it.

### WILL FIGHT COMMISSION

"I'll fight with everything at my command to defeat the intentions of the Housing Commission" he said.

Ald. Slattery has represented Daceyville Ward on Botany Council for 15 years. He was Mayor for three years and Deputy Mayor for one.

Work on the estate began about 1912 and was interrupted by World War I.

The 397 cottages were completed about 1920 and the majority occupied by ex-servicemen.

### Wran Makes A "Boo-Boo"

The leader of the State Opposition, Mr Neville Wran, was quoted in the Sydney Morning Herald recently as saying that developers' excesses in Coogee were permitted by the Liberal Party.

Mr Wran has his facts mixed.

The majority of high-rise developments throughout the Randwick Municipality were approved by Labor-controlled councils prior to 1968 and between September, 1972 and June 1973.

Following public outcry against the number of development applications being approved in areas zoned for lesser buildings, the acting Minister for Local Government, Mr A. M. Jago dismissed the Council and replaced it with an administrator.

Announcing his decision, Mr Jago made some caustic remarks about the involvement of some unnamed oldsmen in development activities.

## 'ROYAL' HOME DEMOLISHED

A bridge over the slum at La Perouse, which once housed Queen Emma of the Shire of Teika, is being demolished.

Queen Emma occupied the slum about 30 years ago.

Materials from a shack originally built by King Billy were used to build the slum.

King Billy was the father-in-law of Queen Emma.

The shack was finally vacated about two weeks ago.

Mr John Tierney, King Billy's great-grandson, and his wife Marjory, occupied the slum during the war.

The Tierneys did not want to see the slum demolished.

They wanted it renovated and used for the sale of Aboriginal souvenirs to tourists.

Mr Tierney said that it could have been a tourist attraction and a central point for their people, but because the slum was in the way.

The Aboriginal population of La Perouse are being rehoused in modern homes being built by the State Housing Commission.



The partly-demolished slum with the modern homes being erected for occupation by Aboriginal families in the background.



*(facing page) Banksmeadow Park (BCHA)*