

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



WestConnex Stage 2 New M5

Conditions of Approval B39, D37 and D38

Heritage, Contributory Item and Heritage
Conservation Area Archival Recording and
Research Reports

Prepared for CPB Dragados Samsung Joint Venture

March 2020

Sydney
Melbourne
Brisbane
Perth

extent.com.au

03 March 2020

CPB Dragados Samsung Joint Venture
L4 Tower A, 799 Pacific Highway
Chatswood NSW 2067

Att: [REDACTED]

Dear [REDACTED]

Re: WestConnex Stage 2 New M5 – Archival Recordings undertaken in relation to Conditions of Approval B39, D37 and D38

In 2015, Extent Heritage was commissioned by CPB Dragados Samsung Joint Venture to manage and fulfil the Conditions of Approval related to European and Aboriginal heritage for the WestConnex Stage 2 New M5. This is a State Significant Infrastructure (SSI) project with Conditions of Approval set out under Section 115ZB of the Environmental Planning & Assessment Act 1979. With respect to heritage, there are twenty-five separate conditions.

This document identifies and demonstrates compliance works undertaken in relation to Conditions B39, D37 and D38, specifically in relation to the preparation of **Heritage and Contributory Item Archival Recording and Research Reports** and **Heritage Conservation Area Archival Recording and Research Reports** for heritage items, contributory items, items of potential significance and heritage conservation areas affected by WestConnex Stage 2 New M5.

The Conditions are as follows:

B39

Any building or structure identified as potential items in the documents listed in conditions A2(b) and A2(c) or identified during detailed design or construction of the SSI, must be dealt with as though they are a locally listed heritage item.

D37

Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic heritage items, unless otherwise agreed by the Secretary. The archival recordings must be undertaken by a qualified and experience heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a Heritage and Contributory Item Archival Recording and research, to the Department, the Heritage Council of

NSW, the local library, and the local Historical Society in the respective local government area(s).

D38

The Proponent must complete archival recordings for any impacted part of the heritage conservation area prior to the commencement of construction within a respective heritage conservation area. Consultation with the Heritage Council of NSW (or its delegate) and the relevant council is to be carried out to determine the objectives and approaches to the archival recording. The archival recording of heritage conservation areas is to include, but not be limited to:

- a. comprehensive photographic recording of buildings, structures, open spaces, public realm, architecture, urban design, landscaping and streetscapes;*
- b. surveying and mapping of land use arrangements, Street patterns and layouts, subdivision layouts, landscaping designs and street plantings; and*
- c. any other feasible recording requested and agreed to following consultation with the aforementioned stakeholders.*

The archival recording of heritage conservation areas must be undertaken by a qualified and experienced heritage consultant, and should be undertaken in a manner generally reflective of How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a Heritage Conservation Area Archival Recording and Research Report, for each relevant heritage Conservation area containing the archival and photographic recordings, mapping and historical research, to the Department, the Heritage Council of NSW, the local library, and the local Historical Society. In the respective local government area(s).

All archival recordings have been prepared in accordance with the principles and definitions as set out in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter* (2013) and the latest version of the NSW Heritage Branch *Photographic Archival Recording Guidelines Photographic Recording of Heritage Items using Film or Digital Capture* (2006).

This report includes a copy of all archival recordings which have been finalised for this project. A summary of these reports has been provided below and full copies provided in appendices.

Documents related to Conditions B39, D37 and D38

Extent Heritage has prepared a range of Heritage and Contributory Item Archival Recording and Research Reports and Heritage Conservation Area Archival Recording and Research Reports for a range of heritage assets related to the WestConnex Stage 2 New M5 project area. The following table outlines the places which have been recorded and the conditions of consent which they fulfil.

Report title	Individual heritage places included	B39	D37	D38
St Peters Local Roads				
St Peter's Construction Impact Corridor	<ul style="list-style-type: none"> ▪ Goodsell Estate Heritage Conservation Area, St Peters ▪ Waugh and Josephson Industrial Buildings, 1-7 Unwins Bridge Road, St Peters ▪ 45 Campbell Road, St Peters ▪ Southern Cross Hotel, 340 Princes Highway, St Peters ▪ Campbell Road, St Peters ▪ Campbell Street, St Peters ▪ Narara Terrace, 4-18 Unwins Bridge Road, St Peters ▪ Town and Country Hotel, 2 Unwins Bridge Road, St Peters 	X	X	X
Coopers Estate Heritage Conservation Area	-		X	
28-44 and 82 Campbell Street, St Peters	-		X	
Macdonaldtown Stormwater Channel	-		X	
Bedwin Road Overbridge, St Peters	-		X	
Clarville Victorian Filigree Style Vila, 21-23 Silver Street', St Peters	-		X	
Former Alexandria Spinning Mills, 40A-42 Maddox Street, Alexandria	-		X	
Industrial Buildings "Frank G Spurway", 20-30 Maddox Street, Alexandria	-		X	

Report title	Individual heritage places included	B39	D37	D38
Water Board Sewage Pumping Station No. 39, 273 Huntley Street, Alexandria	-		X	
Alexandra Canal	<ul style="list-style-type: none"> Alexandra Canal 		X	
St Peters Interchange				
Rudders Bond Store, 53-57 Campbell Road, St Peters	-		X	
St Peters Interchange Geological Site	-		X	
Dynamo Garage, 316 Princes Highway, St Peters	<ul style="list-style-type: none"> Service Garage, 316 Princes Highway, St Peters 		X	
Arncliffe				
Arncliffe Construction Impact Corridor	<ul style="list-style-type: none"> Arncliffe Railway Station Group, Station Street, Arncliffe Glenwood, 27 Eden Street, Arncliffe Bard of Avon, 39 Eden Street, Arncliffe Street Plantings, Firth Street, Arncliffe Glenevie Lane, Firth Street, Arncliffe Victorian shop and dwelling, 45 Firth Street, Arncliffe St Francis Xavier Church Group, 2-4 and 6 Forest Road, Arncliffe St Francis Xavier Catholic Presbytery, 26 Forest Road, Arncliffe Coburra, 184 Forest Road, Arncliffe Victorian Terrace, 31 Kyle Street, Arncliffe Victorian House, 16 Stanley Street, Arncliffe Victorian House, 20 Stanley Street, Arncliffe Victorian House, 22 Stanley Street, Arncliffe Victorian semi-detached dwelling, 26 Stanley Street, Arncliffe House, 73 West Botany Street, Arncliffe 		X	

Report title	Individual heritage places included	B39	D37	D38
	<ul style="list-style-type: none"> ▪ Arncliffe Park and monument, 71A Wollongong Road, Arncliffe ▪ House, 78 Wollongong Road, Arncliffe 			
Bexley and Kingsgrove				
Bexley and Kingsgrove Heritage Conservation Area	<ul style="list-style-type: none"> ▪ Wolli Creek Culvert ▪ Clemton Park Urban Conservation Area (Register of the National Estate) ▪ Wolli Creek Valley ▪ Pallamanna Parade Urban Conservation Area (Register of the National Estate) 		X	X
Lawn Avenue Urban Conservation Area (Register of the National Estate)	-			X
Stotts Reserve Overhang North Bexley	-		X	

Kind Regards,

[Redacted Signature]

[Redacted Name]

Managing Director | Extent Heritage

APPENDIX LIST

APPENDIX A - ST PETERS CONSTRUCTION IMPACT CORRIDOR

APPENDIX B - COOPERS ESTATE HERITAGE CONSERVATION AREA

APPENDIX C - 28-44 AND 82 CAMPBELL STREET, ST PETERS

APPENDIX D - MACDONALDTOWN STORMWATER CHANNEL

APPENDIX E - BEDWIN ROAD OVERBRIDGE, ST PETERS

APPENDIX F - CLARAVILLE VICTORIAN FILIGREE STYLE VILA

APPENDIX G - FORMER ALEXANDRIA SPINNING MILLS

APPENDIX H - INDUSTRIAL BUILDINGS "FRANK G SPURWAY"

APPENDIX I - WATER BOARD SEWERAGE PUMPING STATION 39

APPENDIX J - RUDDERS BOND STORE

APPENDIX K - ST PETERS INTERCHANGE GEOLOGICAL SITE

APPENDIX L - ARNCLIFFE CONSTRUCTION IMPACT CORRIDOR

APPENDIX M - BEXLEY AND KINGSGROVE HERITAGE CONSERVATION AREAS

APPENDIX N - LAWN AVENUE URBAN CONSERVATION AREA

APPENDIX O - STOTTS RESERVE OVERHANG NORTH BEXLEY

APPENDIX P - DYNAMO GARAGE

APPENDIX Q - ALEXANDRA CANAL

APPENDIX A - ST PETERS CONSTRUCTION IMPACT CORRIDOR

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage Conservation Area Archival Recording and Research Report

St Peters Construction Impact Corridor

Prepared for CPB Dragados Samsun Joint Venture

September 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth




extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: St Peters Construction Impact Corridor Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
Ben Calvert	10 August 2018	Draft	10 August 2018	
Ben Calvert	5 September 2018	Final Draft	5 September 2018	
Kim Watson	10 September 2018	Final	11 September 2018	

TE NAME:

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1. Introduction

1.1 Project Description

In 2016, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage Conservation Area and Heritage and Contributory Item Archival Recording and Research Report for the Goodsell Estate, and the proposed Campbell Street, Campbell Road and Euston Road construction impact corridor (henceforth known as St Peter's Impact Corridor), which itself contains a number of heritage items.

In addition to the identified streetscapes, this report has archivally recorded the following items:

- Goodsell Estate Heritage Conservation Area, St Peters;
- Waugh and Josephson Industrial Buildings, 1-7 Unwins Bridge Road, St Peters;
- 45 Campbell Road, St Peters;
- Southern Cross Hotel, 340 Princes Highway, St Peters;
- Narara Terrace, 4-18 Unwins Bridge Road, St Peters;
- Town and Country Hotel, 2 Unwins Bridge Road, St Peters;

The purpose of the report is to record the current state of the area prior to WestConnex Stage 2 works. This report serves as a permanent record of the precinct prior to that work being undertaken.

Furthermore, this report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically B39:

Any buildings or structures identified as potential heritage items in the documents listed in conditions A2(b) and A2(c) or identified during detailed design or construction of the SSI, must be dealt with as though they are a locally listed heritage item.

The above condition has been triggered during construction of the SSI. A number of places of potential significance was identified during a review of the streetscape by [REDACTED] and [REDACTED] in 2017. [Figure 1](#) and [Figure 2](#) below outline which structures were identified as potential heritage items in the course of this review.

This report was prepared in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the proponent must complete the archival recordings, including photographic recording of the heritage item, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the proponent must submit a **heritage contributory item archival***

recording and research report containing the archival and photographic recordings and historical research, to the Department, the Heritage Council of NSW, the local library, and the local historical society in the respective local government area(s).

This report was prepared in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D38:

*The proponent must complete archival recordings for any impacted part of the heritage conservation area prior to the commencement of construction within a respective heritage conservation area. Consultation with the Heritage Council of NSW (or its delegate) and the relevant council is to be carried out to determine the objectives and approaches to the archival recording. The archival recording of heritage conservation areas is to include, but not be limited to: (a) comprehensive photographic recording of buildings, structures, open spaces, public realm, architecture, urban design, landscaping and streetscapes; (b) surveying and mapping of land use arrangements, street patterns and layouts, subdivision layouts, landscape design and street tree plantings; and (c) any other feasible recording requested and agreed to following consultation with the aforementioned stakeholders. The archival recording of heritage conservation areas must be undertaken by a qualified and experienced heritage consultant, and should be undertaken in a manner generally reflective of the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **heritage conservation area archival recording and research report**, for each relevant heritage conservation area, containing the archival and photographic recordings, mapping and historical research, to the Department, the Heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Approach and Methodology

The methodology used in the preparation of this Heritage Conservation Area Archival Recording and Research Report is in accordance with the principles and definitions as set out in the guidelines to *the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance- The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The area was inspected and photographed on multiple occasions by [REDACTED] and [REDACTED] between August 2016 to March 2017. The inspections were undertaken as visual studies only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:



Senior Associate
Heritage Advisor
Research Assistant

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The site is owned by various private residents.

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

The St Peters construction Impact Corridor (hereafter referred to as the 'study area') includes the Goodsell Estate Heritage Conservation Area (HCA), Campbell Street, Campbell Road and Euston Road, St Peters. The extent of the construction impact corridor, shown in Figures 1 and 2 below.

The Goodsell Estate HCA is located to the south of St Peters Railway Station to include the following streetscapes; Goodsell Street, Council Street, Caroline Lane, May Lane, May Street, and a portion of Bedwin Road, St Peters. The western portion of the Goodsell Estate HCA is largely occupied by Camdenville Park and Oval, which was constructed on part of a former brick pit and manufacturing site. The remainder of the HCA consists of early 20th Century Victorian/Federation terrace houses constructed for the brick makers and timber yard.

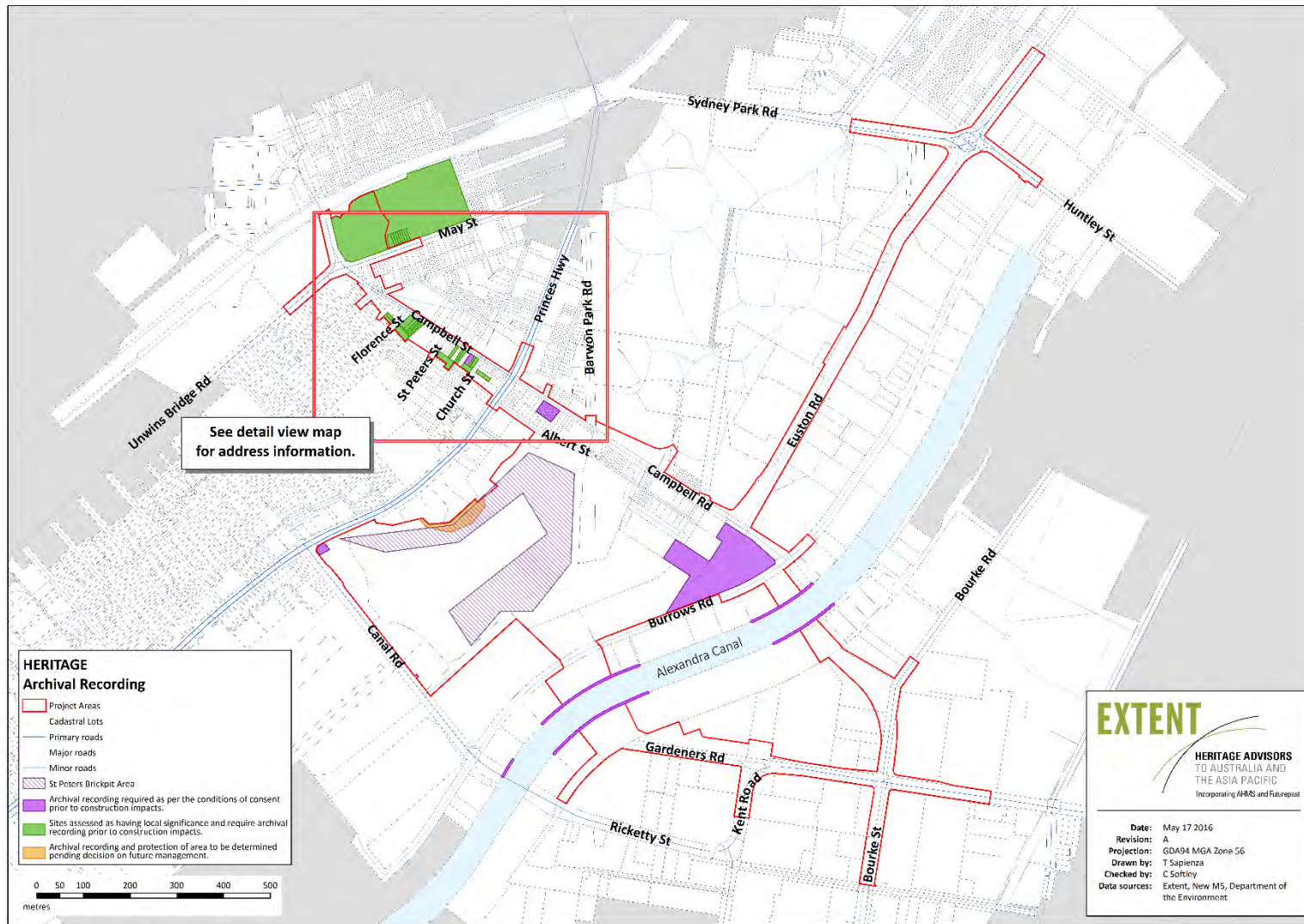


Figure 1. Map indicating existing heritage items and identified potential heritage items inside the construction footprint (Source: Extent Heritage).



Figure 2. Map indicating existing heritage items and identified potential heritage items with address information (Source: Extent Heritage).

3. Statement of Significance

Available Statement of Significance assessments which are relevant to the study area have been included below.

3.1 Goodsell Estate

The statement of significance for the Goodsell Estate, as per the NSW Office of Environment heritage listing sheet for the LEP conservation area, is as follows:

The Goodsell Estate is historically significant for demonstrating the principles and patterns of Marrickville's development from Colonial to contemporary eras. The Marrickville area contained many brick and pottery works. Frederick Goodsell's Steam Brick Factory and pit, located in the HCA, was, Sydney's first full steam-powered brickworks and the leading producer of its period (1869 onwards). The footprint of Camdenville Park overlays the site of the brickworks and the surviving terrace facing May Street was built by Goodsell and occupied by brick makers. The Area is historically significant for the pattern of the built forms in the area has responded to the progressive release of land for development. The terrace groups in the area were built after successive land releases and demonstrate the patterns of subdivision and development in the Marrickville area. The Area is aesthetically significant for its narrow and dense streetscape development that establishes a tightly described street wall which creates a sense of intimacy and privacy within the area. It also significant for its 19th and early 20th Century terraces, cottages and houses (detached and semi-detached) including several highly cohesive groups. The area is representative of the range of modest housing available to the Victorian worker and is significant for demonstrating the evolution of the terrace typology in Marrickville throughout the second half of the 19th Century to its final form before being superseded by the suburban cultural landscape.

3.2 Southern Cross Hotel

The statement of significance for the 340 Princes Highway, St Peters, Southern Cross Hotel, as per the NSW Office of Environment heritage listing sheet for the LEP conservation area, is as follows:

The Southern Cross Hotel is of historical significance as a site with a hotel use since 1906, and for its existing 1936 hotel building designed by architect Cyril C. Ruwald. The hotel is also of historical significance as a place of public recreation since 1936. The hotel is of aesthetic significance as an architect designed representative example of the Inter war Free Classical style on a prominent corner site.

4. Historic Context

4.1 Goodsell Estate

The following history of the Goodsell Estate has been quoted from the NSW Office of Environment and Heritage listing sheet for the area:

The original owners of the land within the Marrickville Council area were the Cadigal and Wangal clans of the coastal Eora people. They spoke Eora, which may have been a dialect of the Dharug (Darug) language, though sources differ on this point. With the establishment of the penal colony at Sydney Cove in 1788 the dispossession of the original inhabitants was begun. In 1789 a smallpox plague decimated the Aboriginal population, though descendants of the Cadigal and Wangal people still reside within the Sydney metropolitan area.

Some large early land grants were made along Parramatta Road, but the area adjacent to the Cooks River Road (now King Street) had more modest 25 and 50 acre grants from the early 1790s. The 25-acre property of Thomas Dukes, granted on 9 December 1794, was typical.

In 1848 Frederick Goodsell and his family arrived in Newtown. They took over a brickworks belonging to Frederick's brother, probably on Thomas Duke's 25-acre grant. As early as 1863 Frederick Goodsell was recorded as a brickmaker in Cooks River Road (now King Street). In 1869 Henry Wesley Goodsell's "Goodsell's Steam Brick Factory" was recorded in May Street, Newtown on Thomas Duke's grant. This is thought to have been Sydney's first full steam-operated brickworks and it was here that Sydney's first shale plastic bricks were produced. The use of shale, coupled with the steam-powered machinery, enabled the yard to produce 15,000 bricks per day (compared to 1,500 per day for hand-operated yards). The processes introduced by Goodsell in this yard revolutionized Sydney brickmaking.

A portion of the brickworks was resumed for the building of the Illawarra Railway Line in the early 1880s. A map dated April 1883 shows that the Goodsell brickyards originally extended to Lord Street, prior to the building of the railway. At this time the brickpit was shown as "about 30(?) ft deep".

The "Goodsell Estate" was sold at auction on 20 January 1883, by Hardie & Gorman. By this time a number of buildings had already been erected on Cooks River Road (now the Princes Highway) and May Street. These included a pair of semi-detached cottages on Princes Highway and a Primitive Wesleyan Chapel on May Street. The estate was sold in anticipation of the opening of the Illawarra Line, which was completed to Hurstville in October 1884 and to Wollongong in 1888.

In about 1885, 8 terraces were built for Henry W Goodsell on the May Street frontage of the brickworks block. These were occupied for a number of years by brickmakers, presumably in Goodsell's employment. They were probably financed by the profits from the sale of the Goodsell Street properties. Also in about 1885 "Hulsam (or Hussum)

Terrace", a set of six terraces was built in Goodsell Street. In 1887 it was joined by "Harber's Terrace" a set of nine terraces probably built for blacksmith Richard Harber, who lived in one of the houses. "Elizabeth Terrace", a set of six, followed in 1889 and "Harber's Terrace" was renamed "Railway Terrace". By this time William Draper was living at "Lee Mount" (now 1 Goodsell Street) on the north side of Goodsell Street, adjacent to Tabrett & Drapers Timber Workshop & Yards. "Denmark terrace" a group of 10 smaller terraces, had been built on the east side of John Street (now Council Street).

Tabrett & Draper's timber yard was subdivided and sold on 5 July 1902 as the "Newtown, 26 blocks, Goodsell Street Estate". The first houses on this estate (3 to 23 Goodsell Street) were built about 1904 with the remainder (25-61 Goodsell Street) complete by 1910.

In 1891 P. Speare took over the Goodsell's operation, apparently mostly using shale quarried at a Kingsgrove quarry owned by Speare, perhaps because the pit at St Peters was exhausted. Speare's brickworks ceased operations about 1916. From 1917 the site was used by the Mammoth Incubators & Brooders Ltd. It became the site of the Newtown Council Garbage Destructor in 1923. After filling of the brickpit, the former brickworks site became Camdenville Park in 1957.

4.2 Southern Cross Hotel

The following history of the Southern Cross Hotel has been quoted from the NSW Office of Environment and Heritage listing sheet for the area:

About 1906 the Southern Cross Hotel was built on the corner of Canal Road and Cooks River Road (now Princes Highway). Alterations to the bar area were designed by the Architects Office, Kent Brewery and were approved by the Licensing Court on 12 December 1927. The intersection of Canal Road and Cooks River Road was realigned in about 1927, but apparently did not affect was the hotel. By this time the owners Tooth & Company.

Architect Cyril C. Ruwald designed a new hotel in November 1936. Costing £10,500, plans were approved by St Peters Council on 13 January 1937 and the Licensing Court on 27 January 1937. Ruwald was a prolific designer of hotels (in a variety of partnerships), including the Brighton Hotel, 75-77 Oxford Street, Darlinghurst, Camden Valley Inn, Remembrance Driveway, Camden, Court House Hotel, 189 Oxford Street, Darlinghurst, Greengate Hotel, 655A Pacific Highway, Killara, Hotel Canterbury, 208 Canterbury Road, Canterbury and the Rose of Australia Hotel, Swanson Street, Erskineville.

The Southern Cross Hotel was built of brick, first floor Palladian window features were carried out in terracotta and a tiled ground floor façade and curved around the Canal Road/Princes Highway corner. A triple garage and concrete-paved parking area was accessed from Canal Road.

"Equipped with the latest gadgets, the saloon bar and the public bar have deservedly won the admiration of those who have been to the new Southern Cross Hotel at St. Peters, and of which Mr Buchan is the licensee. The bars are particularly roomy, well ventilated, and bright. The counter space in the public bar is about 120 feet."

5. Goodsell Estate and St Peters Impact Corridor

5.1 Photographic Recording Sheets

GOODSELL ESTATE AND ST PETERS IMPACT CORRIDOR	
Photographer:	██████████
Date:	16 August 2016, 28 November 2016, 24 January 2017 and 9 March 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	A record of the site prior to WestConnex Stage 2 works conducted across three consecutive site visits.

Image N	Direction	Details	Thumbnail
001_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Campbell Street towards 68-84 Campbell Street terrace.	
002_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Campbell Street streetscape.	
003_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Campbell Street towards Princes Highway.	
004_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of footpath along Princes Highway.	



Image N	Direction	Details	Thumbnail
005_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of streetscape along Princes Highway.	
006_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Albert Street streetscape.	
007_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of dwellings on Albert Street.	
008_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of commercial buildings on Albert Street.	
009_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of commercial building on Albert Street.	
010_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Albert Street streetscape.	
011_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View from Albert Street towards 28-44 Campbell Street.	

Image N	Direction	Details	Thumbnail
012_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of unoccupied land east of 28-44 Campbell Street.	
013_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of commercial build on Albert Street.	
014_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Albert Street streetscape.	
015_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Electrical Substation 282 on Albert Street.	
016_STPETERS_IM PACT_CORRIDOR_ 2016	N	Detail of Electrical Substation 282 façade on Albert Street.	
017_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Albert Street streetscape.	
018_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Albert street streetscape.	

Image N	Direction	Details	Thumbnail
019_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Princes Highway.	
020_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of Princes Highway southern footpath.	
021_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of dwellings and commercial buildings on Princes Highway.	
022_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of modern dwellings on Princes Highway.	
023_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Princes Highway streetscape.	
024_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of commercial buildings on Princes Highway.	
025_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of commercial buildings on Princes Highway.	

Image N	Direction	Details	Thumbnail
026_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of Princes Highway southern footpath.	
027_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of commercial buildings on Princes Highway.	
028_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of commercial buildings on Princes Highway.	
029_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of commercial building on Princes Highway.	
030_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of Princes Highway streetscape.	
031_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Commercial buildings on Princes Highway.	
032_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Princes Highway streetscape.	

Image N	Direction	Details	Thumbnail
033_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Princes Highway northern footpath.	
034_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of Campbell Street streetscape.	
035_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of Church Street from the junction Campbell Street and Church Street.	
036_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of Campbell Street streetscape.	
037_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of 78-82 Campbell Street.	
038_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of Campbell Street dwelling façade.	
039_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of Campbell Street dwelling.	

Image N	Direction	Details	Thumbnail
040_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of Campbell street dwelling façade.	
041_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of 96 Campbell façade.	
042_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of Campbell Street dwellings.	
043_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Campbell Street streetscape.	
044_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Simpson Park.	
045_STPETERS_IM PACT_CORRIDOR_ 2016	S	View along St Peters Street from the corner of St Peters Street and Campbell Street.	
046_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of vacant lots on Campbell Street.	

Image N	Direction	Details	Thumbnail
047_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Simpson Park from Campbell Street.	
048_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Campbell Street streetscape.	
049_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of 122 Campbell Street façade.	
050_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of 124 Campbell Street façade.	
051_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of 124-130 Campbell Street.	
052_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of 128 Campbell Street façade.	

Image N	Direction	Details	Thumbnail
053_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of 130 Campbell Street façade.	
054_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Simpson Park.	
055_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Simpson Park	
056_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of Florence Street.	
057_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of Campbell Street dwelling.	
058_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Campbell Street streetscape.	
059_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of Campbell Street streetscape.	

Image N	Direction	Details	Thumbnail
060_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Campbell Street streetscape.	
061_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Campbell Street premises.	
062_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of Brown Street from the junction of Campbell Street and Brown Street.	
063_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Campbell Street streetscape.	
064_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Campbell Street streetscape.	
065_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of verge between May Street and Campbell Street.	
066_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Campbell Street streetscape.	

Image N	Direction	Details	Thumbnail
067_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of Country and Town Hotel on the corner of Campbell Street and Unwins Bridge Road.	
068_STPETERS_IM PACT_CORRIDOR_ 2016	S	View Unwins Bridge Road from the intersection of May Street and Campbell Street.	
069_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of May Street streetscape from the intersection of May Street and Campbell Street.	
070_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Camdenville Park.	
071_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of Camdenville Park.	
072_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of Camdenville Park.	
073_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Camdenville Park.	

Image N	Direction	Details	Thumbnail
074_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of May Street streetscape.	
075_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Camdenville Park.	
076_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of train line towards St Peters Station.	
077_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of Camdenville Oval from Bedwin Road.	
078_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Camdenville Oval temporary storage depot upon commencement of resurfacing.	
079_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Camdenville Oval temporary storage depot upon commencement of resurfacing.	
080_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of Camdenville Oval temporary storage depot upon commencement of resurfacing.	

Image N	Direction	Details	Thumbnail
081_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of Camdenville Oval temporary storage depot upon commencement of resurfacing	
082_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of Camdenville Oval temporary storage depot upon commencement of resurfacing.	
083_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Camdenville Oval temporary storage depot upon commencement of resurfacing.	
084_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of May Street dwellings.	
085_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of May Street dwellings.	
086_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Camdenville Park bordering 119-105 terraces.	
087_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of May street commercial building.	

Image N	Direction	Details	Thumbnail
088_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of May Street commercial buildings.	
089_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Camdenville Park.	
090_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of May Street dwellings and commercial buildings.	
091_STPETERS_IM PACT_CORRIDOR_ 2016	S	View of May Street dwellings and commercial buildings.	
092_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of May street streetscape.	
093_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Camdenville Park.	
094_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of Camdenville Park.	

Image N	Direction	Details	Thumbnail
095_STPETERS_IM PACT_CORRIDOR_ 2016	W	View of May Street southern footpath.	
096_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of 105-119 May Street terraces.	
097_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of 105-113 May Street terrace façades.	
098_STPETERS_IM PACT_CORRIDOR_ 2016	N	View of 119-113 May Street terrace façades.	
099_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Camdenville Park and May Street streetscape.	
100_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View Waugh and Josephson Industrial Buildings, 1-7 Unwins Bridge Road, St Peters.	
101_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View Waugh and Josephson Industrial Buildings, 1-7 Unwins Bridge Road, St Peters.	

Image N	Direction	Details	Thumbnail
102_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of Unwins Bridge Road streetscape.	
103_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Unwins Bridge Road streetscape.	
104_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Unwins Bridge Road dwellings.	
105_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Unwins Bridge Road dwellings.	
106_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Unwins Bridge Road dwellings.	
107_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Unwins Bridge Road dwellings.	
108_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of 16 Unwins Bridge Road terraces.	

Image N	Direction	Details	Thumbnail
109_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Campbell Street western footpath.	
110_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Hutchinson Street at the junction between Hutchinson Street and Campbell Street.	
111_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Simpson Park.	
112_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of 130 Campbell Street from Florence street.	
113_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Florence street streetscape.	
114_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of 2 Florence Street front façade.	
115_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of 3-5 Florence Street front façade.	

Image N	Direction	Details	Thumbnail
116_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of 4 St Peter Street front façade.	
117_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of Campbell Street commercial buildings.	
118_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Campbell Street streetscape.	
119_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Campbell Street streetscape.	
120_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Church Street streetscape.	
121_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of 112 Church Street frontal façade.	
122_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of 112 Church Street frontal façade.	

Image N	Direction	Details	Thumbnail
123_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of Princes Highway streetscape.	
124_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of Princes Highway commercial buildings.	
125_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Princes Highway streetscape.	
126_STPETERS_IM PACT_CORRIDOR_ 2016	E	View of Campbell Street and Princes Highway intersection.	
127_STPETERS_IM PACT_CORRIDOR_ 2016	NW	View of 2-34 Campbell Road terraces from the corner of Harbor Street and Campbell Road	
128_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of 34-28 Campbell Road terraces.	
129_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of 30-22 Campbell Road terraces.	

Image N	Direction	Details	Thumbnail
130_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of 24-18 Campbell Road terraces.	
131_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of 20-12 Campbell Road terraces.	
132_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of 14-8 Campbell Road terraces.	
133_STPETERS_IM PACT_CORRIDOR_ 2016	NE	View of 10-2 Campbell Road terraces.	
134_STPETERS_IM PACT_CORRIDOR_ 2016	E	View 2-44 Campbell Road Terraces from Campbell Road.	
135_STPETERS_IM PACT_CORRIDOR_ 2016	SE	Front façade of residential dwelling on Campbell Road.	
136_STPETERS_IM PACT_CORRIDOR_ 2016	S	Front façade of residential dwelling on Campbell Road	

Image N	Direction	Details	Thumbnail
137_STPETERS_IM PACT_CORRIDOR_ 2016	SW	View of residential dwelling on Campbell Road.	
138_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of residential dwelling on Campbell Road.	
139_STPETERS_IM PACT_CORRIDOR_ 2016	S	Front façade of residential dwelling on Campbell Road.	
140_STPETERS_IM PACT_CORRIDOR_ 2016	SE	View of Campbell Road streetscape in content of footpath.	
141_STPETERS_IM PACT_CORRIDOR_ 2016	E	Frontal profile of 2 Campbell Road terrace from footpath.	
142_STPETERS_IM PACT_CORRIDOR_ 2016	N	Profile of 2 Campbell Road terrace from western elevation.	
143_STPETERS_IM PACT_CORRIDOR_ 2016	W	Profile of 2-34 Campbell Road terraces from footpath (facing northwest).	

Image N	Direction	Details	Thumbnail
144_STPETERS_IM PACT_CORRIDOR_ 2017	SE	View of Campbell Road towards Euston Road intersection.	
145_STPETERS_IM PACT_CORRIDOR_ 2017	NW	View of Campbell Road.	
146_STPETERS_IM PACT_CORRIDOR_ 2017	SW	View of Euston Road Streetscape.	
147_STPETERS_IM PACT_CORRIDOR_ 2017	SW	View of Euston Road Streetscape.	
148_STPETERS_IM PACT_CORRIDOR_ 2017	W	View of Euston Road streetscape.	
149_STPETERS_IM PACT_CORRIDOR_ 2017	N	View of commercial complex on Euston Road.	
150_STPETERS_IM PACT_CORRIDOR_ 2017	NE	View of Euston Road streetscape.	

Image N	Direction	Details	Thumbnail
151_STPETERS_IM PACT_CORRIDOR_ 2017	SW	View of Euston Road streetscape.	
152_STPETERS_IM PACT_CORRIDOR_ 2017	N	View of commercial complex on Euston Road.	
153_STPETERS_IM PACT_CORRIDOR_ 2017	NE	View of commercial complex on Euston Road.	
154_STPETERS_IM PACT_CORRIDOR_ 2017	W	View of Sydney Park building on Euston Road.	
155_STPETERS_IM PACT_CORRIDOR_ 2017	N	View of commercial building on Euston Road.	
156_STPETERS_IM PACT_CORRIDOR_ 2017	NE	View of commercial building on Euston Road.	
157_STPETERS_IM PACT_CORRIDOR_ 2017	W	View of Euston Road	

Image N	Direction	Details	Thumbnail
158_STPETERS_IM PACT_CORRIDOR_ 2017	N	View of Euston Road	
159_STPETERS_IM PACT_CORRIDOR_ 2017	NE	View of Euston Road.	
160_STPETERS_IM PACT_CORRIDOR_ 2017	SW	View of Euston Road	
161_STPETERS_IM PACT_CORRIDOR_ 2017	N	View of industrial complex Euston Road.	
162_STPETERS_IM PACT_CORRIDOR_ 2017	NE	View of Euston Road.	
163_STPETERS_IM PACT_CORRIDOR_ 2017	WS	View of Euston Road.	
164_STPETERS_IM PACT_CORRIDOR_ 2017	NE	View of Euston Road roundabout.	

Image N	Direction	Details	Thumbnail
165_STPETERS_IM PACT_CORRIDOR_ 2017	NE	View of Euston Road roundabout.	
166_STPETERS_IM PACT_CORRIDOR_ 2017	S	View of Sydney Park building.	
167_STPETERS_IM PACT_CORRIDOR_ 2017	SW	View of Macdonaldtown Stormwater Drain and culvert	
168_STPETERS_IM PACT_CORRIDOR_ 2017	NE	View of Macdonaldtown Stormwater Drain.	
169_STPETERS_IM PACT_CORRIDOR_ 2017	SE	View of impact corridor and commercial buildings on Euston Road.	
170_STPETERS_IM PACT_CORRIDOR_ 2017	SE	View of impact corridor and commercial buildings on Euston Road.	
171_STPETERS_IM PACT_CORRIDOR_ 2017	SE	View of Macdonaldtown Stormwater Drain Culvert.	

Image N	Direction	Details	Thumbnail
172_STPETERS_IM PACT_CORRIDOR_ 2017	SE	View of Macdonaldtown Stormwater Drain Culvert.	
173_STPETERS_IM PACT_CORRIDOR_ 2017	SE	View of impact corridor and commercial buildings on Euston Road.	
174_STPETERS_IM PACT_CORRIDOR_ 2017	SE	View of industrial buildings on Euston Road.	
175_STPETERS_IM PACT_CORRIDOR_ 2017	SE	View of commercial buildings on Euston Road.	
176_STPETERS_IM PACT_CORRIDOR_ 2017	S	Detail of Macdonaldtown Stormwater Drain Culvert from footpath	
177_STPETERS_IM PACT_CORRIDOR_ 2017	E	Detail of Macdonaldtown Stormwater Drain Culvert from footpath.	

5.2 Photographic Proof Sheet

Goodsell Estate & St Peters Construction Impact Corridor
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Photographic Archival Recording 2016/2017- Photographer: [REDACTED]



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Photographic Archival Recording 2016/2017- Photographer: [REDACTED]



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Goodsell Estate & St Peters Construction Impact Corridor
Photographic Archival Recording 2016/2017- Photographer: [REDACTED]



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Goodsell Estate & St Peters Construction Impact Corridor
Photographic Archival Recording 2016/2017- Photographer: [REDACTED]



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086_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:52:50



087_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:53:09



088_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:53:24



089_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:53:53



090_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:54:27



091_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:54:29



092_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:54:34



093_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:54:38



094_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:54:43



095_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:55:37



096_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:55:46



097_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:56:19



098_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:56:45



099_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:57:03



100_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 12:04:46

Goodsell Estate & St Peters Construction Impact Corridor
Photographic Archival Recording 2016/2017- Photographer: [REDACTED]



101_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:04:47



102_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:05:57



103_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:06:18



104_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:06:31



105_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:07:04



106_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:07:35



107_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:08:16



108_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:08:31



109_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:09:40



110_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:11:00



111_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:11:45



112_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:12:40



113_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:13:09



114_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:13:11



115_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:14:04



116_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:17:22



117_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:18:42



118_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:18:44



119_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:19:16



120_STPETERS_IMPACT_CORRIDOR_OR_2016
17.1 ISO 400 2016/08/16 12:19:58

Goodsell Estate & St Peters Construction Impact Corridor
Photographic Archival Recording 2016/2017- Photographer: [REDACTED]



121_STPETERS_IMPACT_CORRIDOR_2016
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122_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 12:20:45



123_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:17:30



124_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 12:23:44



125_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:17:44



126_STPETERS_IMPACT_CORRIDOR_2016
1/7.1 ISO 400 2016/08/16 11:17:47



127_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:36:16



128_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:36:44



129_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:36:55



130_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:37:05



131_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:37:26



132_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:37:41



133_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:38:01



134_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:38:51



135_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:40:54



136_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:41:11



137_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:41:26



138_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:41:50



139_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:41:59



140_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 10:42:02

Goodsell Estate & St Peters Construction Impact Corridor
Photographic Archival Recording 2016/2017- Photographer: [REDACTED]



141_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 12:15:52



142_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 12:15:55



143_STPETERS_IMPACT_CORRIDOR_2016
1/8 ISO 400 2016/11/28 12:17:06



144_STPETERS_IMPACT_CORRIDOR_2018
1/9 ISO 160 2017/01/24 11:06:09



145_STPETERS_IMPACT_CORRIDOR_2018
1/9 ISO 160 2017/01/24 11:06:17



146_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 09:52:36



147_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 09:59:11



148_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 09:59:24



149_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 09:59:31



150_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 09:59:38



151_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 10:01:27



152_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 10:02:00



153_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 10:02:10



154_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 10:03:54



155_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 10:04:15



156_STPETERS_IMPACT_CORRIDOR_2018
1/8 ISO 160 2017/01/24 10:04:27



157_STPETERS_IMPACT_CORRIDOR_2018
1/9 ISO 160 2017/01/24 10:08:59



158_STPETERS_IMPACT_CORRIDOR_2018
1/9 ISO 160 2017/01/24 10:09:05



159_STPETERS_IMPACT_CORRIDOR_2018
1/9 ISO 160 2017/01/24 10:09:23



160_STPETERS_IMPACT_CORRIDOR_2018
1/9 ISO 160 2017/01/24 10:11:05

Goodsell Estate & St Peters Construction Impact Corridor
Photographic Archival Recording 2016/2017- Photographer: [REDACTED]



161_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:11:15



162_STPETERS_IMPACT_CORRIDOR_OR_2018
1/8 ISO 160 2017/01/24 10:12:09



163_STPETERS_IMPACT_CORRIDOR_OR_2018
1/8 ISO 160 2017/01/24 10:17:46



164_STPETERS_IMPACT_CORRIDOR_OR_2018
1/8 ISO 160 2017/01/24 10:17:29



165_STPETERS_IMPACT_CORRIDOR_OR_2018
1/8 ISO 160 2017/01/24 10:17:33



166_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:26:08



167_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:27:41



168_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:31:30



169_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:32:27



170_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:32:43



171_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:35:12



172_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:36:00



173_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:42:29



174_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 10:44:53



175_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 11:00:01

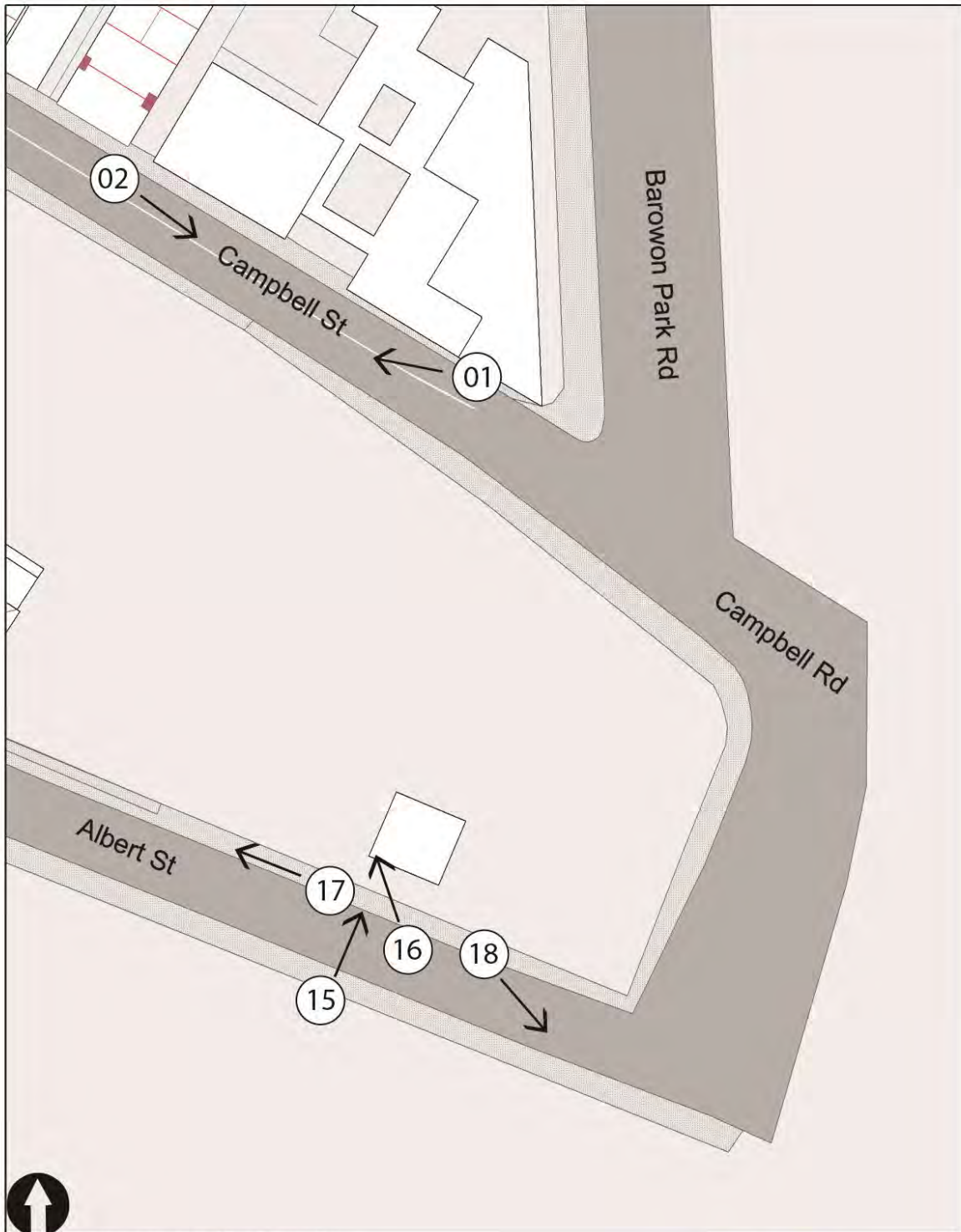


176_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 11:19:41



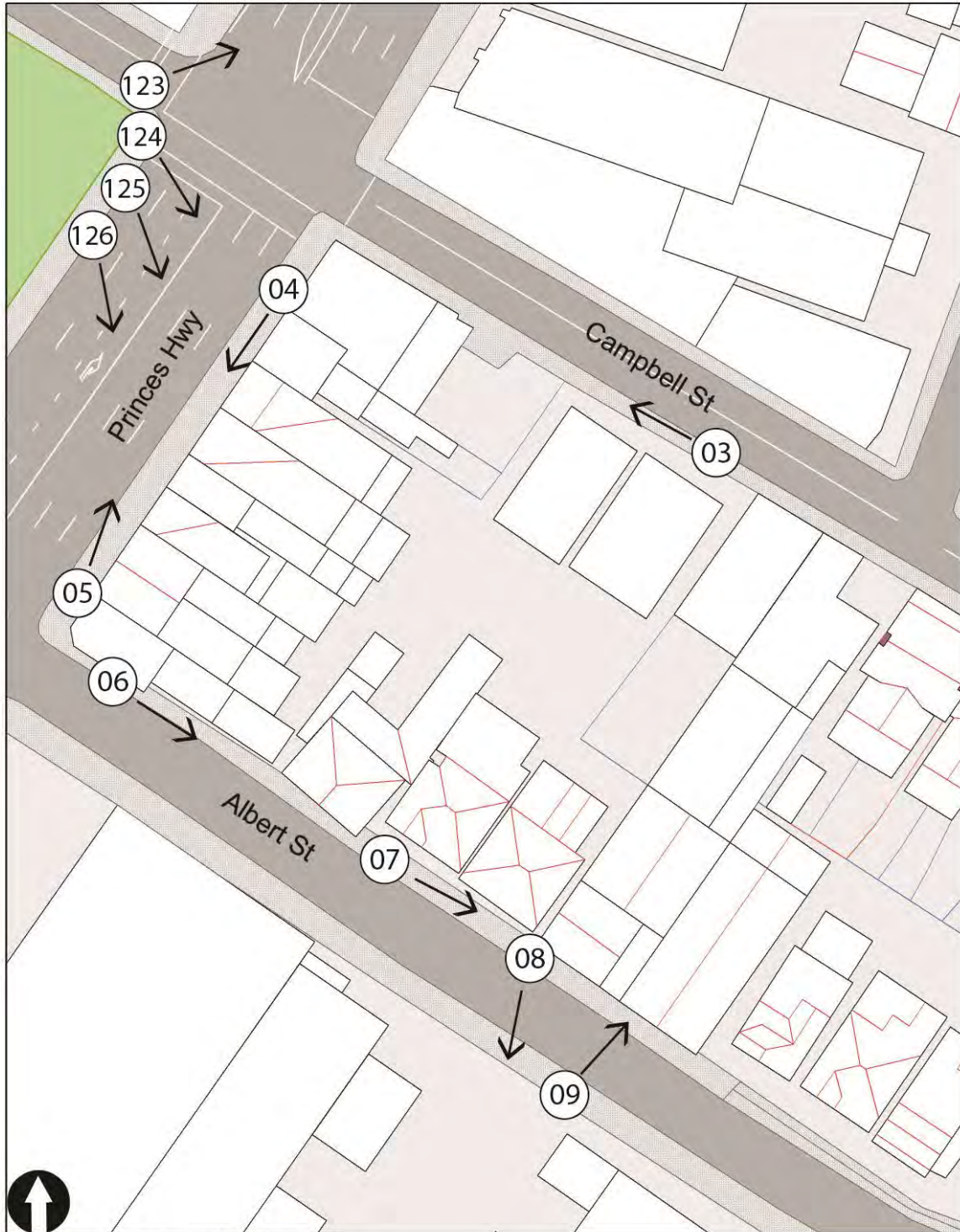
177_STPETERS_IMPACT_CORRIDOR_OR_2018
1/9 ISO 160 2017/01/24 11:20:14

5.3 Photographic Direction Plans



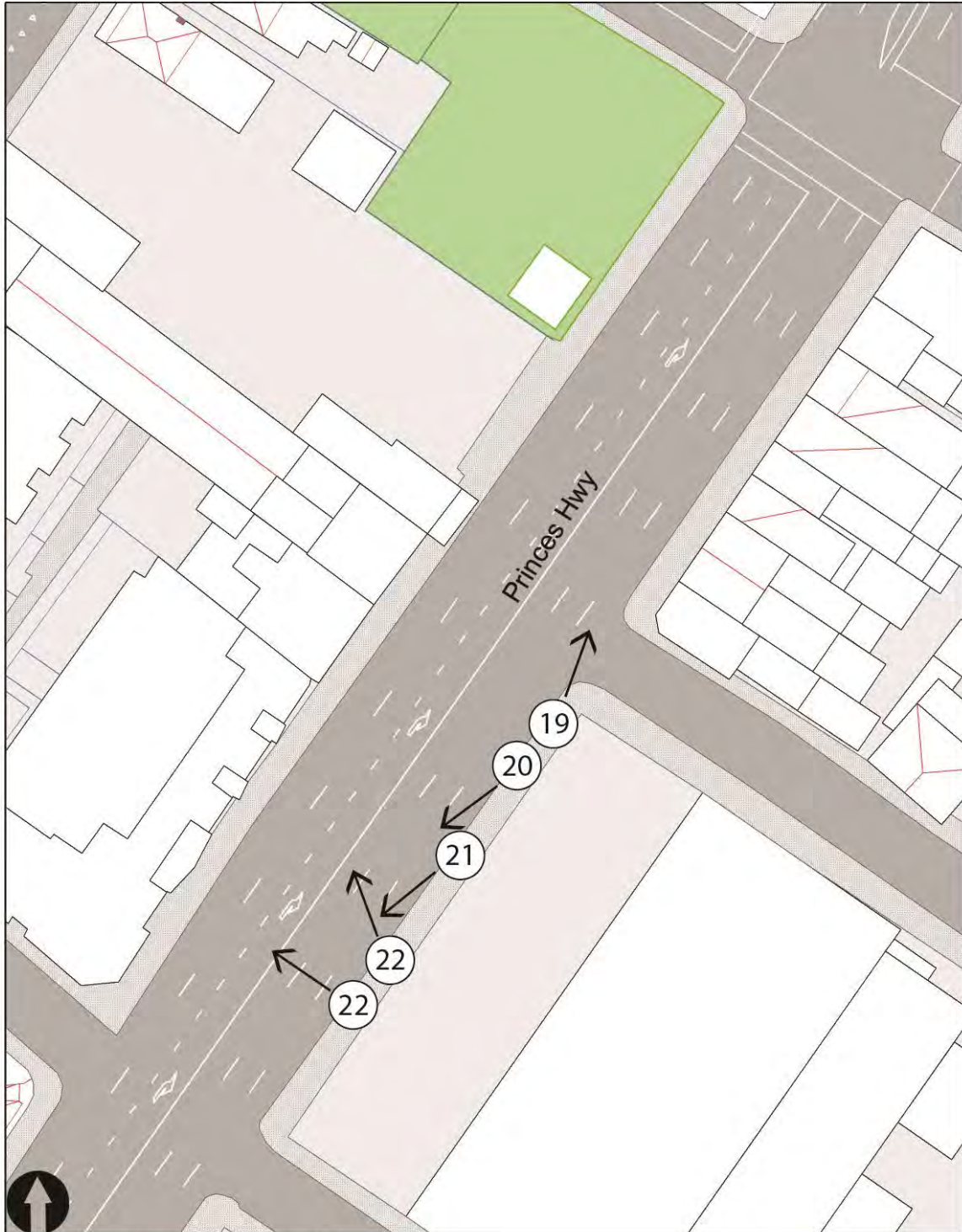
St Peters streetscape (Section: 'Q')





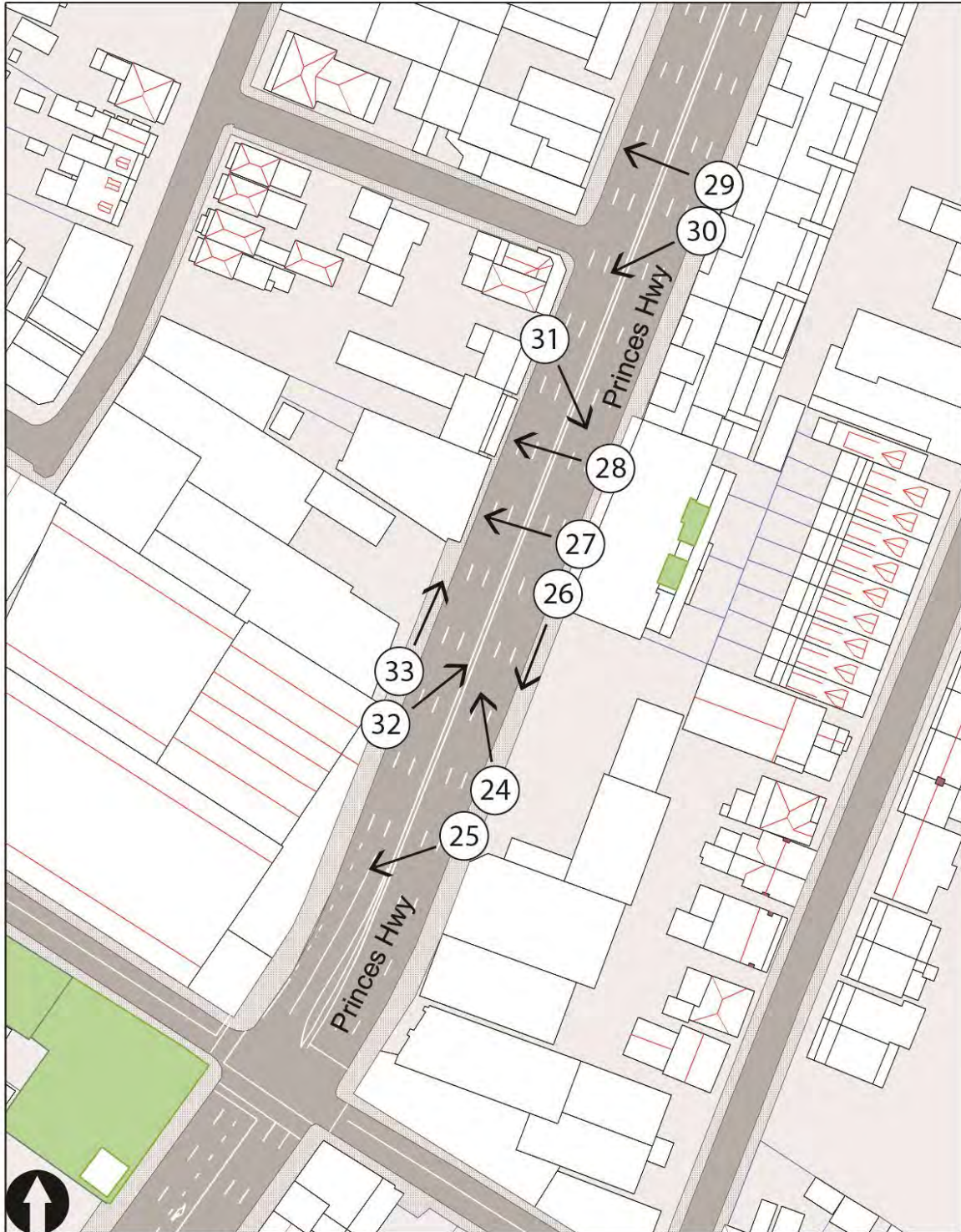
St Peters streetscape (Section: 'O')





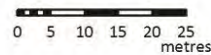
St Peters streetscape (Section: 'N')

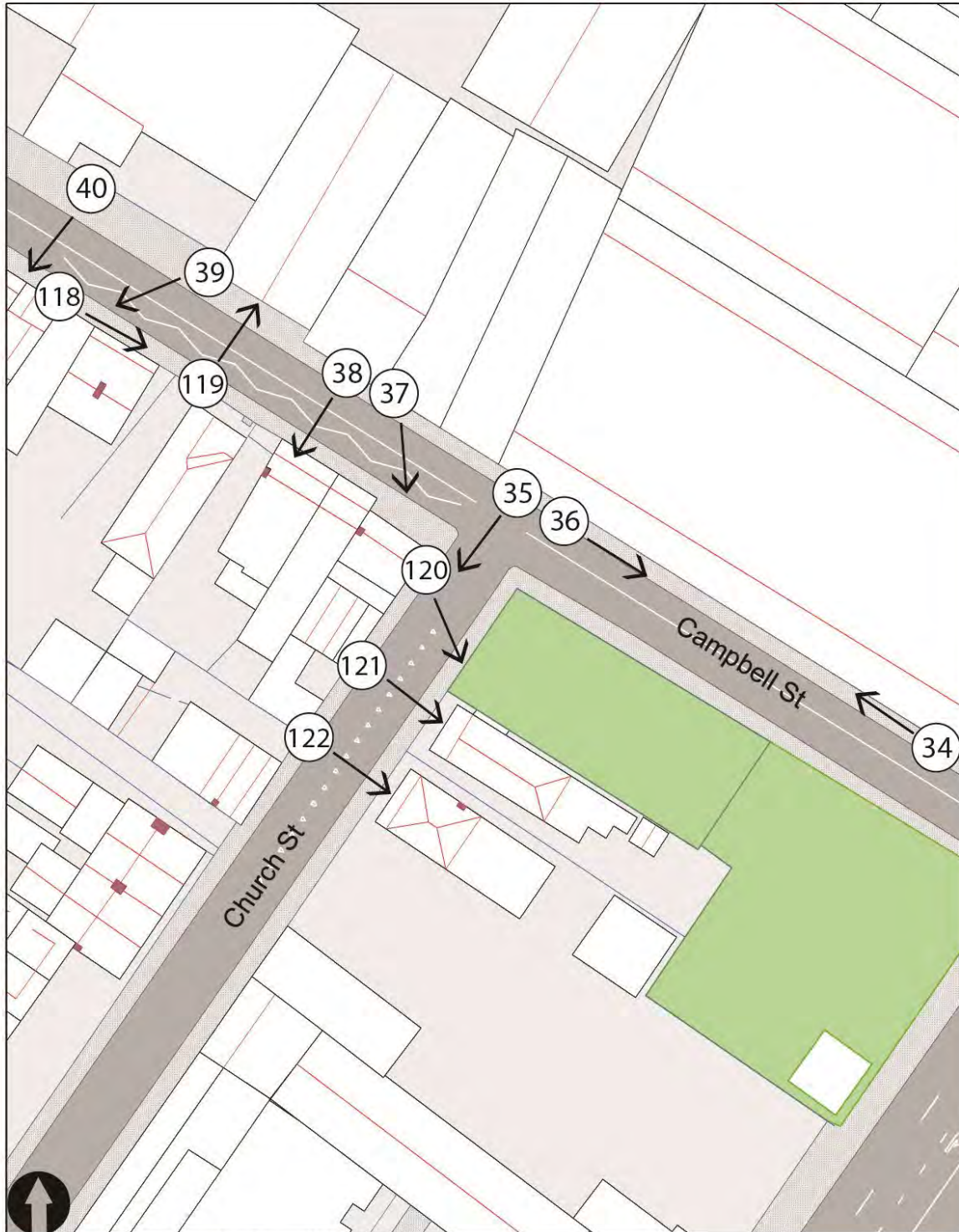




St Peters streetscape (Section: 'K-2')

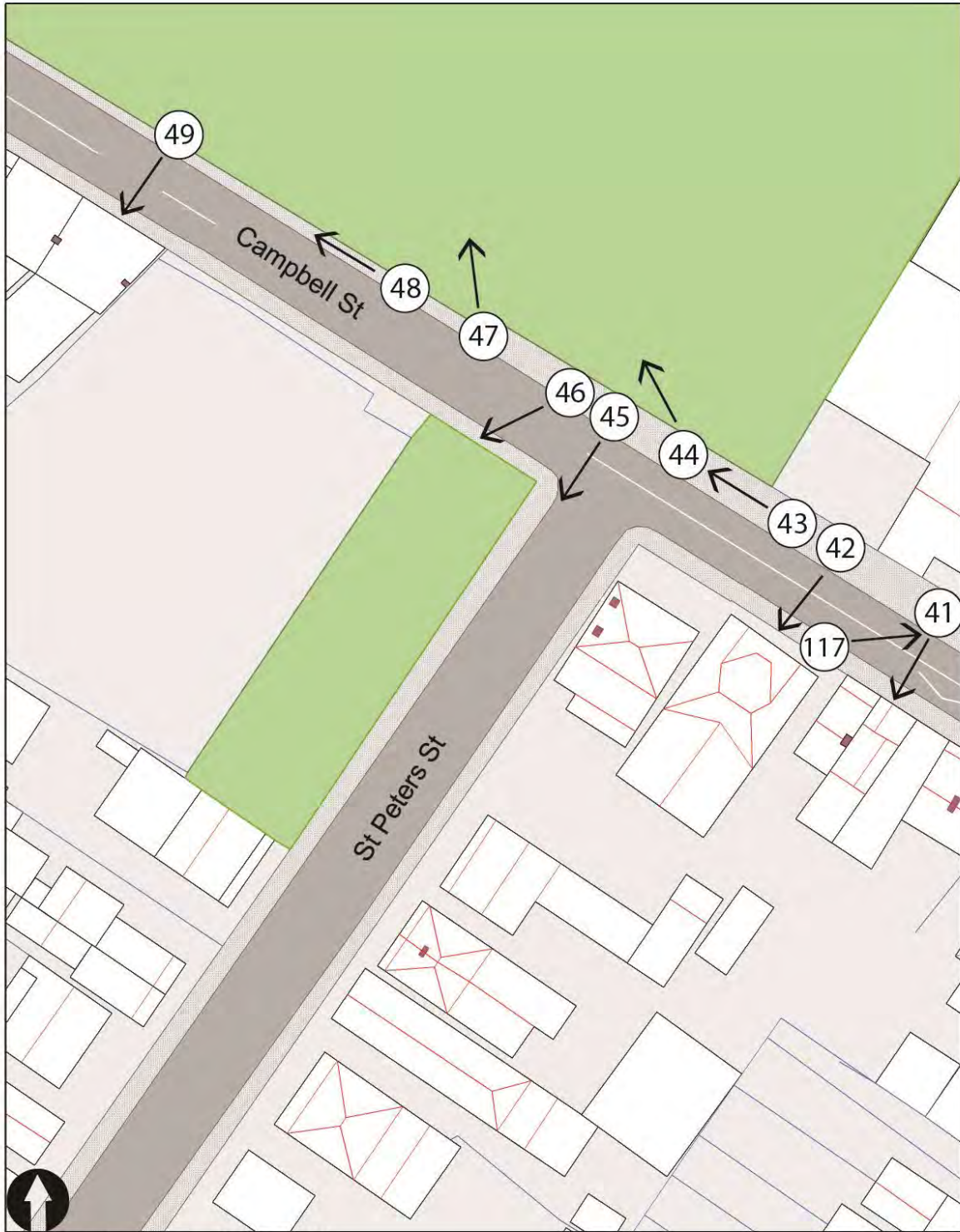
- | | | |
|------------------------|------------------|-----------|
| St Peters project area | Camdenville Park | Footpaths |
| Fencelines | Railway Tracks | Roads |
| Rooflines | Structures | |
| Railway Tracks | Chimneys | |





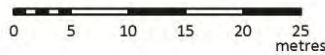
St Peters streetscape (Section: 'L')

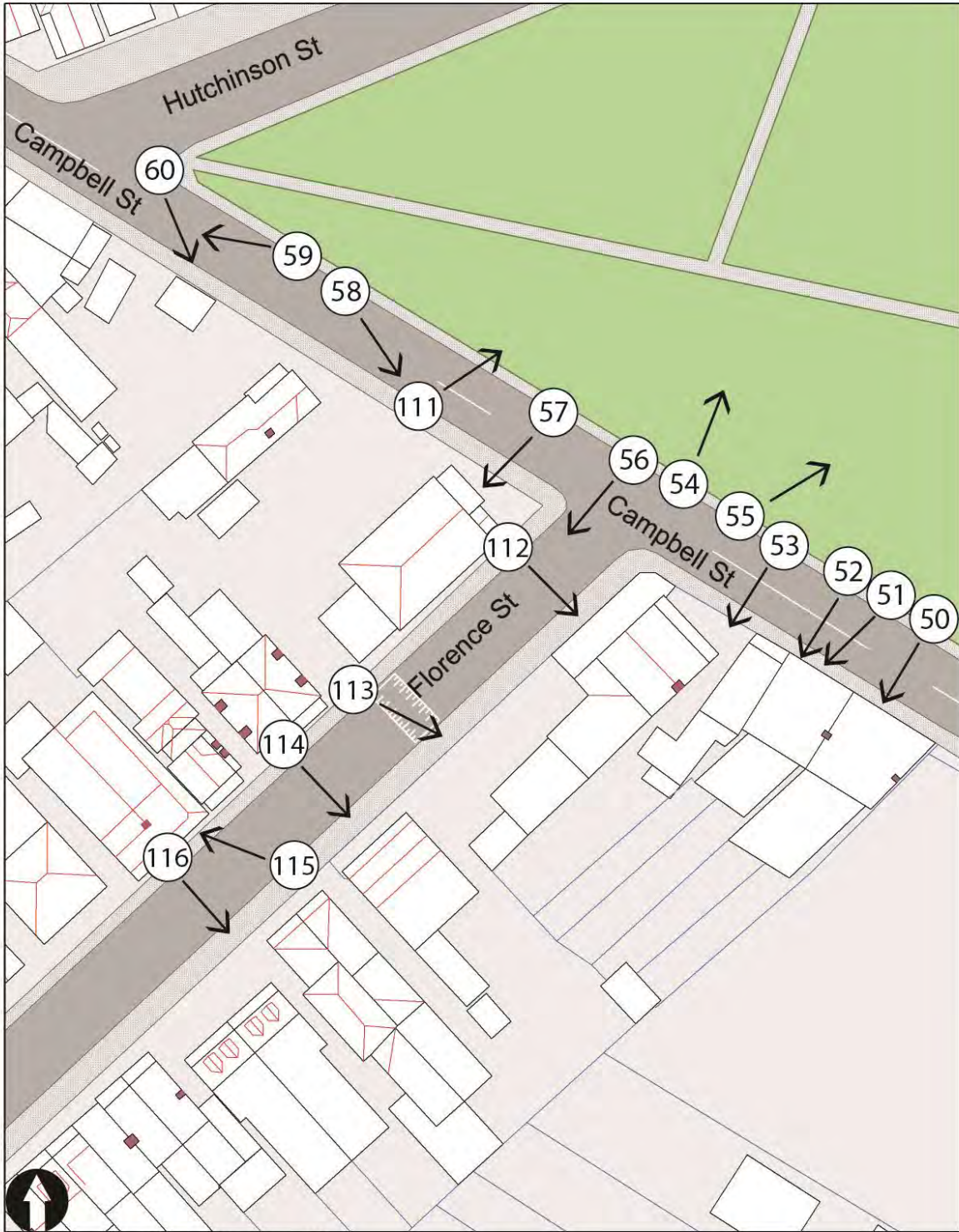




St Peters streetscape (Section: 'J')

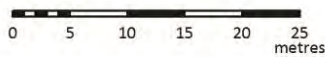
- | | | |
|------------------------|-----------------|-----------|
| St Peters project area | Camdeville Park | Footpaths |
| Fencelines | Railway Tracks | Roads |
| Rooflines | Structures | |
| Railway Tracks | Chimneys | |

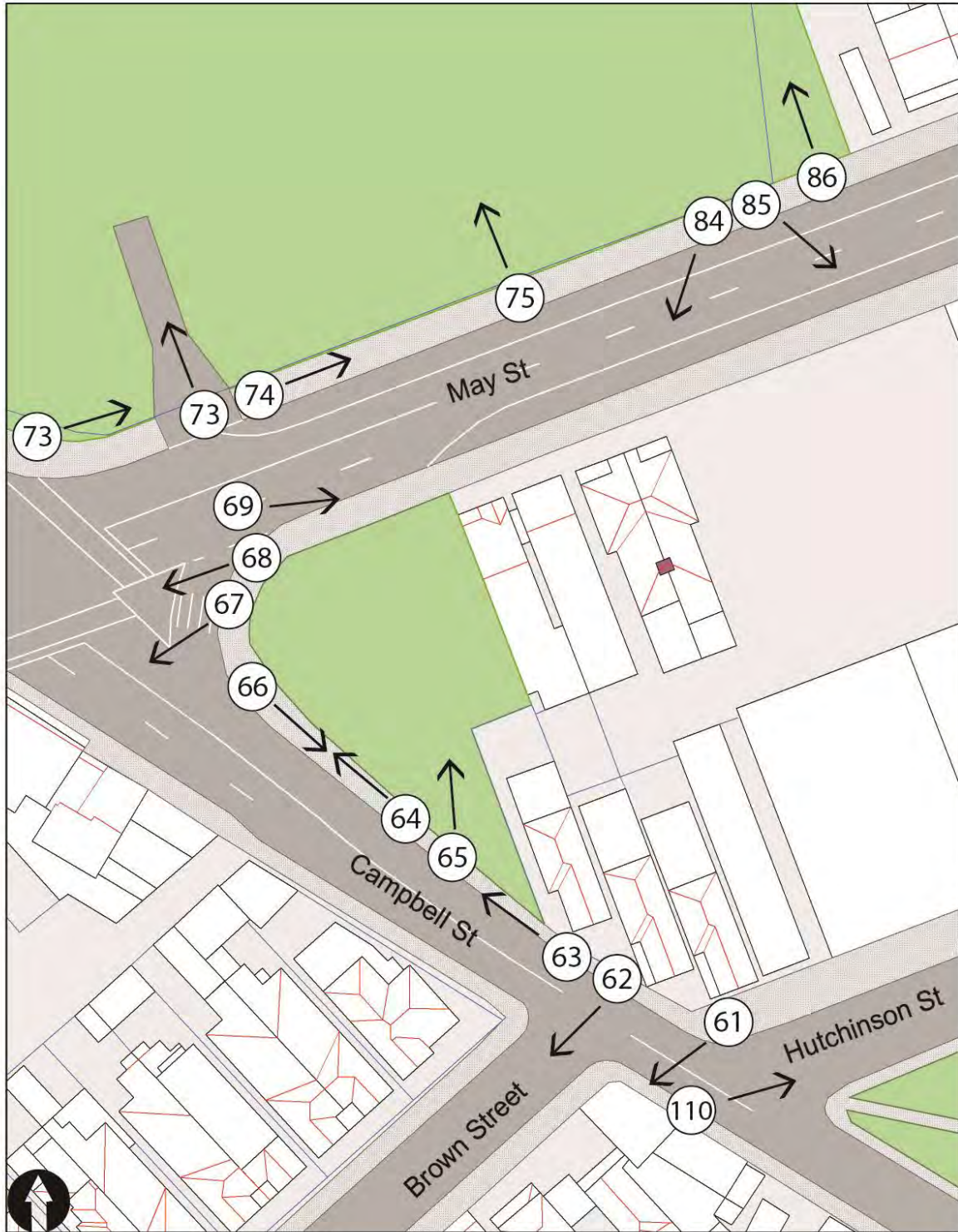




St Peters streetscape (Section: 'I')

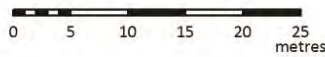
- | | | |
|------------------------|-----------------|-----------|
| St Peters project area | Camdeville Park | Footpaths |
| Fencelines | Railway Tracks | Roads |
| Rooflines | Structures | |
| Railway Tracks | Chimneys | |

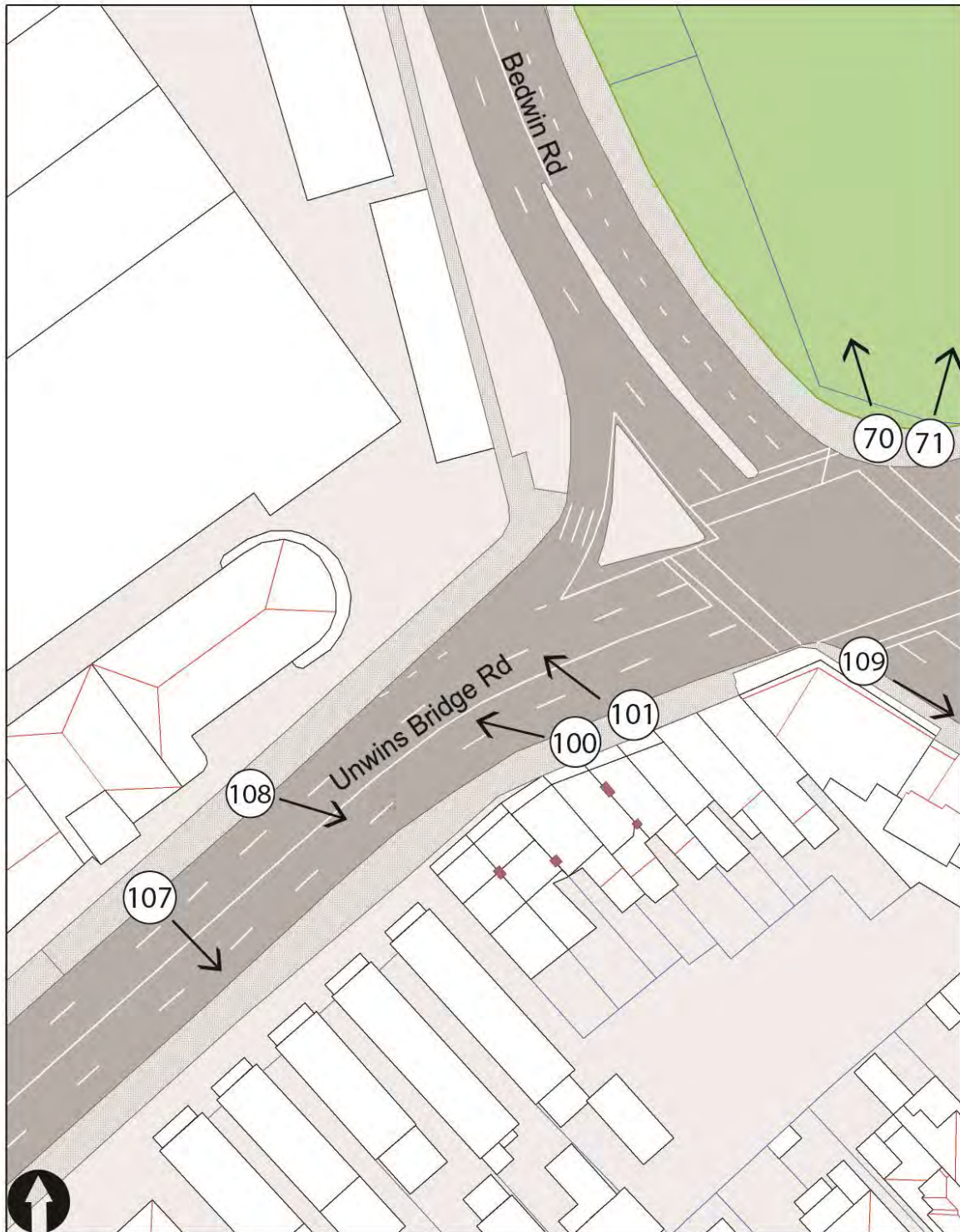




St Peters streetscape (Section: 'E')

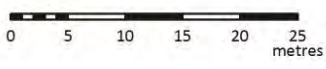
- | | | |
|------------------------|-----------------|-----------|
| St Peters project area | Camdeville Park | Footpaths |
| Fencelines | Railway Tracks | Roads |
| Rooflines | Structures | |
| Railway Tracks | Chimneys | |

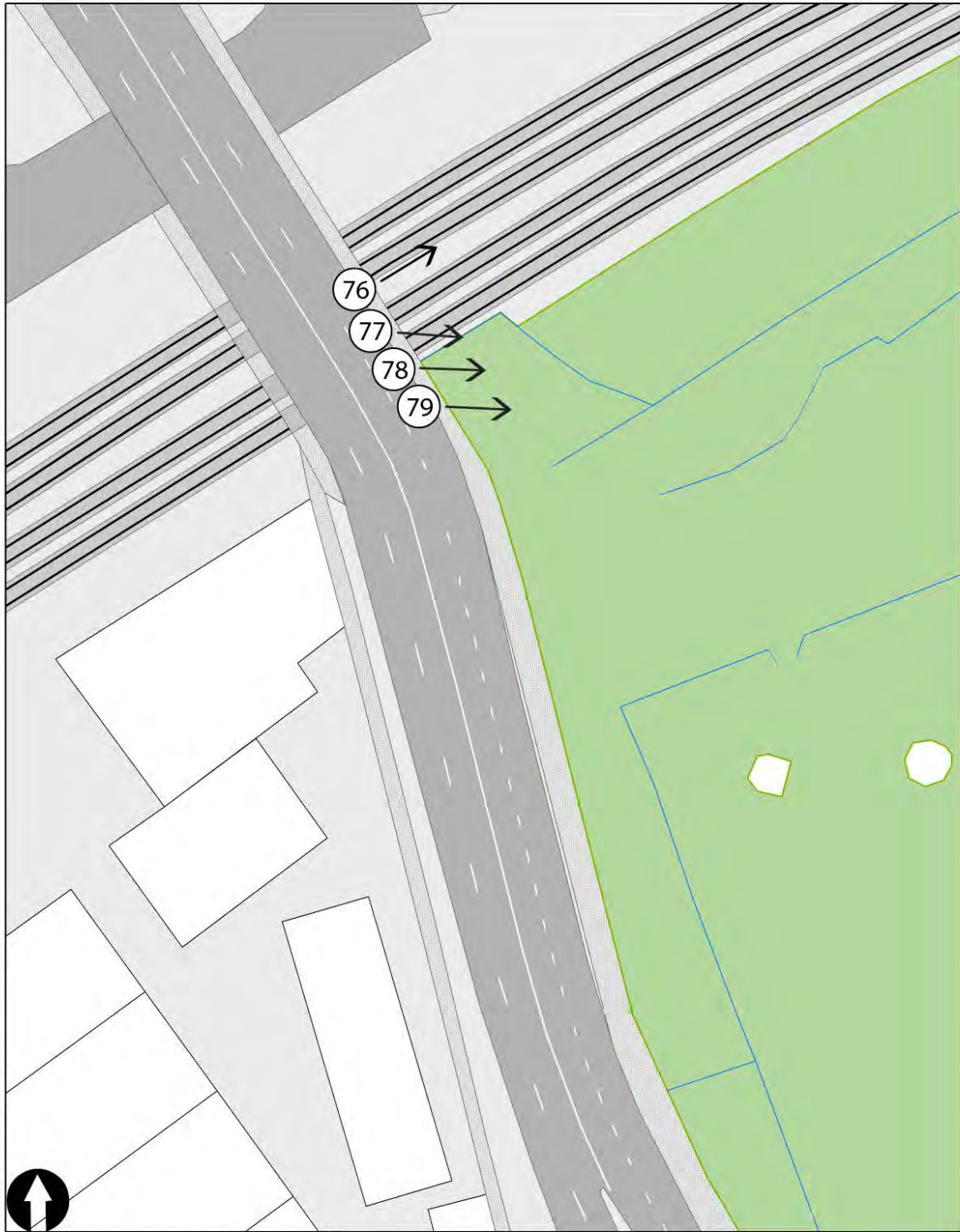




St Peter's streetscape (Section: 'D')

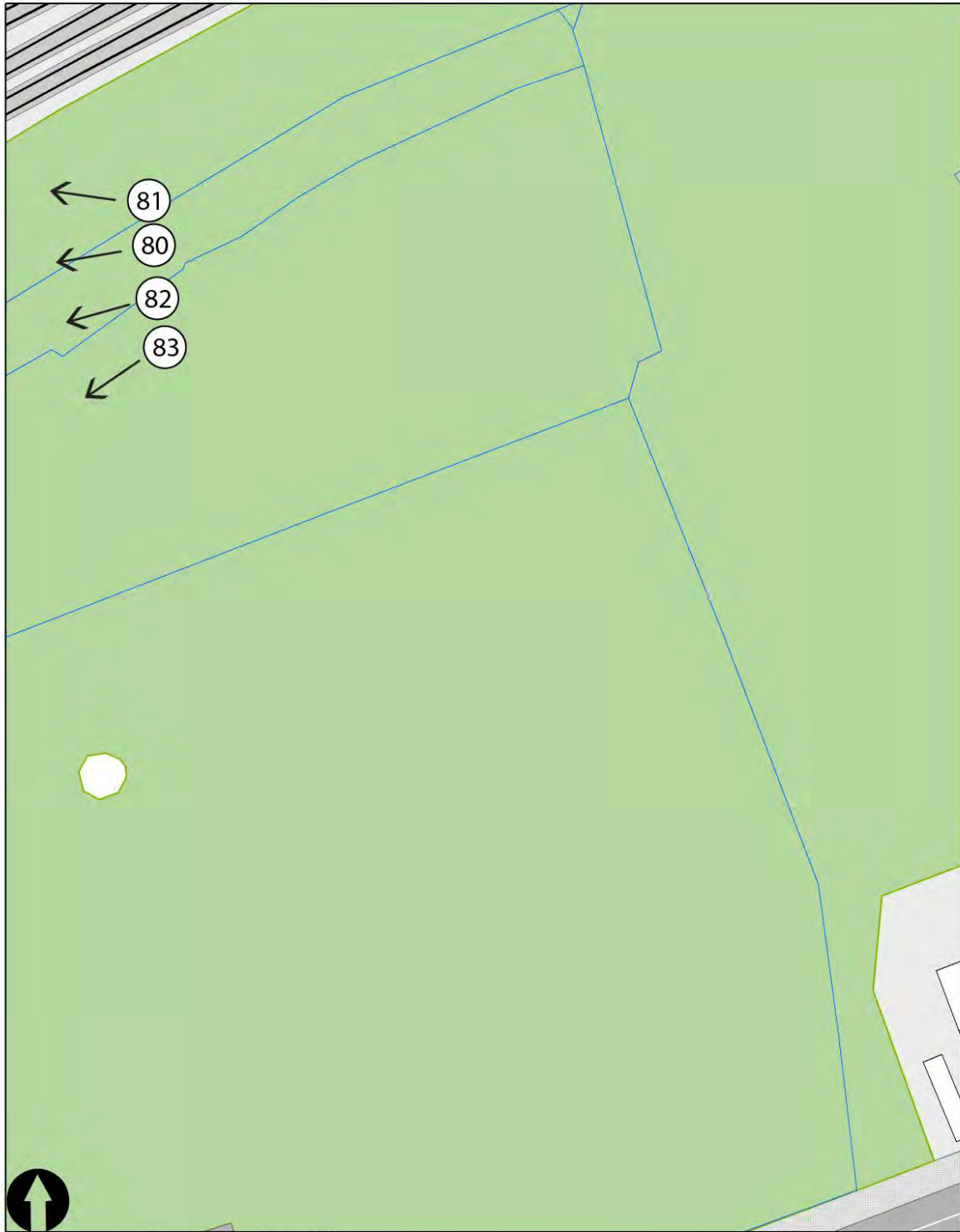
- St Peter's project area
- Camdenville Park
- Footpaths
- Fencelines
- Railway Tracks
- Roads
- Rooflines
- Structures
- Railway Tracks
- Chimneys





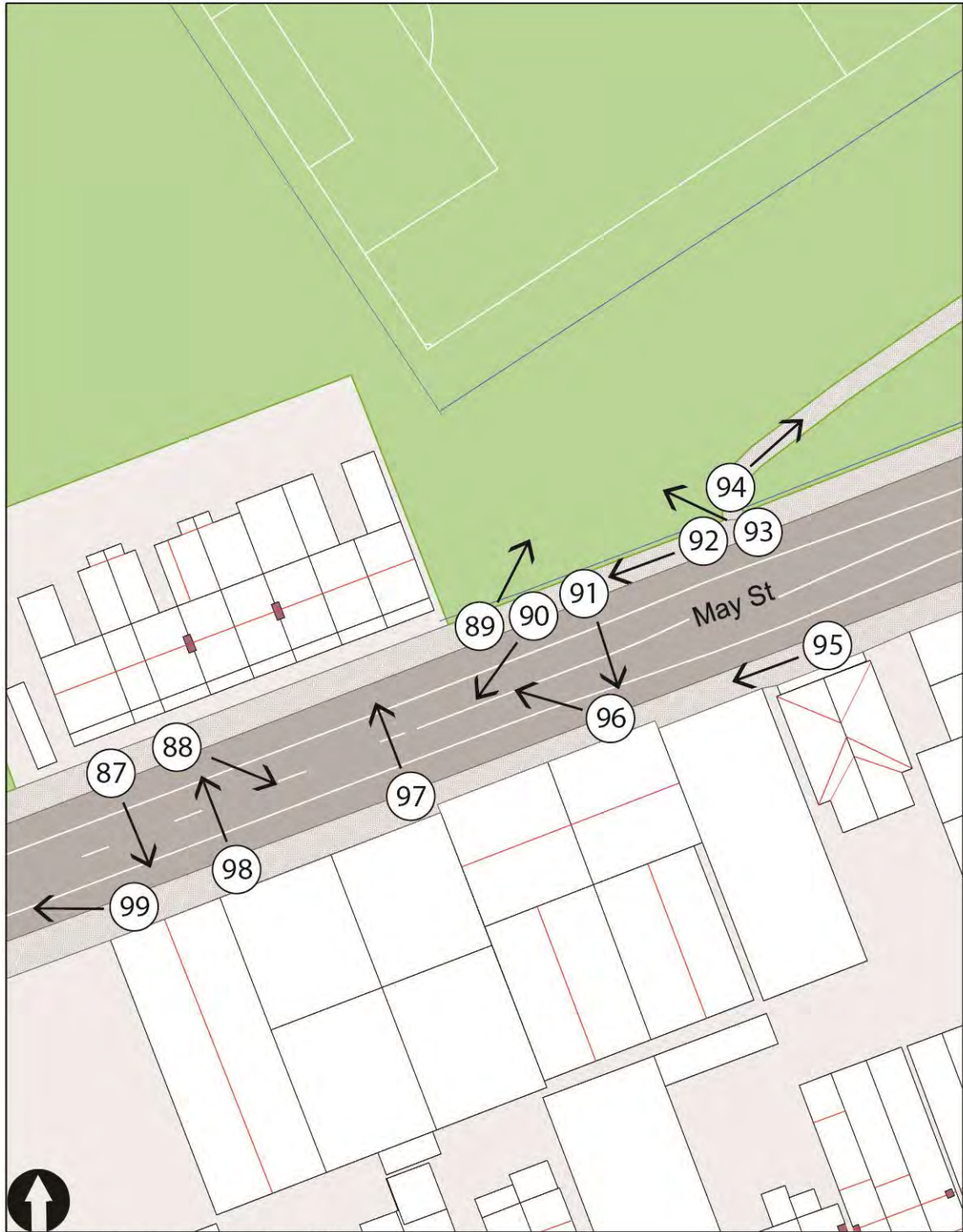
St Peters streetscape (Section: 'A')





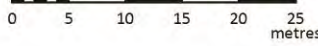
St Peters streetscape (Section: 'B')

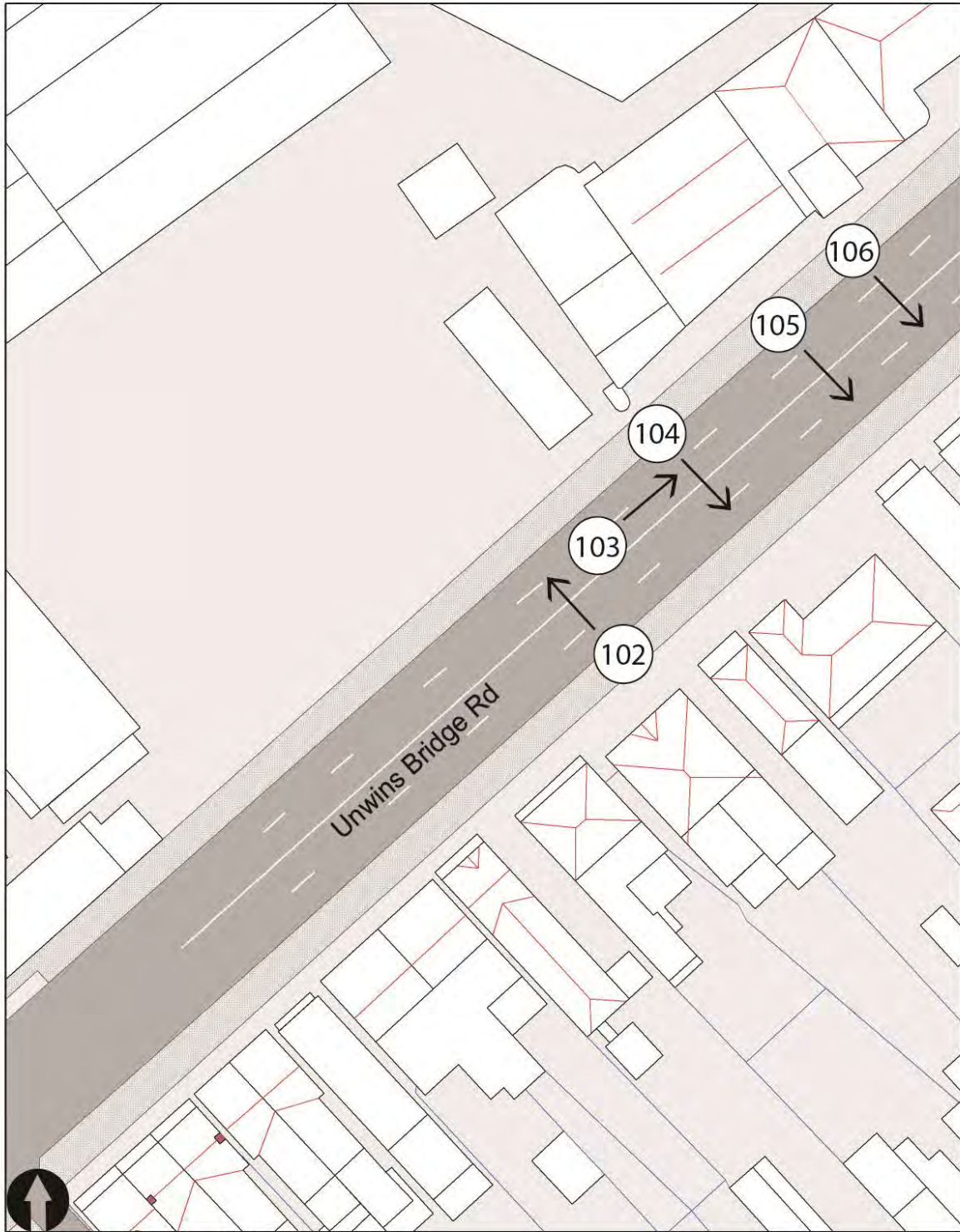




St Peters streetscape (Section: 'C')

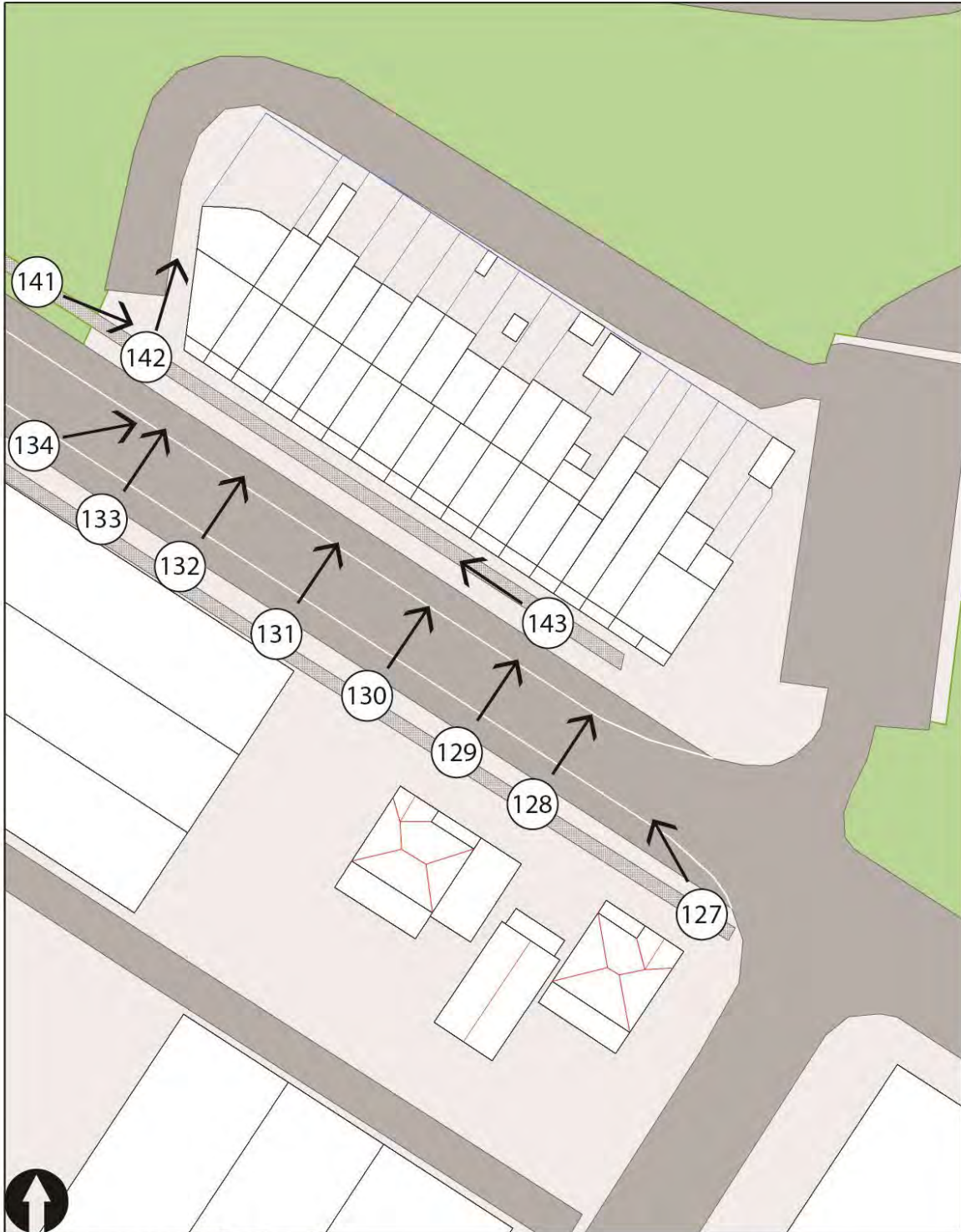
- St Peters project area
- Camdenville Park
- Footpaths
- Fencelines
- Railway Tracks
- Roads
- Rooflines
- Structures
- Chimneys





St Peters streetscape (Section: 'G')



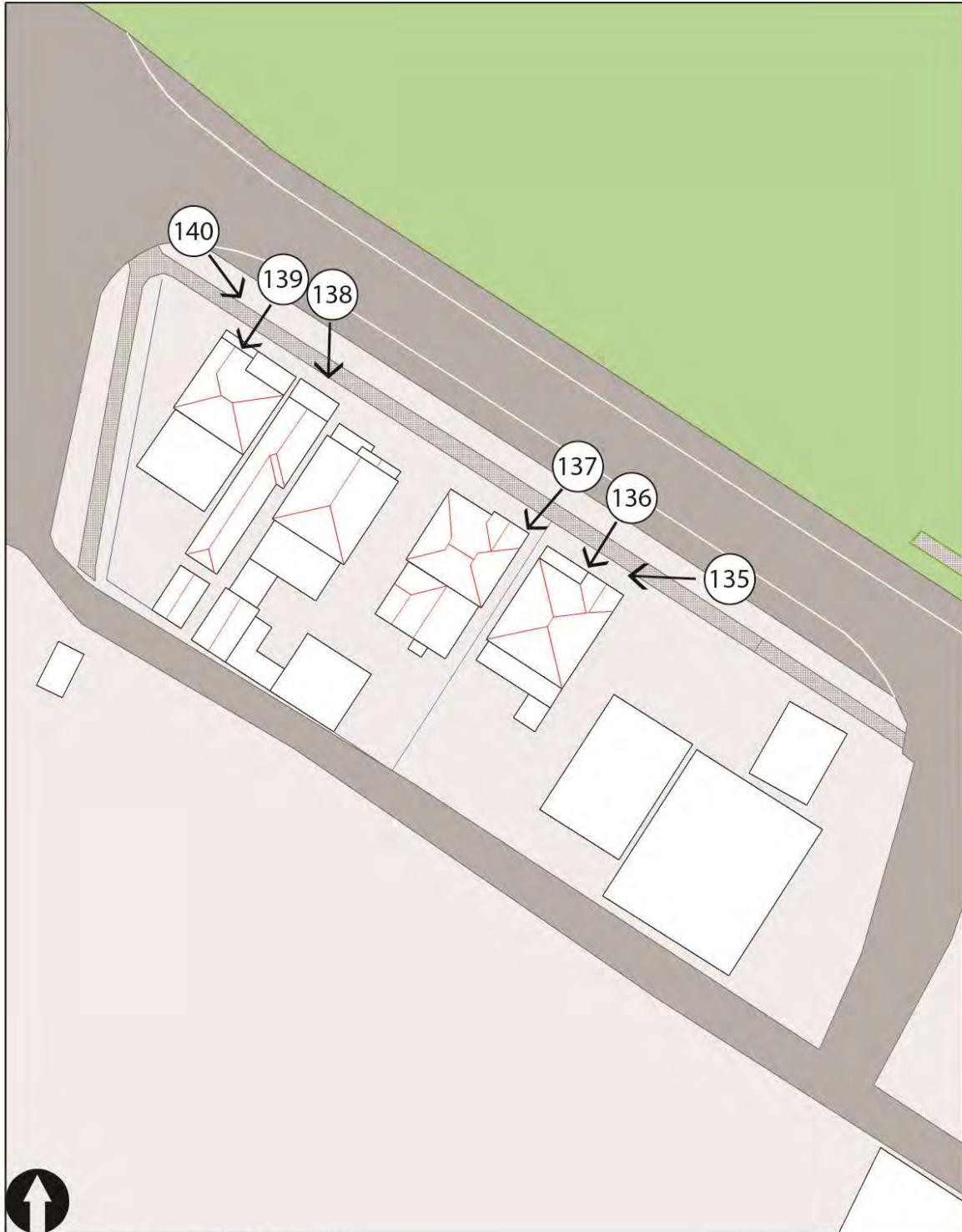


St Peters streetscape (Section: 'S')

- | | | |
|------------------------|------------------|-----------|
| St Peters project area | Camdenville Park | Footpaths |
| Fencelines | Railway Tracks | Roads |
| Rooflines | Structures | |
| Railway Tracks | Chimneys | |

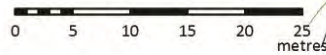
EXTENT

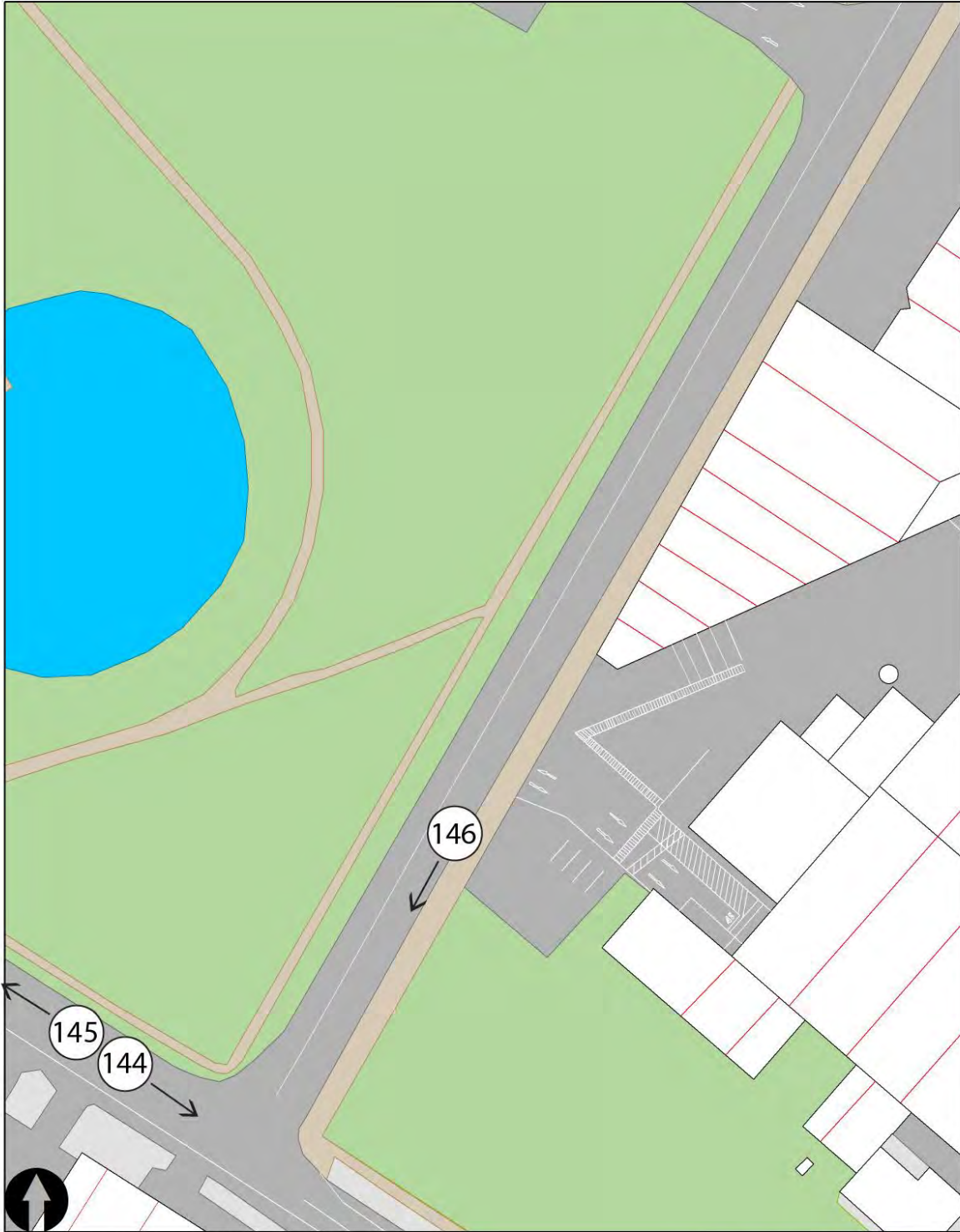
HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC
metre incorporating AHMS and Futurepast



St Peters streetscape (Section: 'R')

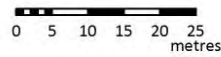
- | | | |
|------------------------|------------------|-----------|
| St Peters project area | Camdenville Park | Footpaths |
| Fencelines | Railway Tracks | Roads |
| Rooflines | Structures | |
| Railway Tracks | Chimneys | |

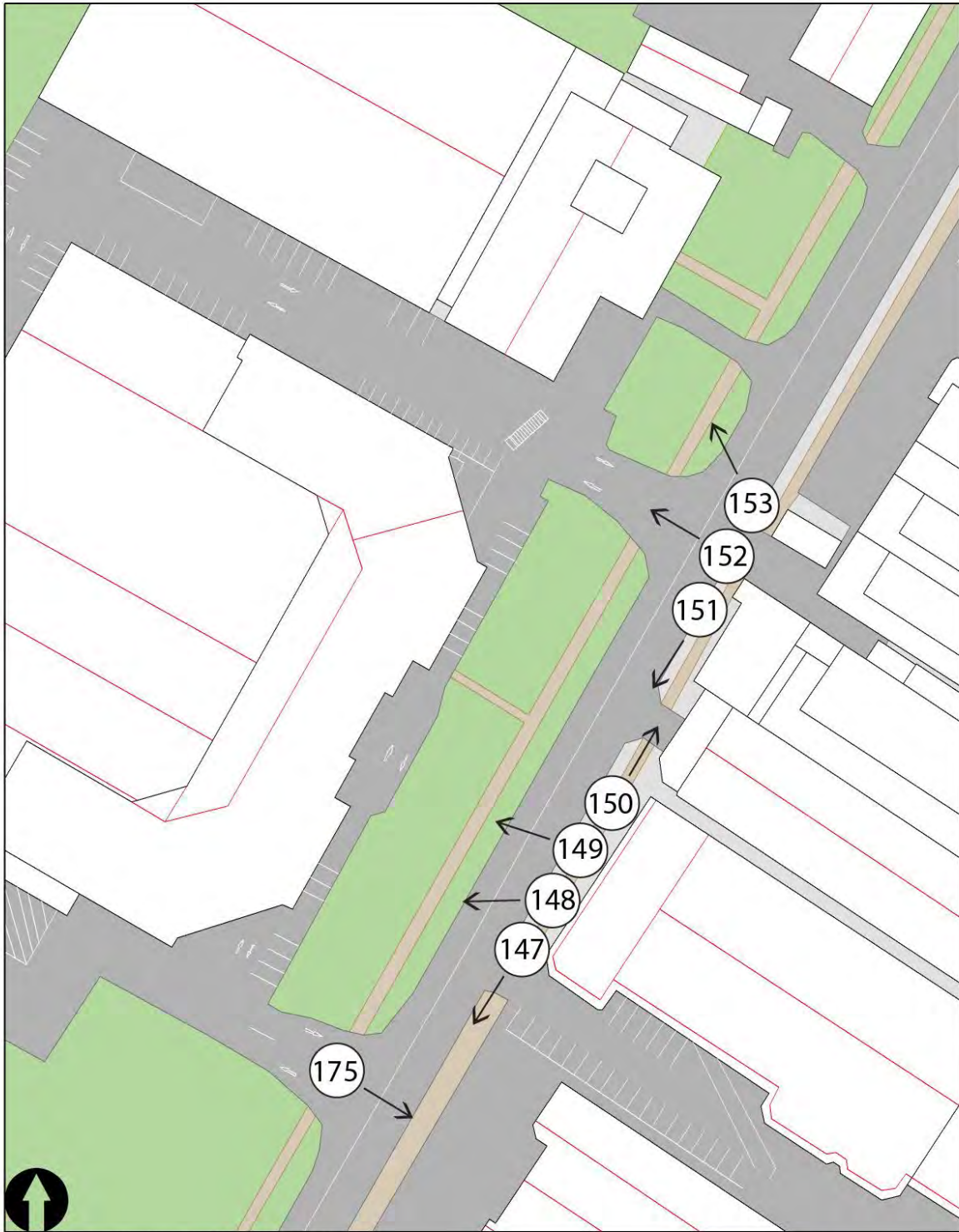




St Peters streetscape (Section: 'T')

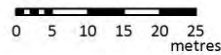
- Rooflines
- Parks and reserves
- Water
- Structures
- Footpaths
- Roads and paved areas





St Peter's streetscape (Section: 'U')

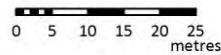
- Rooflines
- Parks and reserves
- Roads and paved areas
- Water
- Structures
- Footpaths

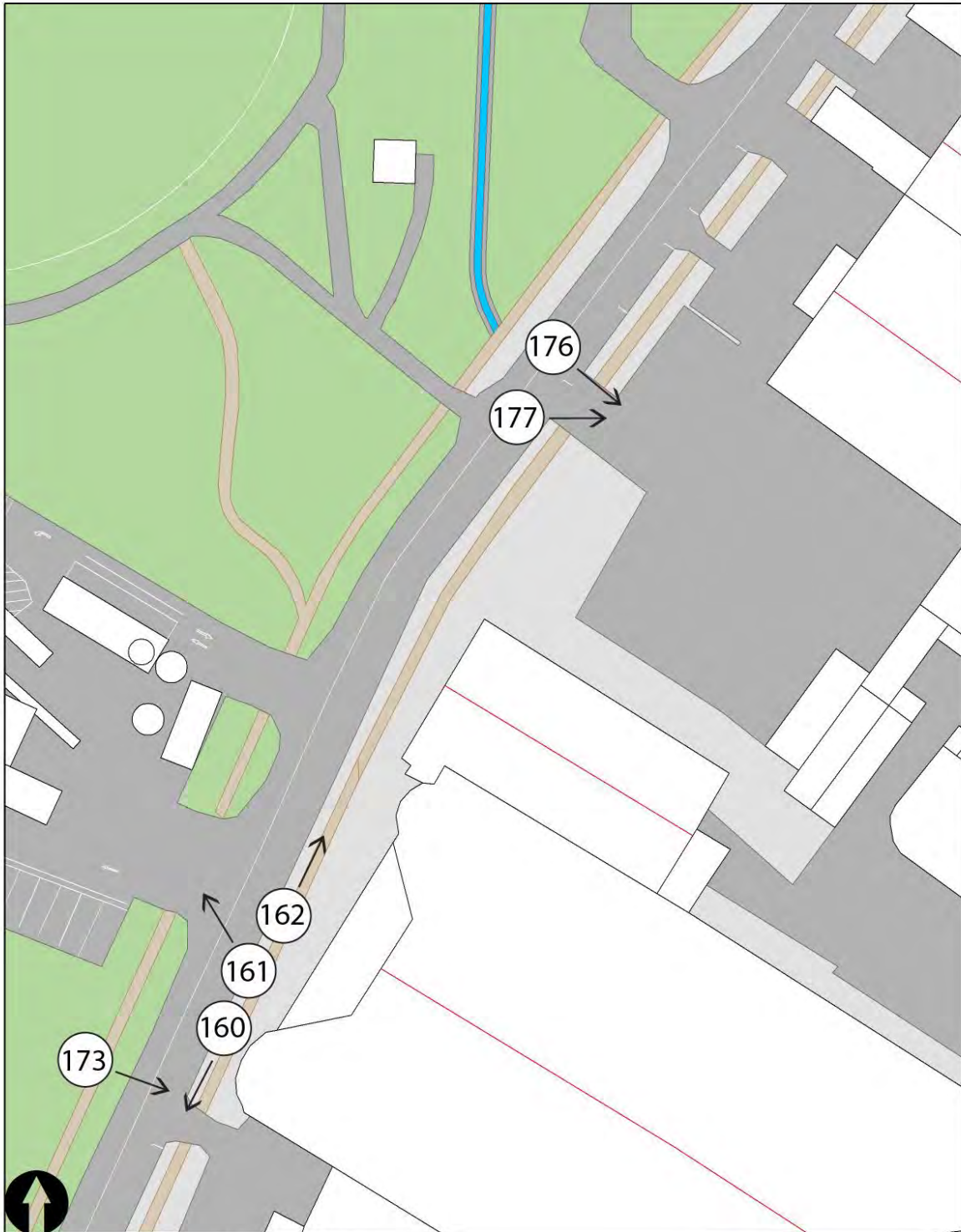




St Peter's streetscape (Section: 'V')

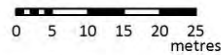
- Rooflines
- Parks and reserves
- Water
- Structures
- Footpaths
- Roads and paved areas

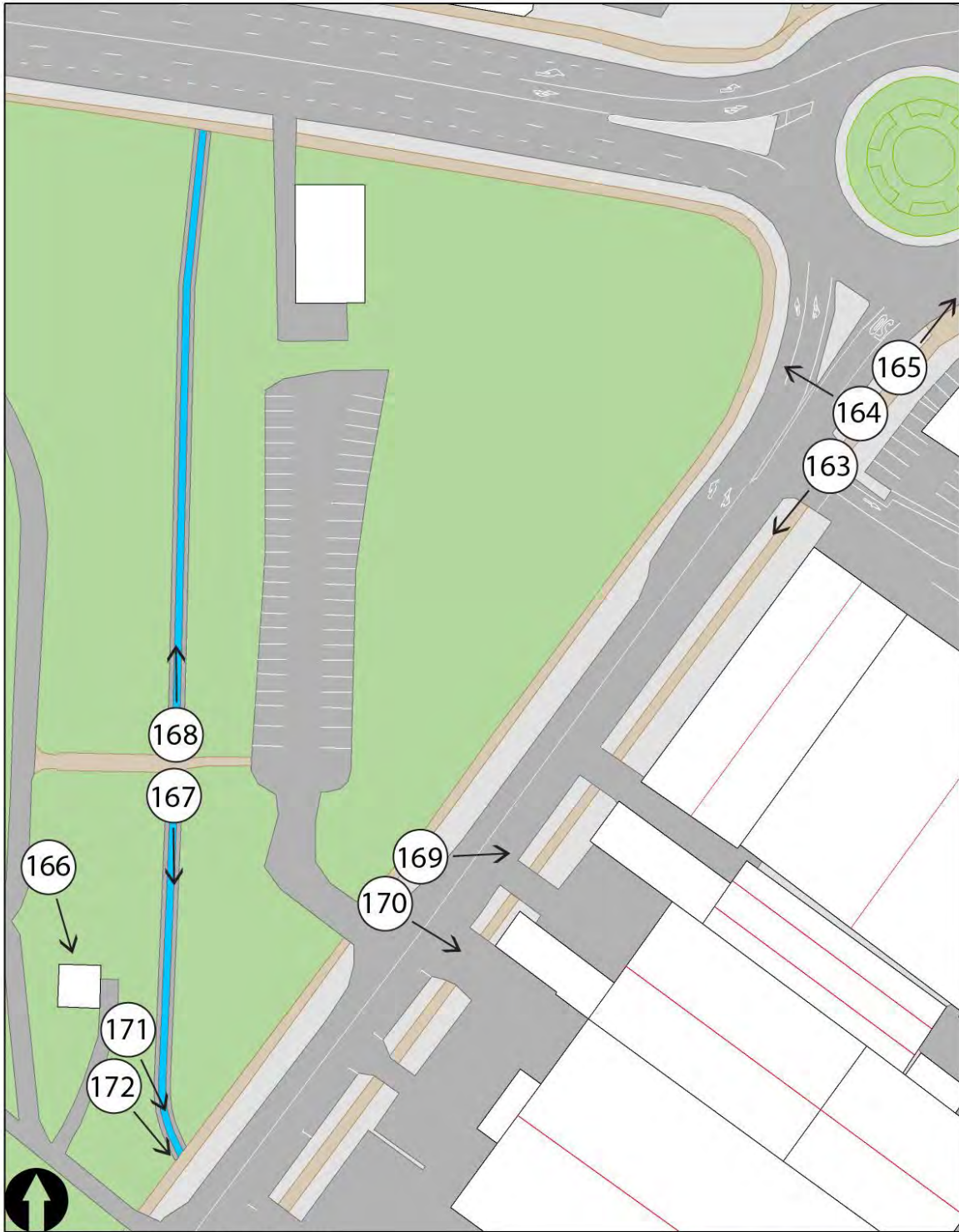




St Peters streetscape (Section: 'W')

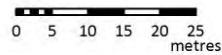
- Rooflines
- Parks and reserves
- Water
- Structures
- Footpaths
- Roads and paved areas





St Peter's streetscape (Section: 'X')

- Rooflines
- Parks and reserves
- Water
- Structures
- Footpaths
- Roads and paved areas



6. 45 Campbell Road, St Peters

6.1 Photographic Recording Sheets

45 CAMPBELL ROAD, ST PETERS	
Photographer:	██████████
Date:	28 November 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photographic Archival Recording of the interior and exterior of 45 Campbell Road, St Peters, prior to WestConnex stage 2 works.




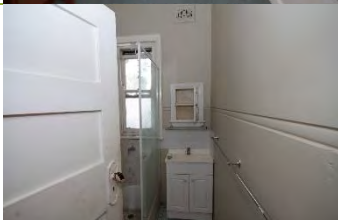
Image N	Direction	Details	Thumbnail
001_45_CAMPBELL_ROAD_2016	E	View of colour stained window in bedroom 1.	
002_45_CAMPBELL_ROAD_2016	NE	View of master bedroom.	
003_45_CAMPBELL_ROAD_2016	S	View of entrance to master bedroom.	
004_45_CAMPBELL_ROAD_2016	E	View of bathroom.	


Image N	Direction	Details	Thumbnail
005_45_CAMPBELL_ROAD_2016	SE	View of bedroom 2 room towards bathroom.	
006_45_CAMPBELL_ROAD_2016	S	View of bedroom 2 towards hallway.	
007_45_CAMPBELL_ROAD_2016	E	View of kitchen.	
008_45_CAMPBELL_ROAD_2016	W	View of sunroom towards laundry.	
009_45_CAMPBELL_ROAD_2016	NW	View of laundry	
010_45_CAMPBELL_ROAD_2016	NW	View of lounge room with stained glass window and blocked fireplace	
011_45_CAMPBELL_ROAD_2016	N	View of lounge room with blocked fire place.	





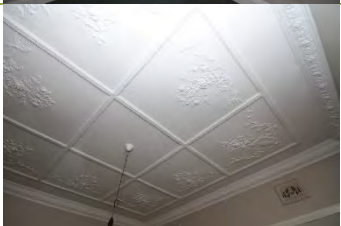

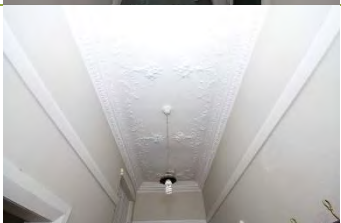
Image N	Direction	Details	Thumbnail
012_45_CAMPBELL_ROAD_2016	E	View from lounge room sunroom (right) and hall (left)	
013_45_CAMPBELL_ROAD_2016	S	View of lounge room towards sunroom.	
014_45_CAMPBELL_ROAD_2016	E	View of master bedroom with stained windows.	
015_45_CAMPBELL_ROAD_2016	NE	View of master bedroom.	
016_45_CAMPBELL_ROAD_2016	-	Detail of master bedroom floral-patterned, tin-pressed ceiling.	
017_45_CAMPBELL_ROAD_2016	NE	View of hallway towards the front of the house.	
018_45_CAMPBELL_ROAD_2016	NE	Detail of the hallway floral-patterned tin-pressed ceiling.	


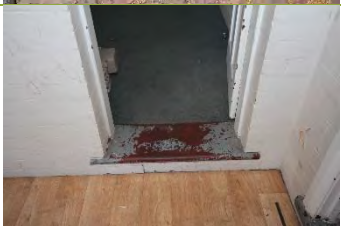


Image N	Direction	Details	Thumbnail
019_45_CAMPBELL_ROAD_2016	S	Vie of decorative wooden door light.	
020_45_CAMPBELL_ROAD_2016	S	View of backyard.	
021_45_CAMPBELL_ROAD_2016	N	View of rear elevation from backyard.	
022_45_CAMPBELL_ROAD_2016	-	View of cobble-patterned brick pavers.	
023_45_CAMPBELL_ROAD_2016	-	Detail of cobble-patterned brick pavers.	
024_45_CAMPBELL_ROAD_2016	N	Detail of step between lunge room and sunroom.	
025_45_CAMPBELL_ROAD_2016	W	View of front porch.	

Image N	Direction	Details	Thumbnail
026_45_CAMPBELL_ROAD_2016	S	View of front façade.	
027_45_CAMPBELL_ROAD_2016	S	View of east alley towards backyard.	

6.2 Photographic Proof Sheets

45 Campbell Road, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



001_45_CAMPBELL_ROAD_2016 1/7.1 ISO 400 2016/11/28 10:26:11
002_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:26:37
003_45_CAMPBELL_ROAD_2016 1/7.1 ISO 400 2016/11/28 10:27:00
004_45_CAMPBELL_ROAD_2016 1/7.1 ISO 400 2016/11/28 10:27:26



005_45_CAMPBELL_ROAD_2016 1/7.1 ISO 400 2016/11/28 10:27:33
006_45_CAMPBELL_ROAD_2016 1/7.1 ISO 400 2016/11/28 10:27:43
007_45_CAMPBELL_ROAD_2016 1/7.1 ISO 400 2016/11/28 10:27:51
008_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:28:03



009_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:28:12
010_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:28:26
011_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:28:39
012_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:28:45



013_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:28:52
014_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:29:18
015_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:29:36
016_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:29:41



017_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:29:52
018_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:29:59
019_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:30:10
020_45_CAMPBELL_ROAD_2016 1/8 ISO 400 2016/11/28 10:30:25

45 Campbell Road, St Peters
 Photographic Archival Recording 2016 - Photographer [REDACTED]



021_45_CAMPBELL_ROAD_2016
 1/8 ISO 400 2016/11/28 10:30:46



022_45_CAMPBELL_ROAD_2016
 1/8 ISO 400 2016/11/28 10:30:51



023_45_CAMPBELL_ROAD_2016
 1/8 ISO 400 2016/11/28 10:31:12



024_45_CAMPBELL_ROAD_2016
 1/8 ISO 400 2016/11/28 10:31:34



025_45_CAMPBELL_ROAD_2016
 1/8 ISO 400 2016/11/28 10:33:38

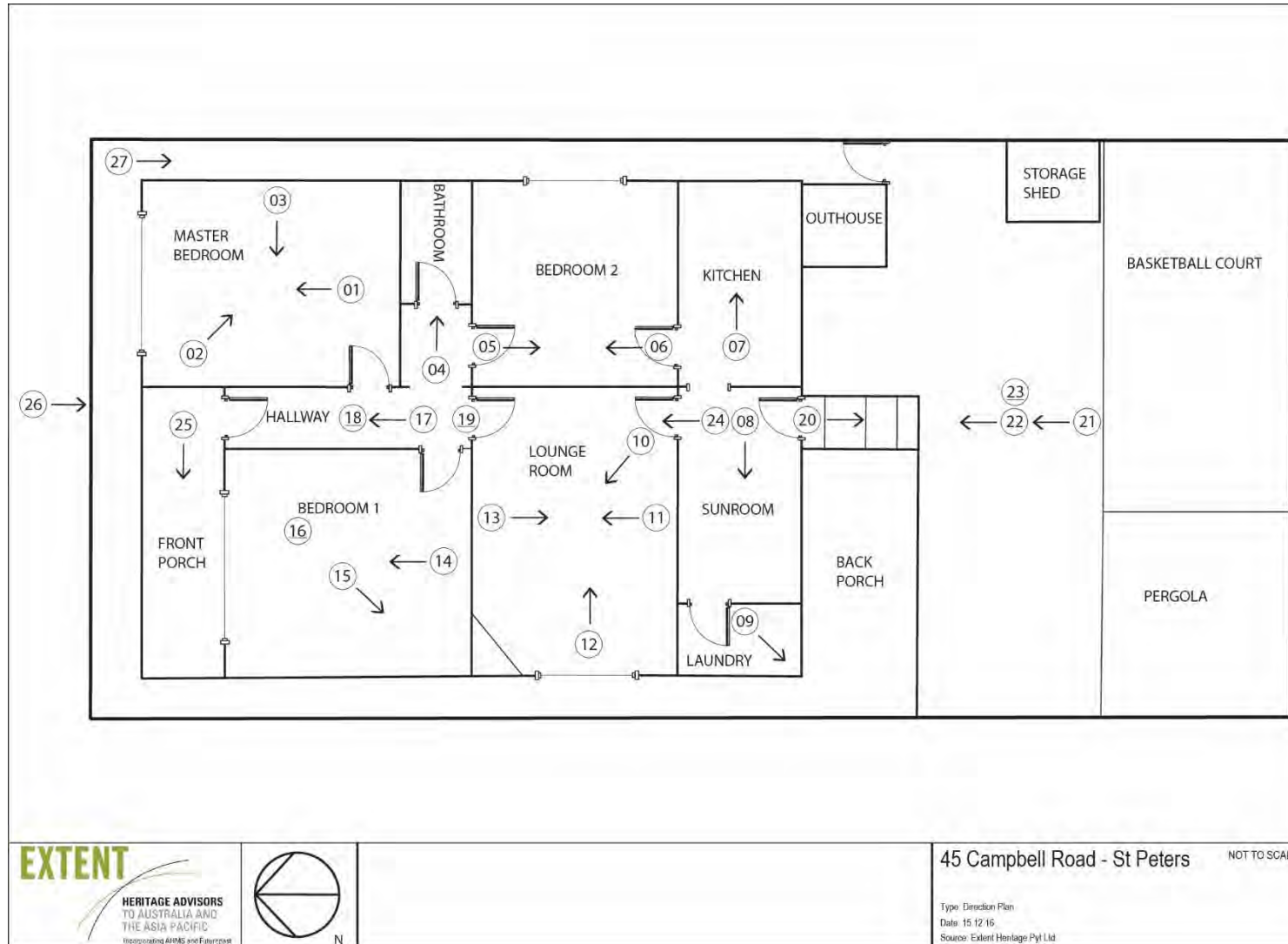


026_45_CAMPBELL_ROAD_2016
 1/8 ISO 400 2016/11/28 10:34:37



027_45_CAMPBELL_ROAD_2016
 1/8 ISO 400 2016/11/28 10:35:42

6.3 Photographic Direction Plans



7. Southern Cross Hotel, St Peters

7.1 Photographic Recording Sheets

SOUTHERN CROSS HOTEL, 340 PRINCES HIGHWAY, ST PETERS

Photographer:	██████████
Date:	19 January 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	A record of the Southern Cross Hotel conducted prior to Stage 2 WestConnex works

Image N	Direction	Details	Thumbnail
001_SOUTHERN_CR OSS_HOTEL_2017	NW	View of southern elevation from Canal Road.	
002_SOUTHERN_CR OSS_HOTEL_2017	W	View of eastern elevation from Canal Road.	
003_SOUTHERN_CR OSS_HOTEL_2017	W	Detail of eastern and southern elevation decorative windows.	
004_SOUTHERN_CR OSS_HOTEL_2017	SW	View of eastern elevation.	

Image N	Direction	Details	Thumbnail
005_SOUTHERN_CR OSS_HOTEL_2017	SW	View of eastern façade from corner of Canal Road and Princes Highway.	
006_SOUTHERN_CR OSS_HOTEL_2017	SW	View of street front façade, including Princes Highway.	
007_SOUTHERN_CR OSS_HOTEL_2017	S	View of street front façade.	
008_SOUTHERN_CR OSS_HOTEL_2017	SE	View of Canal Road and Princes Highway.	
009_SOUTHERN_CR OSS_HOTEL_2017	S	View of northern elevation.	
010_SOUTHERN_CR OSS_HOTEL_2017	SE	Detail of northern elevation.	

Image N	Direction	Details	Thumbnail
011_SOUTHERN_CR OSS_HOTEL_2017	SE	View of northern elevation, showing flags and streetscape.	
012_SOUTHERN_CR OSS_HOTEL_2017	SE	View of western elevation.	
013_SOUTHERN_CR OSS_HOTEL_2017	SW	View of footpath in front of Southern Cross Hotel.	
014_SOUTHERN_CR OSS_HOTEL_2017	NW	View of footpath in front of Southern Cross Hotel.	
015_SOUTHERN_CR OSS_HOTEL_2017	NW	View of footpath in front of Southern Cross Hotel.	
016_SOUTHERN_CR OSS_HOTEL_2017	NW	View of southern elevation.	

Image N	Direction	Details	Thumbnail
017_SOUTHERN_CR OSS_HOTEL_2017	NW	Detail of chimney cowl.	
018_SOUTHERN_CR OSS_HOTEL_2017	NW	Detail of classical-Italianate, and art-deco decorative features.	
019_SOUTHERN_CR OSS_HOTEL_2017	NW	View of Canal Road, including the Southern Cross Hotel.	
020_SOUTHERN_CR OSS_HOTEL_2017	NE	View of Princes Highway, including the Southern Cross Hotel.	
021_SOUTHERN_CR OSS_HOTEL_2017	NE	View of Princes Highway, excluding the Southern Cross Hotel.	

7.2 Photographic Proof Sheets

Southern Cross Hotel, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



001_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:38:12
002_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:44:33
003_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:44:52
004_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:46:18



005_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:46:55
006_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:50:21
007_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:55:29
008_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:56:52



009_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:57:25
010_SOUTHERN_CROSS_HOTEL_2017 1/7.1 ISO 200 2017/01/19 09:59:19
011_SOUTHERN_CROSS_HOTEL_2017 1/8 ISO 200 2017/01/19 10:00:11
012_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 10:02:46



013_SOUTHERN_CROSS_HOTEL_2017 1/7.1 ISO 200 2017/01/19 10:12:43
014_SOUTHERN_CROSS_HOTEL_2017 1/8 ISO 200 2017/01/19 10:15:28
015_SOUTHERN_CROSS_HOTEL_2017 1/7.1 ISO 200 2017/01/19 10:16:33
016_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 10:19:45

Southern Cross Hotel, St Peters
 Photographic Archival Recording 2016 - Photographer: [REDACTED]

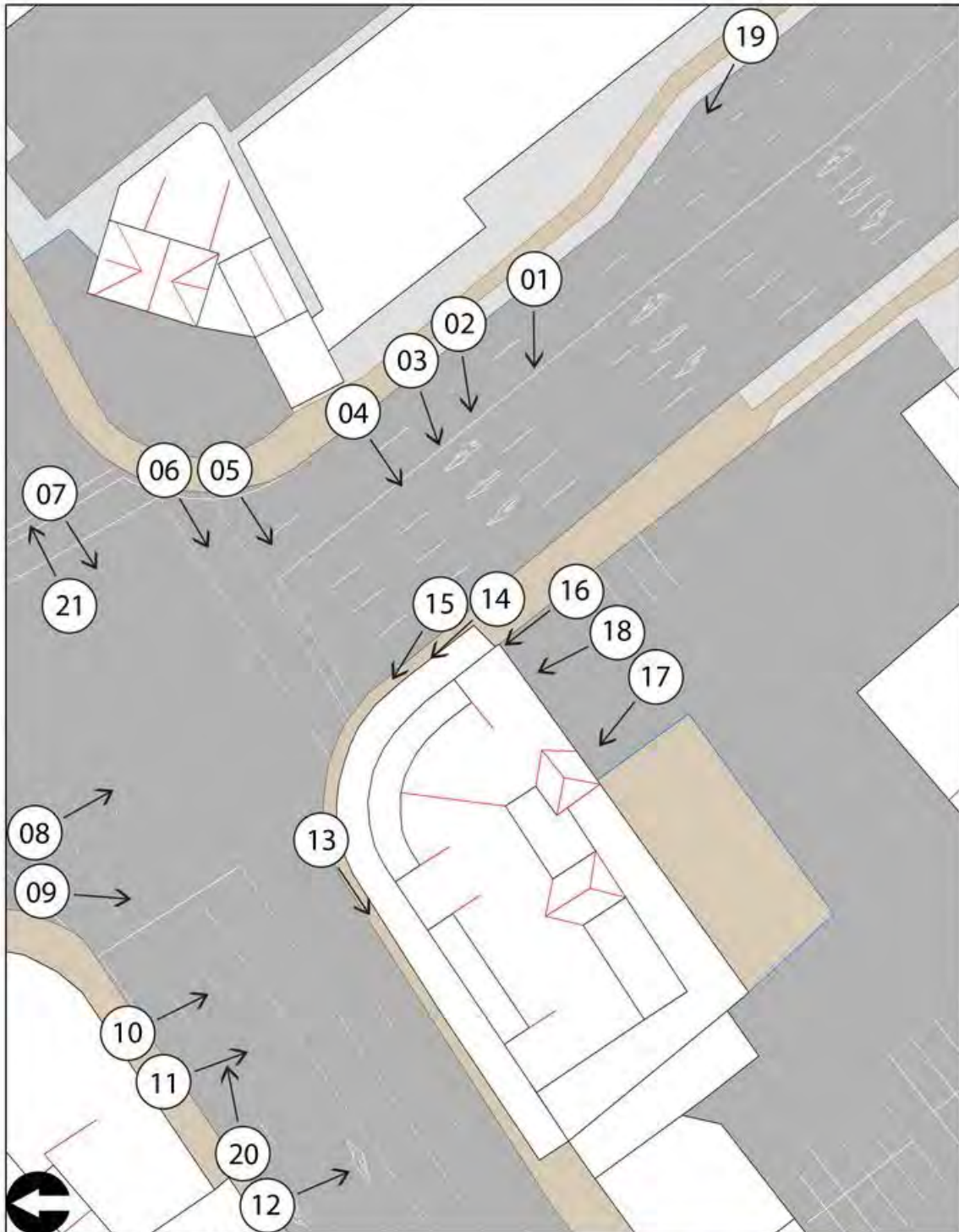


017_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 10:21:11
 018_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 10:21:38
 019_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:41:38
 020_SOUTHERN_CROSS_HOTEL_2017 1/7.1 ISO 200 2017/01/19 10:05:22



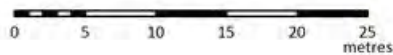
021_SOUTHERN_CROSS_HOTEL_2017 1/6.3 ISO 200 2017/01/19 09:52:05

7.3 Photographic Direction Plans



Southern Cross Hotel St Peters

- Rooflines
- Fencelines
- Structures
- Footpaths
- Roads and paved areas



APPENDIX B - COOPERS ESTATE HERITAGE CONSERVATION AREA

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage Conservation Area Archival Recording and Research Report

Volume 1: Cooper Estate Heritage Conservation Area

Prepared for CPB Dragados Samsun Joint Venture

November 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth




extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Cooper Estate Heritage Conservation Area Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
Ben Calvert	10 August 2018	DRAFT	10 August 2018	
Ben Calvert	5 September 2018	FINAL	5 September 2018	
Kim Watson	16 November 2018	FINAL.2	16 November 2018	

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1.1	PROJECT DESCRIPTION	2
1.2	APPROACH AND METHODOLOGY	2
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2.1	LOCATION	5
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How to Use this Report

This report has been prepared for CPB Samsung Dragados Joint Venture. It is part of a series of reports which have been prepared for the 'Local Roads Area' of the WestConnex Stage 2 New M5 project. These reports have been separated into six volumes, identified as follows:

- Volume 1: Cooper Estate Heritage Conservation Area
- Volume 2: Industrial Building "Frank G Spurway"
- Volume 3: Former Alexandria Spinning Mills
- Volume 4: Sewage Pumping Station No.39
- Volume 5: Claraville, Victorian Filigree Style Villa
- Volume 6: Bedwin Road Overbridge.

Each volume maintains the same relative photographic sequence throughout each volume. For example, Volume 1, Cooper Estate Heritage Conservation Area begins the photograph number series at 001_LOCAL_ROADS. In Volume 2, the starting photograph number of that sequence follows over from the previous volume, and so, the first number in that volume is 151_LOCAL_ROADS. This sequence continues through all six volumes.

In each volume the sequence is treated discretely for that place. This means that the photo numbers in the Photographic Proof Sheets, Photographic Recording Sheets and the Photographic Direction Plans will only relate to the identified place.

1. Introduction

1.1 Project Description

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage Conservation Area Archival Recording and Research Report for several sites in the 'Local Roads Area' for the WestConnex Stage 2 New M5 project, located within the suburbs of Alexandria and St Peters. One such site identified, was the Cooper Estate Heritage Conservation Area. The purpose of this report is to record the current state of this site prior to the modification of the wider area.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Approach and Methodology

The methodology used in the preparation of this Heritage Conservation Area Archival Recording and Research Report is in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance- The Burra Charter and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The subject site was inspected and photographed by [REDACTED] and [REDACTED] the 23 of May 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

[REDACTED]
[REDACTED]

Senior Associate
Heritage Advisor

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The site is owned by various private residents.

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

The Cooper Estate is located within the suburb of Alexandria in the Local Government Area (LGA) of Sydney. The estate is bounded by Fountain Street to the north, Huntley Street to the south, Lawrence Street to the east, and Mitchell Road to the west.



Figure 1. Aerial view of Cooper Estate Heritage Conservation Area; outlined in red (Source: LPI SIX Viewer, accessed June 2017).

2.2 Statement of Significance

The following Statement of Significance has been replicated from the NSW Office of Environment and Heritage listing sheet for the Cooper Estate:

The Cooper Estate Heritage Conservation Area has significance as an 1880s subdivision of Cooper's Estate, developed to provide housing for workers of nearby industry at Waterloo, Eveleigh and Alexandria. The area was developed primarily as a residential area in the late Victorian through to Interwar periods and overlaid with small industry on amalgamated sites.

3. Historic Context

The following history has been adapted from the NSW Office of Environment and Heritage listing sheets for the locally listed item.

The Cooper Estate was part of William Hutchinson's 1400 acres, granted in 1823. William Hutchinson came to New South Wales as a convict in 1799. In 1814 he was appointed Principal Superintendent of Convicts and Public Works.

Hutchinson, Daniel Cooper and others established a water powered flour mill on Crown land in an area named Waterloo around 1818. Botany Road was constructed by Governor Macquarie to access the flour mills. In 1823, 1400 acres of the surrounding district was granted to Hutchinson by Governor Brisbane in recognition of his public service. Hutchinson sold his Waterloo Estate to Daniel Cooper and Solomon Levey in 1825. When Solomon Levey died in 1833 all property went to Daniel Cooper. Cooper's Estate at Waterloo passed to his great nephew on his death in 1853, and was locally managed by Mr Gerard Phillips.

Early settlement and use of the precinct from the 1840s was influenced by legislation for the removal of noxious trades from the City. The availability of water and proximity to Shea's Creek encouraged wool-washing, brick making, tanneries and market gardening. A cricket ground is indicated on early maps to the east of Harley Street

The Cooper family retained ownership of most of the Waterloo estate, offering long term leases. Freehold was unusual.

The Cooper Estate Waterloo freeholds were advertised for auction sale from 1884 when 732 lots were offered. In November 1886, 227 allotments and 21 houses and cottages were on offer. The Estate boasted position opposite park, close to Eveleigh Workshops and with promise of public school nearby. Train, tram and bus services were also noted. Belmont Street was originally Jesson Street named after Charles Jesson, Mayor of Alexandria 1884 - 1886.

The proximity of the area to industry and the railway discouraged middle class development but encouraged settlement by tradespersons employed in local industry.

With the expansion of Eveleigh and the growth of industry to the south in the early twentieth century, Alexandria became increasingly working class. By 1945, Alexandria was one of Sydney's major industrial suburbs. Sites within the Cooper Estate originally subdivided for residential development were amalgamated for industry.

Recent trends resulting from increasing desirability of inner city suburbs have seen the reverse, with factory sites being redeveloped with housing.

4. Photographic Recording Sheets

COOPER ESTATE HERITAGE CONSERVATION AREA	
Photographer:	████████████████████
Date:	23 May 2018
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photography was conducted in the morning and afternoon





Image No.	Direction	Details	Thumbnail
001_LOCAL_ROADS_2017	NW	Terrace housing on the corner of Huntley Street and Lawrence Street.	
002_LOCAL_ROADS_2017	NW	Terrace housing on the corner of Huntley Street and Lawrence Street.	
003_LOCAL_ROADS_2017	W	Plantings on the verge of Lawrence Street.	
004_LOCAL_ROADS_2017	NW	Plantings and garden bed on Lawrence Street.	

Image No.	Direction	Details	Thumbnail
005_LOCAL_ROADS_2017	NW	Terraces and plantings on Lawrence Street.	
006_LOCAL_ROADS_2017	W	Plantings on Lawrence street.	
007_LOCAL_ROADS_2017	W	Detail of chimney cowl.	
008_LOCAL_ROADS_2017	SW	View of western end cul-de-sac plantings on Lawrence Street.	
009_LOCAL_ROADS_2017	SW	Plantings on Lawrence Street.	
010_LOCAL_ROADS_2017	W	Terrace balustrade on Lawrence Street.	
011_LOCAL_ROADS_2017	W	Terraces from footpath on Lawrence Street.	
012_LOCAL_ROADS_2017	SW	Terrace on the corner of Lawrence Street and Maddox Street.	

Image No.	Direction	Details	Thumbnail
013_LOCAL_ROADS_2017	SW	View of Laurance Street.	
014_LOCAL_ROADS_2017	NE	View of mixed commercial and residential building on the corner of Lawrence Street and Maddox Street.	
015_LOCAL_ROADS_2017	W	Cottages and verge plantings on Lawrence Street.	
016_LOCAL_ROADS_2017	NW	Cottages and verge plantings on Lawrence Street.	
017_LOCAL_ROADS_2017	NW	Cottage on Lawrence street.	
018_LOCAL_ROADS_2017	W	Dwellings on Lawrence Street. Partially screened by verge plantings.	

Image No.	Direction	Details	Thumbnail
019_LOCAL_ROADS_2017	SW	Lawrence Street Footpath	
020_LOCAL_ROADS_2017	S	Garden bed on Lawrence Street.	
021_LOCAL_ROADS_2017	NW	Dwelling on Lawrence Street screened by verge plantings.	
022_LOCAL_ROADS_2017	NW	View of footpath on Harley Street.	
023_LOCAL_ROADS_2017	W	View of the streetscape on the corner of Hurley Street and Lawrence Street.	

Image No.	Direction	Details	Thumbnail
024_LOCAL_ROADS_2017	NW	View of dwellings on Lawrence street partially screened by verge plantings.	
025_LOCAL_ROADS_2017	W	View of garden island on Lawrence Street.	
026_LOCAL_ROADS_2017	NW	View of cottage on Lawrence Street.	
027_LOCAL_ROADS_2017	NW	Commercial building on the corner of Lawrence Street and Fountain Street.	
028_LOCAL_ROADS_2017	W	Profile of modern apartment building.	
029_LOCAL_ROADS_2017	S	Commercial building on Fountain Street.	

Image No.	Direction	Details	Thumbnail
030_LOCAL_ROADS_2017	SW	Commercial building on Fountain Street.	
031_LOCAL_ROADS_2017	SW	View along Belmont Street.	
032_LOCAL_ROADS_2017	SW	Commercial building on the corner of Belmont Street and Lawrence Street.	
033_LOCAL_ROADS_2017	SW	Commercial building on the corner of Fountain Street and Mitchell Road.	
034_LOCAL_ROADS_2017	SW	View of Belmont Lane.	
035_LOCAL_ROADS_2017	SW	View of commercial building on the corner of Fountain Street and Mitchell Road.	

Image No.	Direction	Details	Thumbnail
036_LOCAL_ROADS_2017	SW	View of footpath along Mitchell Road.	
037_LOCAL_ROADS_2017	SW	Streetscape on Mitchell road.	
038_LOCAL_ROADS_2017	E	Mixed dwelling styles along Mitchell Road.	
039_LOCAL_ROADS_2017	E	Mixed dwelling styles along Mitchell Road.	
040_LOCAL_ROADS_2017	S	Verge plantings on Mitchell Road.	
041_LOCAL_ROADS_2017	S	Verge plantings partially screening terrace houses.	

Image No.	Direction	Details	Thumbnail
042_LOCAL_ROADS_2017	S	Commercial buildings on the corner of Mitchell Road and Harley Street.	
043_LOCAL_ROADS_2017	SW	View down Harley Street.	
044_LOCAL_ROADS_2017	SW	Footpath along Mitchell Road.	
045_LOCAL_ROADS_2017	SW	Footpath along Mitchell Road.	
046_LOCAL_ROADS_2017	S	Commercial building on the corner of Mitchell Road and Maddox Street.	
047_LOCAL_ROADS_2017	S	Commercial Buildings on the corner of Mitchell Road and Maddox Street.	
048_LOCAL_ROADS_2017	SE	View along Maddox Street.	
049_LOCAL_ROADS_2017	S	Modern apartment buildings on Mitchell Road partially screened by verge plantings.	

Image No.	Direction	Details	Thumbnail
050_LOCAL_ROADS_2017	SE	Junction between modern apartments and cottage.	
051_LOCAL_ROADS_2017	E	Mixed dwellings partially screened by verge plantings.	
052_LOCAL_ROADS_2017	E	Modern apartment blocks partially screened by verge plantings.	
053_LOCAL_ROADS_2017	E	Detail of apartment architecture.	
054_LOCAL_ROADS_2017	SE	Modern apartments on the corner of Mitchell Road on Huntley Street.	
055_LOCAL_ROADS_2017	NE	View along footpath of Mitchell Road.	

Image No.	Direction	Details	Thumbnail
056_LOCAL_ROADS_2017	NE	Façade of modern apartments.	
057_LOCAL_ROADS_2017	NE	Garages along Belmont Lane.	
058_LOCAL_ROADS_2017	NW	View of modern apartments on the corner of Mitchell Road and Huntly Street.	
059_LOCAL_ROADS_2017	E	Intersection of Belmont Street and Huntly Street.	
060_LOCAL_ROADS_2017	NE	View along Belmont Street.	
061_LOCAL_ROADS_2017	NE	Dwellings on the corner of Belmont Street and Huntly Street.	

Image No.	Direction	Details	Thumbnail
062_LOCAL_ROADS_2017	E	Garages on Lawrence Lane.	
063_LOCAL_ROADS_2017	E	Modern rear extension to dwelling on Lawrence Street.	
064_LOCAL_ROADS_2017	NE	View along Lawrence Lane.	
065_LOCAL_ROADS_2017	N	View of Garages along Lawrence lane.	
066_LOCAL_ROADS_2017	NW	Huntly Street streetscape.	
067_LOCAL_ROADS_2017	NE	View along Lawrence Street.	
068_LOCAL_ROADS_2017	NE	View of dwellings partially screened by vehicles and verge plantings.	

Image No.	Direction	Details	Thumbnail
069_LOCAL_ROADS_2017	N	Terrace housing along Belmont Street.	
070_LOCAL_ROADS_2017	SW	Terrace housing, partially screened by garden bed plantings.	
071_LOCAL_ROADS_2017	SW	Footpath along Belmont Street.	
072_LOCAL_ROADS_2017	NE	Terrace Housing on Belmont Street.	
073_LOCAL_ROADS_2017	SW	View along Belmont Street.	

Image No.	Direction	Details	Thumbnail
074_LOCAL_ROADS_2017	NE	Belmont Street western cul-de-sac and verge plantings.	
075_LOCAL_ROADS_2017	W	Belmont Street western cul-de-sac plantings and artworks.	
076_LOCAL_ROADS_2017	E	Dwellings partially screened by verge and garden bed plantings.	
077_LOCAL_ROADS_2017	NW	Dwelling on Belmont Street partially screened by plantings.	
078_LOCAL_ROADS_2017	SW	Belmont Street western cul-de-sac.	

Image No.	Direction	Details	Thumbnail
079_LOCAL_ROADS_2017	SW	Belmont Street garden bed.	
080_LOCAL_ROADS_2017	NE	View of residential buildings on the corner of Belmont Street and Maddox Street.	
081_LOCAL_ROADS_2017	SE	Mixed residential buildings on Belmont Street.	
082_LOCAL_ROADS_2017	SE	View along Maddox Street.	
083_LOCAL_ROADS_2017	NE	Footpath along Belmont Street.	


Image No.	Direction	Details	Thumbnail
084_LOCAL_ROADS_2017	S	Brick and metal fencing on Belmont Street dwelling.	
085_LOCAL_ROADS_2017	S	Detail of decorative brick boundary fence with metal palisade balustrade.	
086_LOCAL_ROADS_2017	SW	Detail of native and exotic verge plantings on Belmont Street.	
087_LOCAL_ROADS_2017	SE	Belmont Street dwellings partially screened by verge and garden bed plantings.	
088_LOCAL_ROADS_2017	NE	Belmont Street.	

Image No.	Direction	Details	Thumbnail
089_LOCAL_ROADS_2017	NE	Footpath along Belmont Street.	
090_LOCAL_ROADS_2017	SE	Profile differential between terrace and cottage.	
091_LOCAL_ROADS_2017	N	Belmont Street eastern cul-de-sac.	
092_LOCAL_ROADS_2017	NE	Terrace housing and footpath on Belmont Street.	
093_LOCAL_ROADS_2017	SW	Pot plants on Belmont Street eastern cul-de-sac.	
094_LOCAL_ROADS_2017	W	Converted dwellings on Belmont Street.	

Image No.	Direction	Details	Thumbnail
095_LOCAL_ROADS_2017	SW	Belmont Street eastern cul-de-sac.	
096_LOCAL_ROADS_2017	W	Dwellings on Belmont Street. Note the idiosyncrasy of the fencing.	
097_LOCAL_ROADS_2017	NW	Dwellings on Belmont Street partially screened by garden bed plantings.	
098_LOCAL_ROADS_2017	NE	Commercial and residential buildings on the corner of Belmont Street and Harley Street.	
099_LOCAL_ROADS_2017	SW	View along Belmont Street.	
100_LOCAL_ROADS_2017	NW	Footpath along Harley Street.	

Image No.	Direction	Details	Thumbnail
101_LOCAL_ROADS_2017	NE	Residential dwelling on the corner of Belmont Street and Harley Street.	
102_LOCAL_ROADS_2017	E	Dwelling on the corner of Belmont Street and Harley Street.	
103_LOCAL_ROADS_2017	SE	Footpath along Harley Street.	
104_LOCAL_ROADS_2017	W	Decorative tondos on terrace rampart in Belmont Street.	
105_LOCAL_ROADS_2017	SW	Belmont Lane garages.	
106_LOCAL_ROADS_2017	SW	View of Belmont Lane.	
107_LOCAL_ROADS_2017	SW	Belmont Lane garages and rear residential extension.	
108_LOCAL_ROADS_2017	SW	Belmont Lane garages.	

Image No.	Direction	Details	Thumbnail
109_LOCAL_ROADS_2017	SW	View along Belmont Lane.	
110_LOCAL_ROADS_2017	W	Rear of commercial building.	
111_LOCAL_ROADS_2017	N	Garages on Belmont Lane.	
112_LOCAL_ROADS_2017	S	Garages on Belmont Lane.	
113_LOCAL_ROADS_2017	SW	View along Belmont Lane.	
114_LOCAL_ROADS_2017	NW	Garages and rear residential extension.	

Image No.	Direction	Details	Thumbnail
115_LOCAL_ROADS_2017	SE	Belmont Lane garages.	
116_LOCAL_ROADS_2017	SW	Belmont Lane garages.	
117_LOCAL_ROADS_2017	W	Belmont Lane garages and the rear of an apartment.	
118_LOCAL_ROADS_2017	NE	Les White Reserve.	
119_LOCAL_ROADS_2017	N	Mature backyard plantings visible on Belmont Lane.	
120_LOCAL_ROADS_2017	E	Garages and plantings on Belmont Lane.	
121_LOCAL_ROADS_2017	E	Garages and plantings on Belmont Lane.	
122_LOCAL_ROADS_2017	E	The rear of apartment residences on Belmont Lane.	

Image No.	Direction	Details	Thumbnail
123_LOCAL_ROADS_2017	NE	View down Belmont Lane.	
124_LOCAL_ROADS_2017	S	Rear of commercial building on Belmont Lane.	
125_LOCAL_ROADS_2017	NE	Rear of commercial buildings on Belmont Lane.	
126_LOCAL_ROADS_2017	N	Garages on Belmont Lane.	
127_LOCAL_ROADS_2017	SW	Garages and rear residential extensions on Lawrence Lane.	
128_LOCAL_ROADS_2017	S	Garages on Lawrence Lane.	
129_LOCAL_ROADS_2017	SW	View along Lawrence Lane.	
130_LOCAL_ROADS_2017	SW	Garages and backyard plantings along Lawrence Lane.	

Image No.	Direction	Details	Thumbnail
131_LOCAL_ROADS_2017	SE	Residential garage on Lawrence Lane.	
132_LOCAL_ROADS_2017	NE	View along Lawrence Lane.	
133_LOCAL_ROADS_2017	SW	View along Lawrence Lane.	
134_LOCAL_ROADS_2017	NE	Modern apartment buildings partially screened by verge plantings on Belmont Street.	
135_LOCAL_ROADS_2017	NE	View along footpath of Belmont Street.	
136_LOCAL_ROADS_2017	SE	Terraces on Belmont Street partially screened by verge plantings.	
137_LOCAL_ROADS_2017	SE	Terrace on Belmont Street.	
138_LOCAL_ROADS_2017	SE	Terrace on Belmont Street.	

Image No.	Direction	Details	Thumbnail
139_LOCAL_ROADS_2017	E	Dwellings on Belmont street partially screened by verge plantings.	
140_LOCAL_ROADS_2017	S	Dwellings on Belmont Street partially screened by verge plantings.	
141_LOCAL_ROADS_2017	SE	Footpath along Belmont Street.	
142_LOCAL_ROADS_2017	SE	Dwelling on Belmont Street partially screened by verge plantings.	
143_LOCAL_ROADS_2017	E	Dwelling on Belmont Street partially screened by verge plantings.	
144_LOCAL_ROADS_2017	N	Dwelling on Belmont Street partially screened by verge plantings.	

Image No.	Direction	Details	Thumbnail
145_LOCAL_ROADS_2017	E	View of terrace balustrades.	
146_LOCAL_ROADS_2017	SW	Footpath along Belmont Street.	
147_LOCAL_ROADS_2017	W	Dwellings on Belmont Street. Note the brick street garden beds.	
148_LOCAL_ROADS_2017	SW	Dwellings on Belmont Street partially screened by verge and garden bed plantings.	
149_LOCAL_ROADS_2017	NE	View of residential dwellings on the corner of Belmont Street and Fountain Street.	

Image No.	Direction	Details	Thumbnail
150_LOCAL_ROADS_ 2017	SE	Footpath along Fountain Street.	

5. Photographic Proof Sheets

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Cooper Estate, Alexandria
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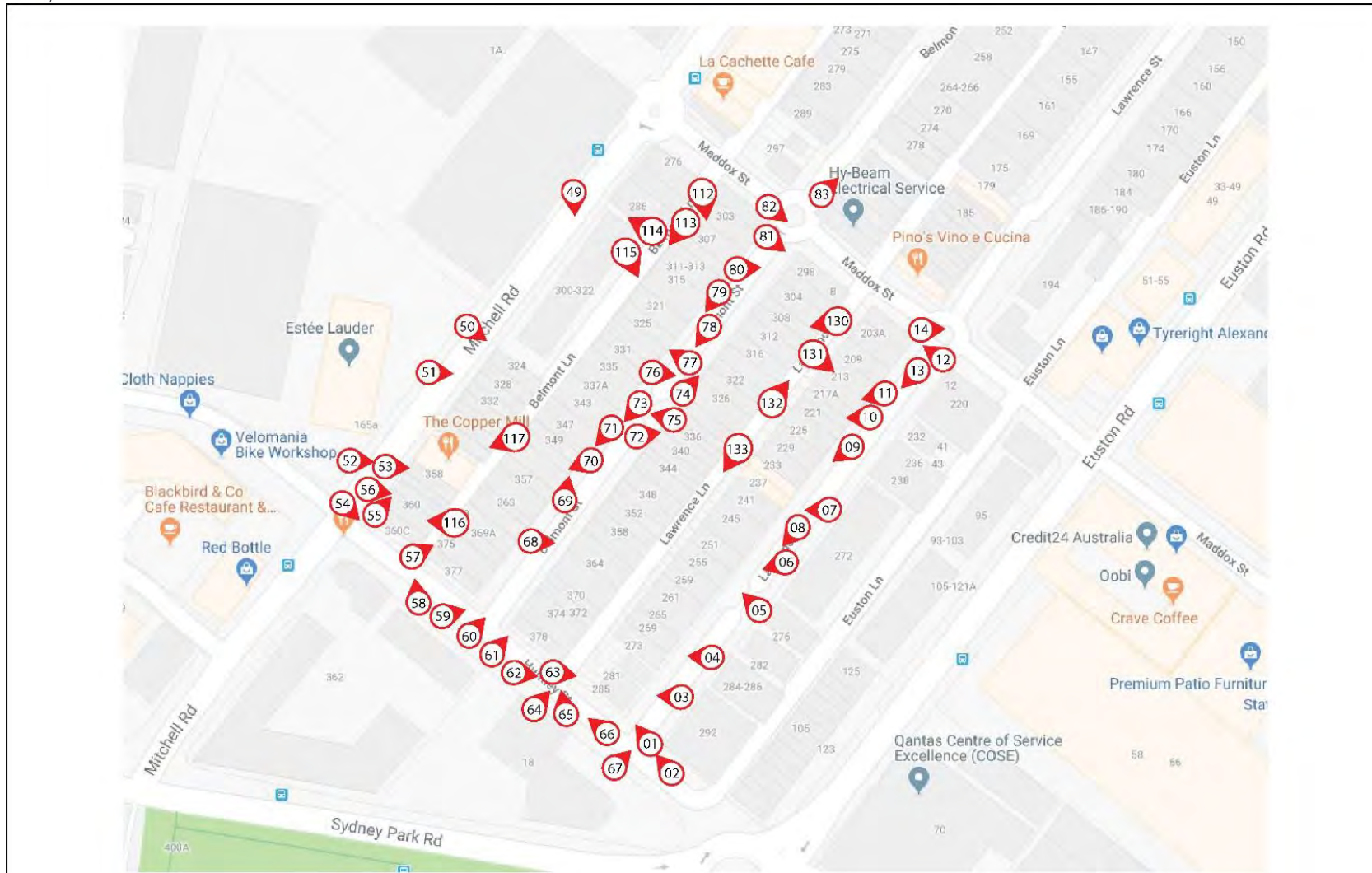


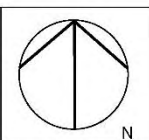
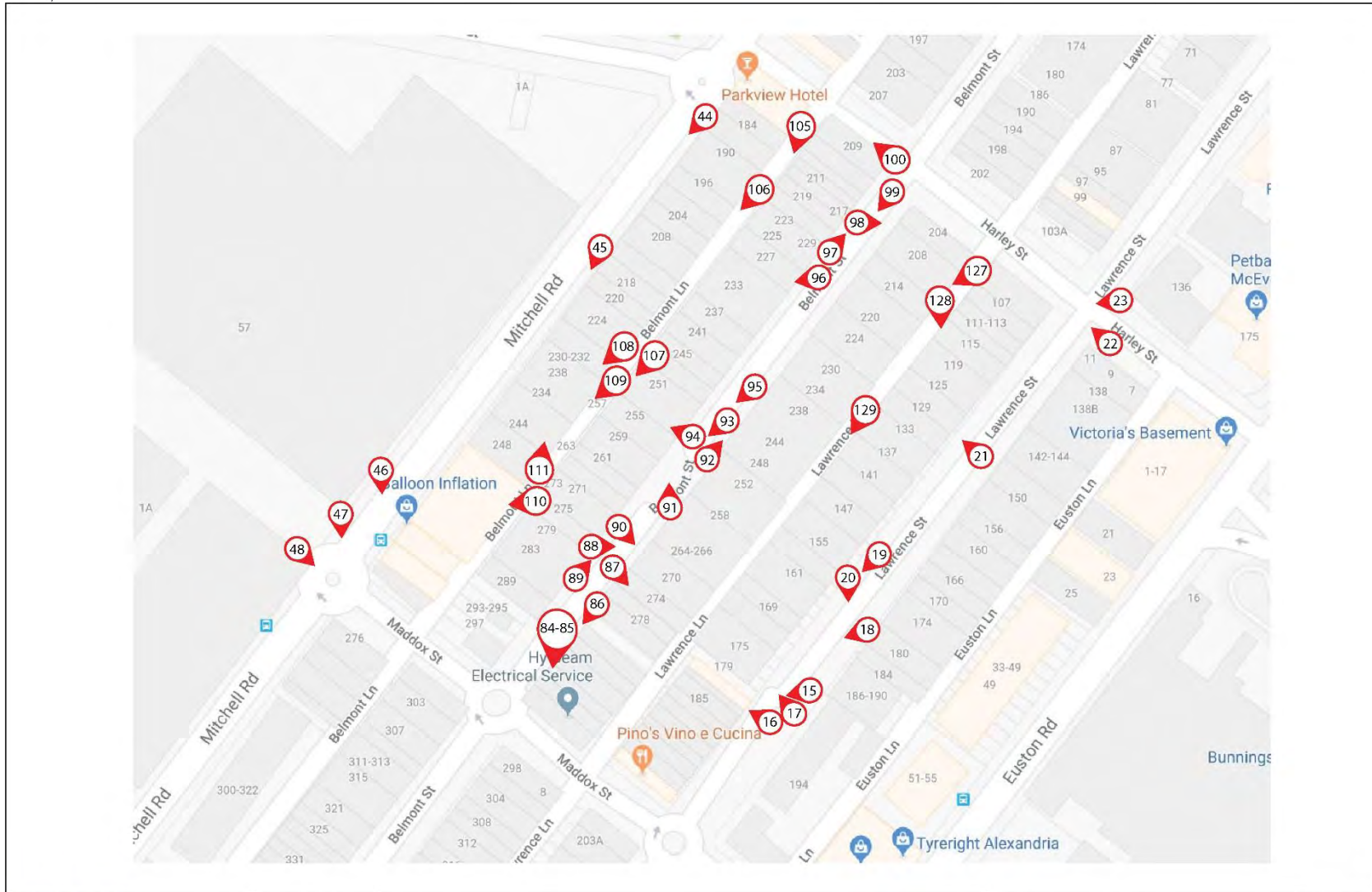
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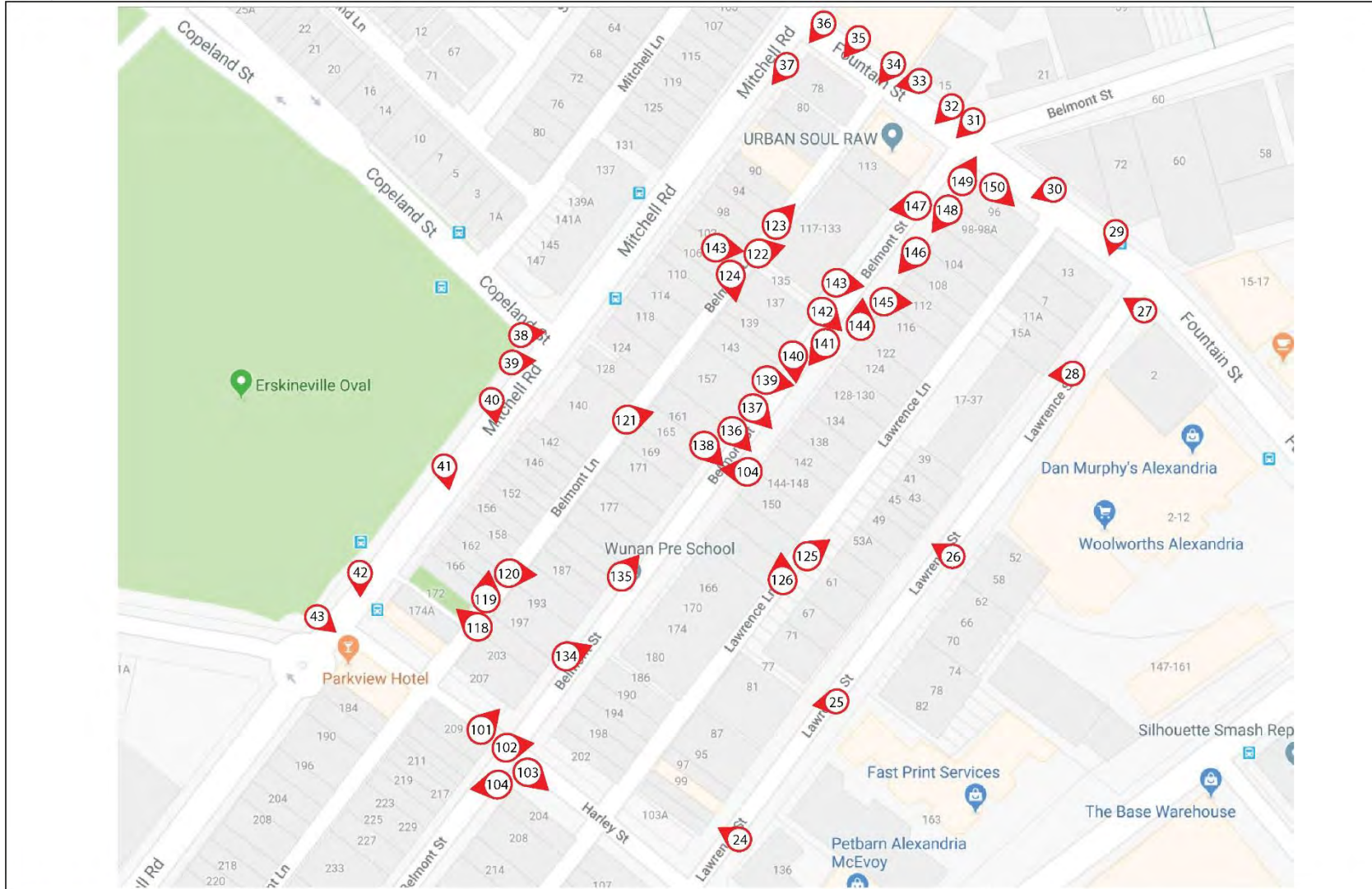
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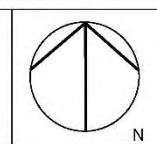


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THE ASIA PACIFIC
Incorporating AHMS and Futurepest



Cooper Estate

NOT TO SCALE

Type: Direction Plan
Date: 23.01.2018
Source: Google Maps, Extent Heritage Pty Ltd

7. Bibliography

NSW Office of Environment and Heritage listing sheet for 'Cooper Estate Heritage Conservation Area':

<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2421468>

APPENDIX C - 28-44 AND 82 CAMPBELL STREET, ST PETERS

EXTENT

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Heritage and Contributory Item Archival Recording and Research Report

28-44 and 82 Campbell Street, St Peters

Prepared for CPB Dragados Samsun Joint Venture

November 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

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CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: 28-44 and 82 Campbell Street, St Peters Archival Recording and Research Report

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
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[REDACTED]	20.12.16	2.0	[REDACTED]	20.12.16
[REDACTED]	15.02.17	3.0	[REDACTED]	15.02.17
[REDACTED]	26.09.18	4.0 Final	[REDACTED]	26.09.18
[REDACTED]	16.11.18	5.0 Final	[REDACTED]	16.11.18

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1. Introduction

1.1 Project Description

In 2016, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare an Archival Recording and Research Report for a set of terrace houses at 28-44 and 82 Campbell Street, St Peters. The purpose of the report is to record the current state of the sites prior to the salvage and demolition of the buildings. This report serves as a permanent record of those places prior to that work being undertaken.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

This report is in partial fulfilment of the revised environmental management measures for the Construction Heritage Management Subplan, specifically REMM NAH06, which states the following works are applicable to 82 Campbell Street and terrace group 28-44 Campbell Street:

- *The buildings would be subject to a full archival recording following the NSW Heritage Division guidelines How to Prepare an Archival Recording (NSW Heritage Office, 2003) and Photographic recording of heritage items using film or digital capture (NSW Heritage Office, 2006);*

1.2 Approach and Methodology

The methodology used in the preparation of this Archival Recording and Research Report is in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance- The Burra Charter and the latest version of the NSW Heritage Branch's *Photographic Archival Recording* guidelines.

1.3 Limitations

The surrounding site, the buildings and the interiors of the subject properties were inspected and photographed by Kylie Christian on several occasions during August 2016. The inspections were undertaken as visual studies only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

██████████n	Senior Associate
██████████	Heritage Advisor
██████████	Heritage Advisor

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The site is owned by CPB Dragados Samsung Joint Venture.

2. Site Identification

2.1 Location

The subject properties at 28-44 Campbell Street, St Peters are legally defined as Lots 1-9 in DP 242778. The properties form a terrace group consisting of nine two-storey Victorian terrace houses, which were built at varying stages between the 1880s and 1900s.

The subject property located at 82 Campbell Street, St Peters is known as Lot A, DP 404221. The property is bounded on the north-east by Campbell Street and to the south-west by 71 Church Street. The dwelling is a single-storey Georgian style worker's cottage likely constructed in the 1860s-1870s.

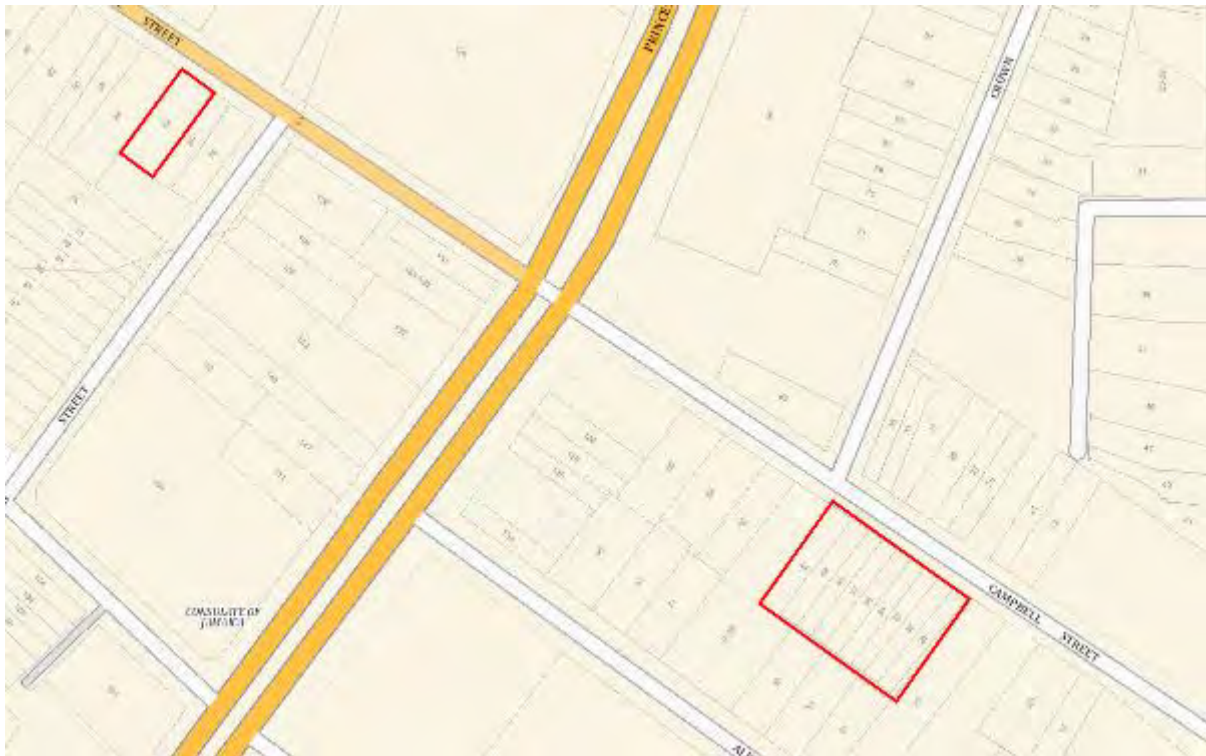


Figure 1. Map indicating locations of 28-44 and 82 Campbell Street (Source: LPI Six Maps Viewer, accessed 24.11.16).



Figure 2. Aerial view with 28-44 Campbell Street outlined in red (Source: LPI Six Maps Viewer, accessed 24.11.16).



Figure 3. Aerial view with 82 Campbell Street outlined in red (Source: LPI Six Maps Viewer, accessed 09.08.16).

2.2 Statement of Significance

The following Statement of Significance for 28-44 Campbell Street has been derived from the NSW Office of Environment and Heritage State Heritage Inventory listing sheet:

28-44 Campbell Street has outstanding ability to demonstrate brickfield workers' housing from the 1880s to the turn of the 20th century. Built by local brickmaker Henry Woodley, the terrace reflects the areas industrial history. Generally intact, the terrace has aesthetic value as a representative Victorian terrace constructed with locally manufactured bricks.¹

The following Statement of Significance for 82 Campbell Street has been derived from the NSW Office of Environment and Heritage listing sheet for the item:

82 Campbell Street, St Peters, has local significance as a rare and representative example of a modest worker's cottage, a type which proliferated in the suburb with the rise of the brick manufacturing industry from the 1870s.²

¹ NSW Office of Environment and Heritage, State Heritage Inventory, listing sheet for 'House - 28-44 Campbell Street, St Peters', <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4305629>

² NSW Office of Environment and Heritage, State Heritage Inventory, listing sheet for 'House - 82 Campbell Street, St Peters', <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4305643>

3. Historic Context

The following history is not intended to be an exhaustive history of the subject sites or the surrounding area. The purpose of this history is to provide an overview of the historical sensitivities and indicate the assessable significance of built elements within the subject properties.

3.1 28-44 Campbell Street, St Peters

This history of 30, 34-40 and 82 Campbell Street has been drawn from the NSW State Heritage Inventory listing sheet for the terraces:

Bradfield Terrace was constructed by Henry Woodley, a local brick merchant, who had a 4-acre lease in the brickfields in the area now forming Sydney Park at the intersection of Campbell Street and Barwon Park Road. Woodley arrived in NSW as a 9-year-old with his family in 1855, and in 1869 he married Matilda Edwards, the sister of his later business partner in the brick manufacturing company of Woodley, Edwards, and Squires.

Brickmaking became a large-scale industry in the 1880s when the building boom created great demand for brick, and the local clay of the St Peters and Tempe areas was ideal for brickmaking. Woodley initially constructed two houses in 1882 (the rate book of that year records two unfinished houses belonging to Woodley). Charles Smith (occupation not given) and Samuel Hodges (brickmaker) were the first occupants, and throughout the 1880s nearly every resident of Campbell Street was a brickmaker, with the exception of a carter and two engineers (who were probably employed at the brickworks), and the local shopkeeper.

Woodley probably constructed the terrace to serve as workers' housing for the men employed at his brickfield. By 1885, Woodley had increased his landholdings in St Peters and constructed an additional two brick houses to form a terrace of four. The first reference to the name Bradfield Terrace was made in the Sands Directory in 1887. The first four houses in the terrace are those presently numbered 34 to 40 Campbell Street. In 1906, the houses at 28, 30, 42, and 44 were added.

The terrace of eight remained in the Woodley family until 1972 when they were sold to Wallace Allan Bubb, a builder of Bellevue Hill. (As a builder, Bubb probably made repairs to the terrace, although this is unconfirmed.) In the same year, Bubb subdivided the terrace and sold each house as a separate lot.³

Additional research shows that Henry Woodley, mentioned in the above historical overview, established a number of brick factories between 1870-1900, including:

³ NSW Office of Environment and Heritage, State Heritage Inventory, listing sheet for 'House - 28-44 Campbell Street, St Peters', <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4305629>

- Vulcan Brickworks - located on the corner of Barwon Park Road and Campbell Street (1870s)
- St Peters Steam Brickworks – located on the corner of Barwon Park Road and Campbell Street (1880s)
- Federal Brick Company – located near the Mitchell Road and Sydney Park Road intersection (1990s)

Woodley built the dwellings at 28-40 Campbell Street in stages, utilising bricks from his brickpits (likely St Peters Steam Brickworks). He built the first two in 1882 (the exact house numbers are unknown), followed by another two by 1885 to form a terrace group of four named “Bradfield Terrace”.⁴ This group, as mentioned above, is 34-40 Campbell Street. 32 Campbell Street was built shortly after, appearing on the Municipality of St Peters rate books by 1886.⁵ By 1906, Woodley had constructed 28-30 and 42-44 Campbell Street, although it was likely that 28-30 were built much earlier than this to match 32-40 Campbell Street.

3.2 82 Campbell Street, St Peters

This history of 82 Campbell Street has been drawn from the NSW State Heritage Inventory listing sheet for the dwelling:

The village of St Peters was laid out by Alexander Brodie Spark in the 1840s and centred on St Peter’s Anglican Church which dates to 1839. 82 Campbell Street is located within the original boundaries of the village, which was bounded by Campbell Street, Cooks River Road (now the Princes Highway), Silver Street, and Unwins Bridge Road. Until the growth of the brickmaking industry in St Peters from the 1870s, the suburb was known as a fashionable one with many large homes. However, the brickyards attracted a working-class population and by the early 20th century the large homes had been demolished for industrial and working-class residential infill.⁶

Additional research was unable to confirm the date of the dwelling, although architectural features such as the chimneys suggest that the dwelling likely dates from the 1860s, which is even earlier than the listing sheet suggests.

⁴ Sands Directory Sydney, 1887 entry.

⁵ Municipality of St Peters Rate Books, 1886 entry.

⁶ NSW Office of Environment and Heritage, State Heritage Register, listing sheet for ‘House - 82 Campbell Street, St Peters’, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4305643>

4. 28 Campbell Street, St Peters

4.1 Photographic Recording Sheets

28 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	28 November 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

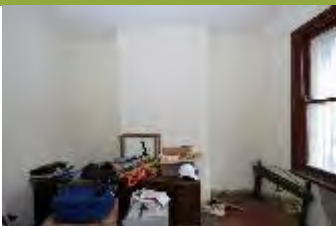

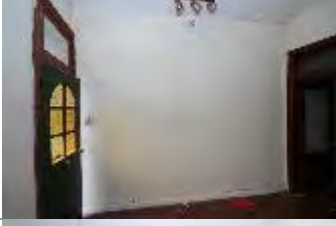

Image No.	Direction	Details	Thumbnail
001_28_CAMPBELL_STREET_2016	NW	View of foyer closed fireplace.	
002_28_CAMPBELL_STREET_2016	SW	View of foyer and doorway to lounge room.	
003_28_CAMPBELL_STREET_2016	SE	View of foyer with entrance doorway and doorway to lounge.	
004_28_CAMPBELL_STREET_2016	NW	View of dining room with open fireplace.	

Image No.	Direction	Details	Thumbnail
005_28_CAMPBELL_STREET_2016	NW	Detail of fireplace firebox.	
006_28_CAMPBELL_STREET_2016	NW	Detail of fireplace mantel.	
007_28_CAMPBELL_STREET_2016	SW	View of single hung sash timber window, staircase and doorway to kitchen.	
008_28_CAMPBELL_STREET_2016	NE	View of dining room and doorway to foyer.	
009_28_CAMPBELL_STREET_2016	-	Detail of dining room ceiling fan set within a floral ceiling rose.	
010_28_CAMPBELL_STREET_2016	SW	Detail of entrance to kitchen.	

Image No.	Direction	Details	Thumbnail
011_28_CAMPBELL_STREET_2016	NE	View of kitchen towards laundry.	
012_28_CAMPBELL_STREET_2016	-	Detail of floral ceiling rose.	
013_28_CAMPBELL_STREET_2016	NE	View of kitchen towards dining room.	
014_28_CAMPBELL_STREET_2016	NE	View of laundry.	
015_28_CAMPBELL_STREET_2016	NW	Detail of laundry single hung sash timber window.	



Image No.	Direction	Details	Thumbnail
016_28_CAMPBELL_STREET_2016	NE	View of 28 Campbell Street rear elevation.	
017_28_CAMPBELL_STREET_2016	NE	View of north-western backyard corridor.	
018_28_CAMPBELL_STREET_2016	SW	View of backyard.	
019_28_CAMPBELL_STREET_2016	E	View of outside toilet.	

Image No.	Direction	Details	Thumbnail
020_28_CAMPBELL_STREET_2016	-	Detail of original nosing.	
021_28_CAMPBELL_STREET_2016	W	Detail of lounge room staircase and floral	
022_28_CAMPBELL_STREET_2016	SE	View of third bedroom.	
023_28_CAMPBELL_STREET_2016	SW	View of third bedroom with single hung sash timber window.	
024_28_CAMPBELL_STREET_2016	W	View of third bedroom with single hung sash timber window.	
025_28_CAMPBELL_STREET_2016	-	Detail of floral ceiling rose.	

Image No.	Direction	Details	Thumbnail
026_28_CAMPBELL_STREET_2016	W	View of bathroom.	
027_28_CAMPBELL_STREET_2016	NW	View of master bedroom with open fireplace.	
028_28_CAMPBELL_STREET_2016	NE	View of master bedroom with French doors leading to balcony.	
029_28_CAMPBELL_STREET_2016	SE	View of master bedroom with doorway leading to hallway.	
030_28_CAMPBELL_STREET_2016	SW	View of master bedroom with doorway leading to first floor corridor.	
031_28_CAMPBELL_STREET_2016	-	Detail of ceiling rose.	

Image No.	Direction	Details	Thumbnail
032_28_CAMPBELL_STREET_2016	-	Detail of firebox and tessellated tiles.	
033_28_CAMPBELL_STREET_2016	NW	View of balcony and balustrade.	
034_28_CAMPBELL_STREET_2016	SE	View of balcony and balustrade.	
035_28_CAMPBELL_STREET_2016	-	Detail of door light above French doors.	
036_28_CAMPBELL_STREET_2016	SW	View of first floor corridor.	

Image No.	Direction	Details	Thumbnail
037_28_CAMPBELL_STREET_2016	NW	View of single hung sash timber window above stairwell.	
038_28_CAMPBELL_STREET_2016	SW	View from stairwell towards master bedroom.	
039_28_CAMPBELL_STREET_2016	NW	Detail of tessellated porch tiles.	
040_28_CAMPBELL_STREET_2016	SW	View of front façade.	
041_28_CAMPBELL_STREET_2016	SW	View of 28 Campbell Street terrace (left) in context with 30, 32 and 34 Campbell Street (right).	

Image No.	Direction	Details	Thumbnail
042_28_CAMPBELL_STREET_2016	W	View of south west elevation of 28 Campbell Street.	
043_28_CAMPBELL_STREET_2016	NW	View of south west elevation of 28 Campbell Street from 4-16 Campbell Street.	

4.2 Photographic Proof Sheets

28 Campbell Street, St Peters
Photographic Archival Recording 2016



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28 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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28 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographs [REDACTED]



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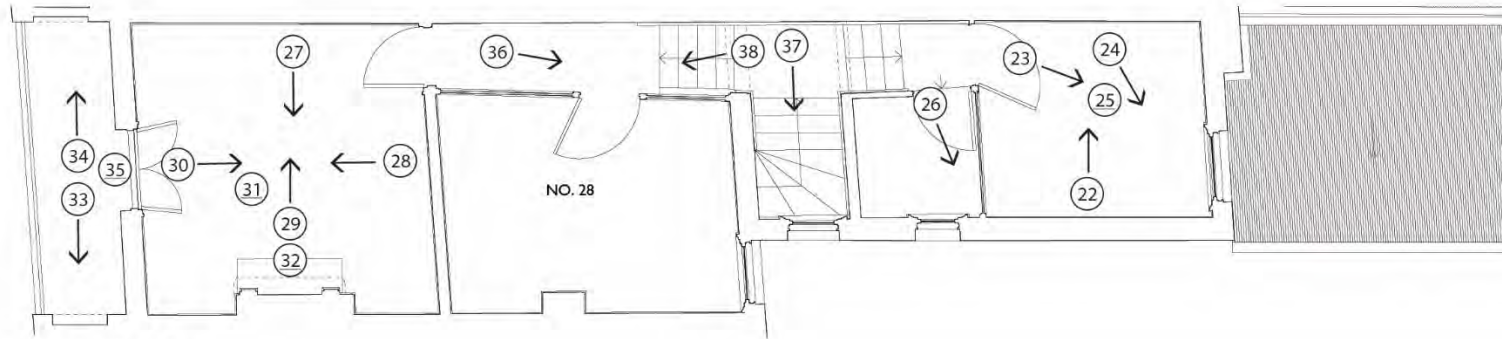


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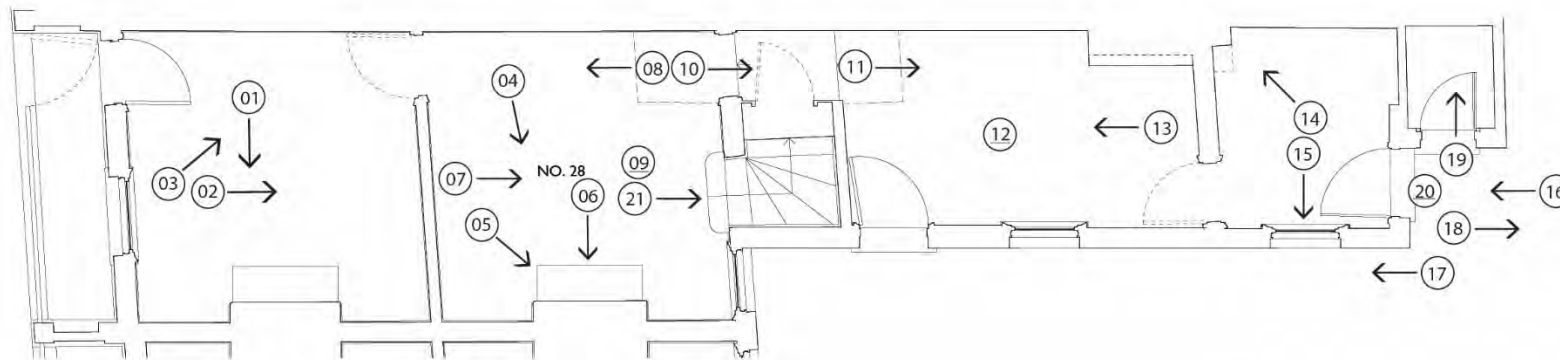


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4.3 Photographic Direction Plans

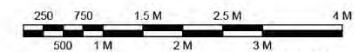


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

TERRACE ROW NOS. 28 - 40
NO. 28
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



28CS_MD-01
1 : 50 @ A3
10.08.2016

PETER SCOTT
2410510733
peter@thearchivist.com.au

t h e a r c h i v i s t



28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Footpaths
- Rooflines

5. 30 Campbell Street, St Peters

5.1 Photographic Recording Sheets

30 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	8 August 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

Image N	Direction	Details	Thumbnail
001_30_CAMPBELL_STREET_2016	NE	View of foyer-room showing a single-hung sash timber window.	
002_30_CAMPBELL_STREET_2016	SE	View of foyer-room with enclosed fireplace.	
003_30_CAMPBELL_STREET_2016	SE	Detail of enclosed fireplace and tessellated tiles.	
004_30_CAMPBELL_STREET_2016	SW	View of foyer.	

Image N	Direction	Details	Thumbnail
005_30_CAMPBELL_STREET_2016	NW	View of foyer with doorway leading to first floor corridor.	
006_30_CAMPBELL_STREET_2016	-	Detail of floral ceiling rose in foyer.	
007_30_CAMPBELL_STREET_2016	NE	View of first floor corridor and entrance doorway.	
008_30_CAMPBELL_STREET_2016	SE	View of dining room with enclosed fireplace.	
009_30_CAMPBELL_STREET_2016	SW	View of dining room with stairway, single-hung sash timber window and entrance to kitchen.	
010_30_CAMPBELL_STREET_2016	NE	View of dining room and entrance to first floor corridor.	
011_30_CAMPBELL_STREET_2016	NW	View of dining room.	


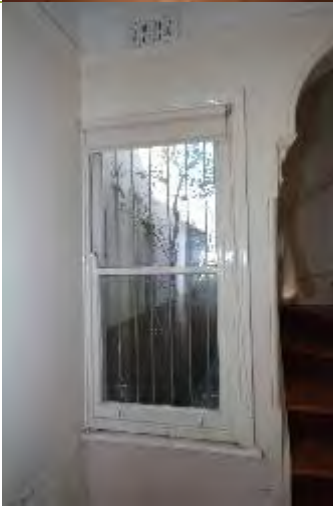

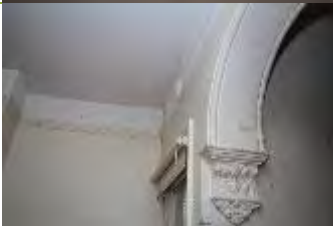
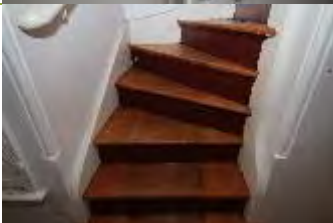
Image N	Direction	Details	Thumbnail
012_30_CAMPBELL_STREET_2016	SE	Detail of enclosed fire place and tessellated tiles.	
013_30_CAMPBELL_STREET_2016	SW	Detail of single hung sash timber window.	
014_30_CAMPBELL_STREET_2016	-	Detailing floral ceiling rose in dining room.	
015_30_CAMPBELL_STREET_2016	S	Detail of plaster moulded archway over staircase.	
016_30_CAMPBELL_STREET_2016	SW	Detailing of stair timber tread.	

Image N	Direction	Details	Thumbnail
017_30_CAMPBELL_STREET_2016	W	Detail of plaster moulded archway over staircase.	
018_30_CAMPBELL_STREET_2016	W	Detail of plaster moulded archway over staircase.	
019_30_CAMPBELL_STREET_2016	SW	View into kitchen from lounge room.	
020_30_CAMPBELL_STREET_2016	SW	View of kitchen.	
021_30_CAMPBELL_STREET_2016	NE	View of kitchen, looking towards dining room.	

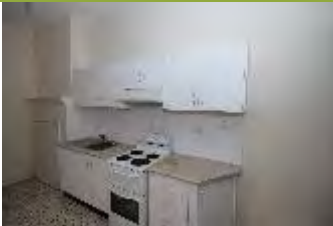


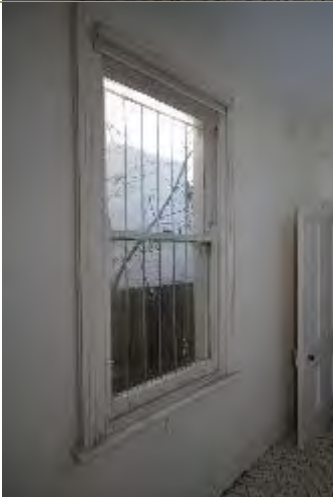
Image N	Direction	Details	Thumbnail
022_30_CAMPBELL_STREET_2016	W	View of kitchenette.	
023_30_CAMPBELL_STREET_2016	NW	View of enclosed stove portal.	
024_30_CAMPBELL_STREET_2016	SE	Detail of door and door light from kitchen to outside corridor.	
025_30_CAMPBELL_STREET_2016	S	Detail of single-hung sash timber window with security grill on exterior.	

Image N	Direction	Details	Thumbnail
026_30_CAMPBELL_STREET_2016	S	View of kitchen door and window.	
027_30_CAMPBELL_STREET_2016	SE	Detail of door between kitchen and bathroom/laundry.	
028_30_CAMPBELL_STREET_2016	SW	View of bathroom/laundry door and door light.	
029_30_CAMPBELL_STREET_2016	NW	View of bathroom/laundry.	

Image N	Direction	Details	Thumbnail
030_30_CAMPBELL_STREET_2016	N	View of bathroom/laundry.	
031_30_CAMPBELL_STREET_2016	N	Detail of internal brickwork of kitchen chimney.	
032_30_CAMPBELL_STREET_2016	NE	View of entrance from bathroom/laundry to kitchen.	

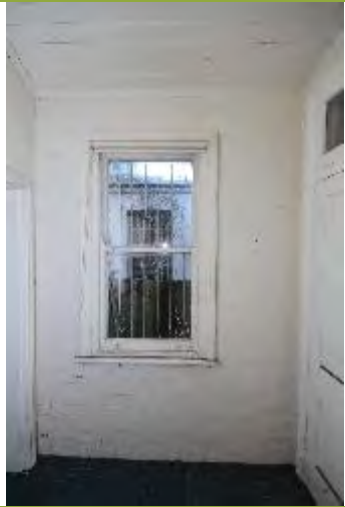
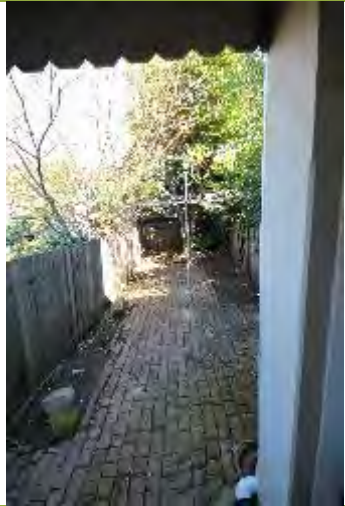

Image N	Direction	Details	Thumbnail
033_30_CAMPBELL_STREET_2016	SE	View of single-hung sash timber window.	
034_30_CAMPBELL_STREET_2016	SW	View of backyard from bathroom/laundry.	
035_30_CAMPBELL_STREET_2016	NW	View of outdoor toilet with vented door light.	




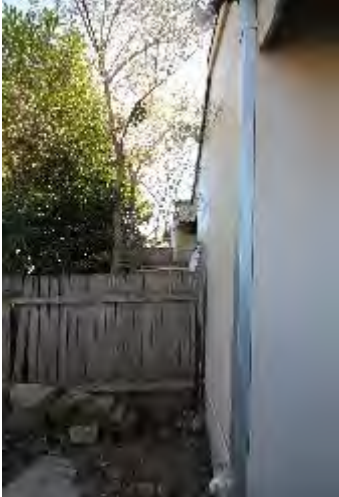
Image N	Direction	Details	Thumbnail
036_30_CAMPBELL_STREET_2016	NE	View of outside corridor connecting to backyard.	
037_30_CAMPBELL_STREET_2016	NE	View of backyard.	
038_30_CAMPBELL_STREET_2016	NE	View of backyard and partial view of rear elevation.	
039_30_CAMPBELL_STREET_2016	NW	Profile of south-western elevation.	





Image N	Direction	Details	Thumbnail
040_30_CAMPBELL_STREET_2016	-	Detail of original stone nosing between outhouse and portico.	
041_30_CAMPBELL_STREET_2016	-	Detail of timber fringe on backyard portico.	
042_30_CAMPBELL_STREET_2016	NE	View of chimney with and chimney cowl.	
043_30_CAMPBELL_STREET_2016	NW	View up staircase leading to first floor corridor.	

Image N	Direction	Details	Thumbnail
044_30_CAMPBELL_STREET_2016	NW	View of balcony and balustrade.	
045_30_CAMPBELL_STREET_2016	SE	View of balcony and balustrade.	
046_30_CAMPBELL_STREET_2016	S	Detail of door light above French doors.	
047_30_CAMPBELL_STREET_2016	W	View of French doors.	

Image N	Direction	Details	Thumbnail
048_30_CAMPBELL_STREET_2016	SE	View of master bedroom showing enclosed fireplace and tessellated tiles.	
049_30_CAMPBELL_STREET_2016	-	Detailing tessellated tiles.	
050_30_CAMPBELL_STREET_2016	SW	View of master bedroom, showing doorway door light.	
051_30_CAMPBELL_STREET_2016	NE	View of master bedroom French doors leading to balcony.	
052_30_CAMPBELL_STREET_2016	SW	View of master bedroom.	
053_30_CAMPBELL_STREET_2016	-	Detailing ceiling rose in master bedroom.	
054_30_CAMPBELL_STREET_2016	-	Detailing ceiling rose in master bedroom.	

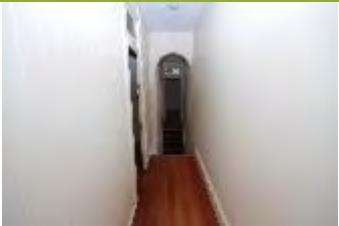

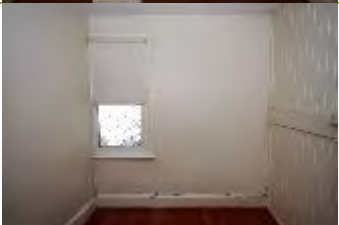
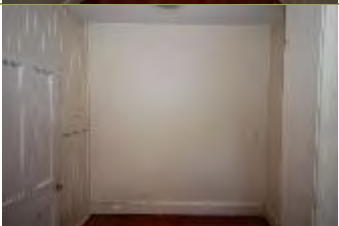


Image N	Direction	Details	Thumbnail
055_30_CAMPBELL_STREET_2016	SW	View of first floor corridor, looking towards stairwell.	
056_30_CAMPBELL_STREET_2016	SE	View of second bedroom.	
057_30_CAMPBELL_STREET_2016	SW	View of second bedroom with single hung sash timber window.	
058_30_CAMPBELL_STREET_2016	NW	View of second bedroom.	
059_30_CAMPBELL_STREET_2016	NE	View of doorway and door light.	
060_30_CAMPBELL_STREET_2016	SE	View of bathroom with single hung sash timber window.	

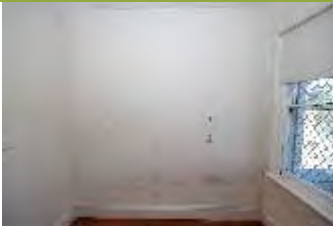
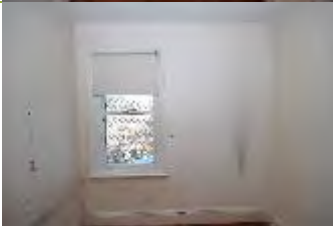


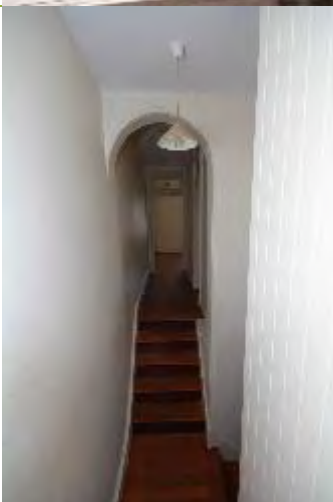
Image N	Direction	Details	Thumbnail
061_30_CAMPBELL_STREET_2016	SE	View of third bedroom (to the rear).	
062_30_CAMPBELL_STREET_2016	SW	View of third bedroom with single hung sash timber window.	
063_30_CAMPBELL_STREET_2016	NW	View of third bedroom.	
064_30_CAMPBELL_STREET_2016	NE	View of third bedroom and entrance to first floor corridor.	
065_30_CAMPBELL_STREET_2016	E	Detail of door light above bathroom entrance.	
066_30_CAMPBELL_STREET_2016	NE	View of first floor corridor.	






Image N	Direction	Details	Thumbnail
067_30_CAMPBELL_STREET_2016	SE	View of porch, facing south east.	
068_30_CAMPBELL_STREET_2016	NW	View of porch, facing north west.	
069_30_CAMPBELL_STREET_2016	-	Detail of tessellated porch tiles.	
070_30_CAMPBELL_STREET_2016	SW	Detailing balcony balustrade, corbels, rafters and decking.	
071_30_CAMPBELL_STREET_2016	SW	Detail of front façade showing fenestrations and boundary fence.	

Image N	Direction	Details	Thumbnail
072_30_CAMPBELL_STREET_2016	SW	Front façade.	
073_30_CAMPBELL_STREET_2016	SW	View of 30 Campbell Street (right) in context with 28 Campbell Street (left).	

5.2 Photographic Proof Sheets

30 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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004_30_CAMPBELL_STREET_201
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005_30_CAMPBELL_STREET_201
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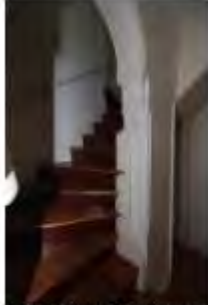


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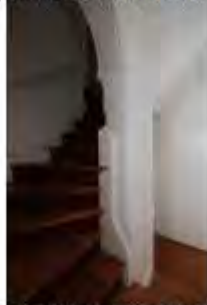


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30 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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018_30_CAMPBELL_STREET_201
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019_30_CAMPBELL_STREET_201
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020_30_CAMPBELL_STREET_201
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021_30_CAMPBELL_STREET_201
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022_30_CAMPBELL_STREET_201
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023_30_CAMPBELL_STREET_201
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30 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



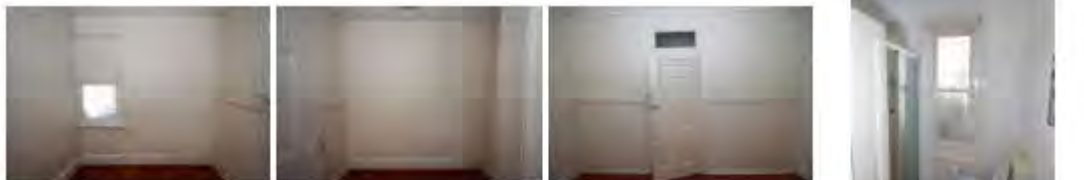
30 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



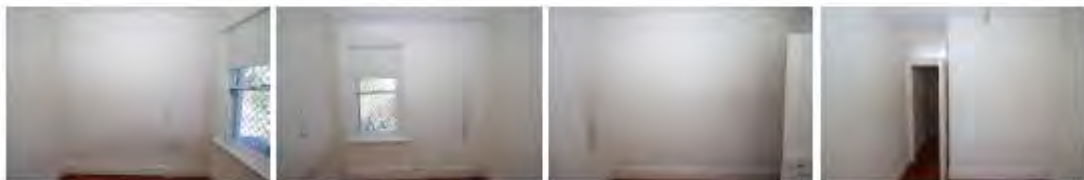
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30 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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006_30_CAMPBELL_STREET_201
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007_30_CAMPBELL_STREET_201
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008_30_CAMPBELL_STREET_201
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009_30_CAMPBELL_STREET_201
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070_30_CAMPBELL_STREET_201
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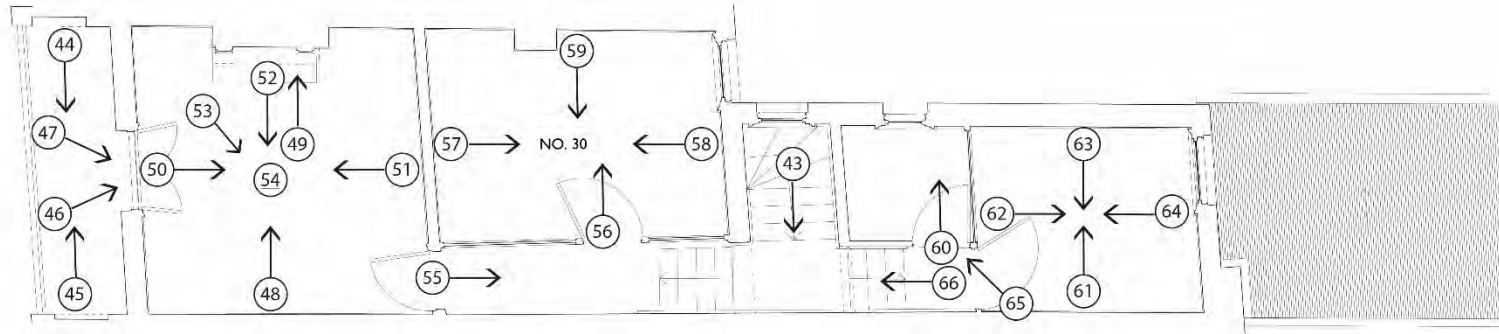


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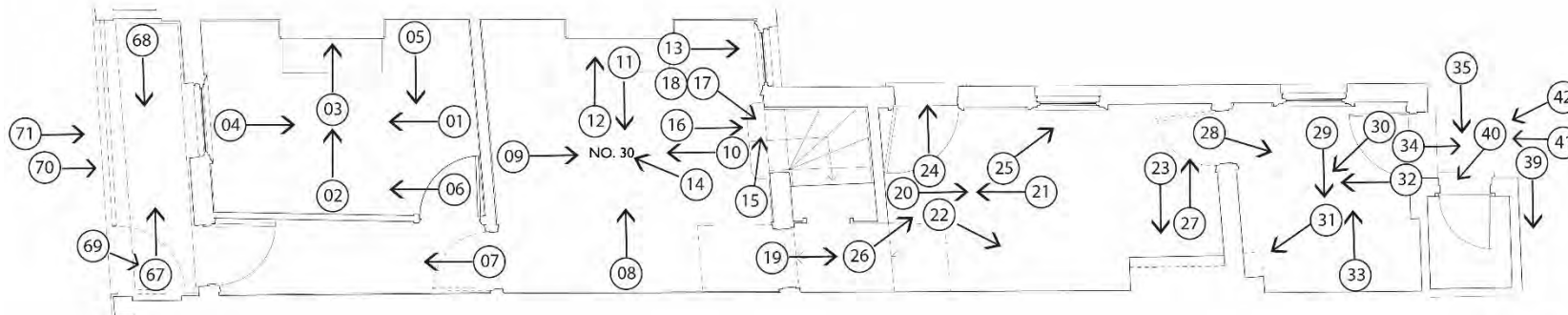


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5.3 Photographic Direction Plans

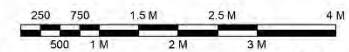


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

TERRACE ROW NOS. 28 - 40
NO. 30
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



30CS_MD-01
1 : 50 @ A3
10.08.2016

t h e a r c h i v i s t

PROJECT COL-00
M 0 1 0 0 0 0 1 9
© p o r t h o u s e a r c h i t e c t s



28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Footpaths
- Rooflines

6. 32 Campbell Street, St Peters

6.1 Photographic Recording Sheets

32 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	9 November 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

Image N	Direction	Details	Thumbnail
001_32_CAMPBELL_STREET_2016	NE	View of foyer showing single hung sash timber window.	
002_32_CAMPBELL_STREET_2016	W	View of foyer with enclosed fireplace.	
003_32_CAMPBELL_STREET_2016	SW	View of foyer with doorway leading to entry corridor.	
004_32_CAMPBELL_STREET_2016	E	View of foyer with doorway leading to entry corridor.	



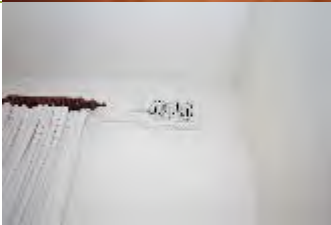
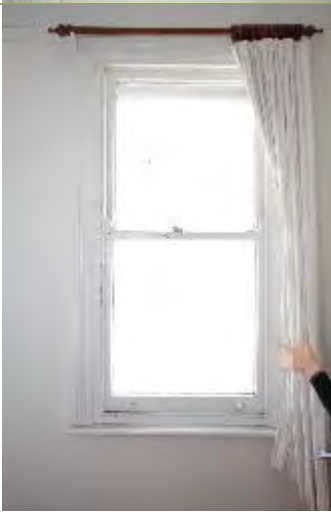

Image N	Direction	Details	Thumbnail
005_32_CAMPBELL_STREET_2016	-	View of ceiling rose in foyer.	
006_32_CAMPBELL_STREET_2016	NW	Detail of tessellated tiles (in poor condition) in foyer.	
007_32_CAMPBELL_STREET_2016	NE	Detail of wall vent in foyer.	
008_32_CAMPBELL_STREET_2016	NE	Detail of single-hung sash timber window in foyer-room.	
009_32_CAMPBELL_STREET_2016	NE	View of front door in entry corridor.	




Image N	Direction	Details	Thumbnail
010_32_CAMPBELL_STREET_2016	SW	View towards dining room from entry corridor.	
011_32_CAMPBELL_STREET_2016	NW	View of enclosed fireplace in dining room.	
012_32_CAMPBELL_STREET_2016	NE	View towards entry corridor from dining room.	
013_32_CAMPBELL_STREET_2016	SE	View of dining room, showing kitchen door to the left and foyer door to the right.	
014_32_CAMPBELL_STREET_2016	SW	View of staircase, single-hung sash timber window and entry to kitchen.	
015_32_CAMPBELL_STREET_2016	NE	Detail of tessellated tiles (in poor condition) in dining room.	

Image N	Direction	Details	Thumbnail
016_32_CAMPBELL_STREET_2016	-	View of floral ceiling rose in dining room.	
017_32_CAMPBELL_STREET_2016	SW	Detail of single-hung sash window in dining room.	
018_32_CAMPBELL_STREET_2016	SW	Detail of stairs to first floor and moulded arch.	
019_32_CAMPBELL_STREET_2016	SW	View of kitchen looking towards rear laundry room.	
020_32_CAMPBELL_STREET_2016	NE	View of kitchen looking towards dining room.	

Image N	Direction	Details	Thumbnail
021_32_CAMPBELL_STREET_2016	SW	Detail of enclosed stove portal and modern stove.	
022_32_CAMPBELL_STREET_2016	-	Detail of floral ceiling rose in kitchen.	
023_32_CAMPBELL_STREET_2016	N	Detail of pantry board and brace style cupboard under the stairs.	
024_32_CAMPBELL_STREET_2016	N	Detail of pantry under stairs.	

Image N	Direction	Details	Thumbnail
025_32_CAMPBELL_STREET_2016	E	Laundry, with a modern bath tub.	
026_32_CAMPBELL_STREET_2016	SW	View from laundry room into rear yard.	
027_32_CAMPBELL_STREET_2016	SE	View of toilet, located to the rear of the dwelling.	
028_32_CAMPBELL_STREET_2016	SW	View of rear yard.	

Image N	Direction	Details	Thumbnail
029_32_CAMPBELL_STREET_2016	NE	Partial view of rear elevation.	
030_32_CAMPBELL_STREET_2016	SE	Detail of small single-hung sash window from stairwell.	
031_32_CAMPBELL_STREET_2016	N	Detail of beaded board cladding to first floor bedroom.	
032_32_CAMPBELL_STREET_2016	NW	Second bedroom with chimney breast.	
033_32_CAMPBELL_STREET_2016	NE	Second bedroom showing built in wardrobe.	

Image N	Direction	Details	Thumbnail
034_32_CAMPBELL_STREET_2016	SW	Second bedroom showing single-hung sash window.	
035_32_CAMPBELL_STREET_2016		Second bedroom showing doorway to first floor corridor.	
036_32_CAMPBELL_STREET_2016		View of entry to master bedroom.	
037_32_CAMPBELL_STREET_2016	NW	View of master bedroom with enclosed fireplace and tessellated tiles.	
038_32_CAMPBELL_STREET_2016	SW	View of master bedroom showing entry door and built in wardrobe.	
039_32_CAMPBELL_STREET_2016	SE	Master bedroom showing corridor entry to the right.	






Image N	Direction	Details	Thumbnail
040_32_CAMPBELL_STREET_2016	NE	Master bedroom showing French door to balcony.	
041_32_CAMPBELL_STREET_2016	SE	View of balcony.	
042_32_CAMPBELL_STREET_2016	NW	View of balcony.	
043_32_CAMPBELL_STREET_2016	NW	Detail of lacework balustrade.	
044_32_CAMPBELL_STREET_2016		Detail of tessellated tiles (in poor condition) in master bedroom.	

Image N	Direction	Details	Thumbnail
045_32_CAMPBELL_STREET_2016	NE	Detail of wall vent in master bedroom.	
046_32_CAMPBELL_STREET_2016	SW	View along first floor corridor towards the rear of the dwelling.	
047_32_CAMPBELL_STREET_2016	W	Third bedroom showing conversion to bathroom.	
048_32_CAMPBELL_STREET_2016	SW	Detail of single-hung sash window in third bedroom.	
049_32_CAMPBELL_STREET_2016	NE	Third bedroom showing conversion to bathroom.	

Image N	Direction	Details	Thumbnail
050_32_CAMPBELL_STREET_2016	NW	Bathroom.	
051_32_CAMPBELL_STREET_2016	NW	Detail of single-hung sash window in bathroom.	
052_32_CAMPBELL_STREET_2016	SE	Front façade.	
053_32_CAMPBELL_STREET_2016	SE	View of 32 Campbell Street (second from the left) in context with 30 Campbell Street (left) and 34-38 Campbell Street (right).	

6.2 Photographic Proof Sheets

32 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



001_32_CAMPBELL_STREET_201 002_32_CAMPBELL_STREET_201 003_32_CAMPBELL_STREET_201 004_32_CAMPBELL_STREET_201
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32 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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018_32_CAMPBELL_STREET_201
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019_32_CAMPBELL_STREET_201
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020_32_CAMPBELL_STREET_201
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021_32_CAMPBELL_STREET_201
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022_32_CAMPBELL_STREET_201
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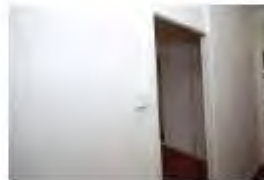
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030_32_CAMPBELL_STREET_201
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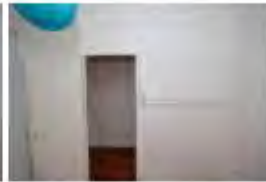
32 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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037_32_CAMPBELL_STREET_201
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038_32_CAMPBELL_STREET_201
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042_32_CAMPBELL_STREET_201
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043_32_CAMPBELL_STREET_201
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044_32_CAMPBELL_STREET_201
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045_32_CAMPBELL_STREET_201
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1/7.1 ISO 400 2016/11/09 11:48:26



046_32_CAMPBELL_STREET_201
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047_32_CAMPBELL_STREET_201
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1/7.1 ISO 400 2016/11/09 11:49:29



048_32_CAMPBELL_STREET_201
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32 Campbell Street, St Peters
 Photographic Archival Recording 2016 - Photographer: [REDACTED]



049_32_CAMPBELL_STREET_201
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050_32_CAMPBELL_STREET_201
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051_32_CAMPBELL_STREET_201
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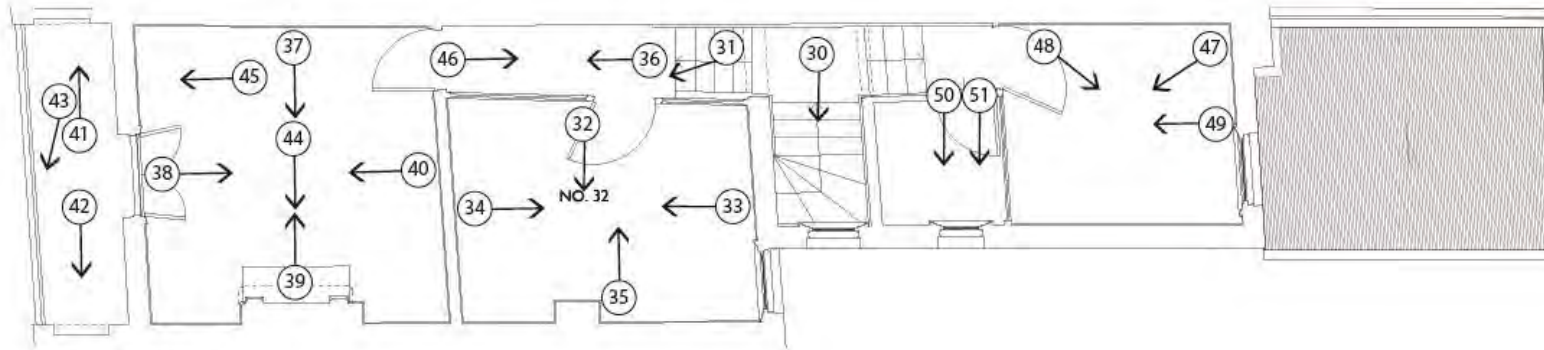


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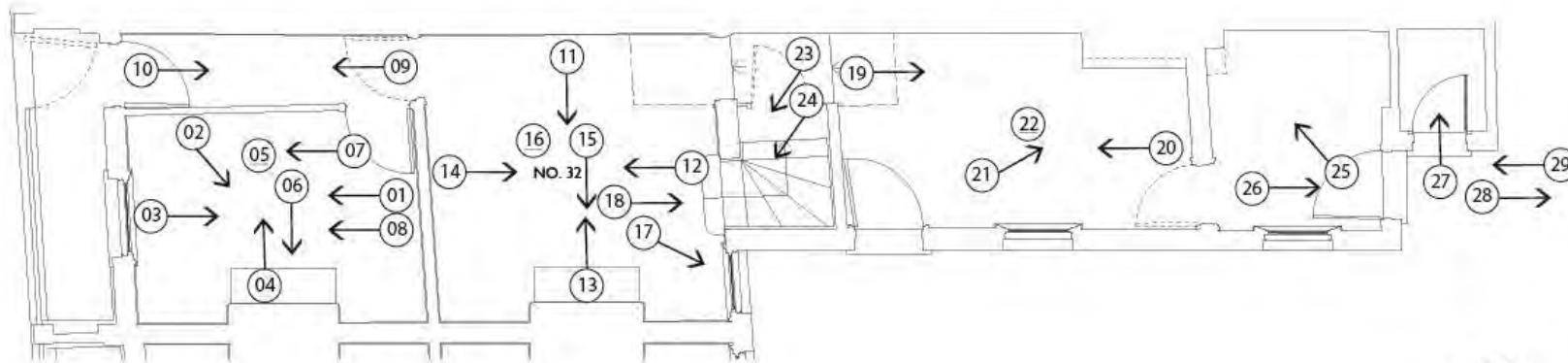


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6.3 Photographic Direction Plans



PLAN : UPPER FLOOR



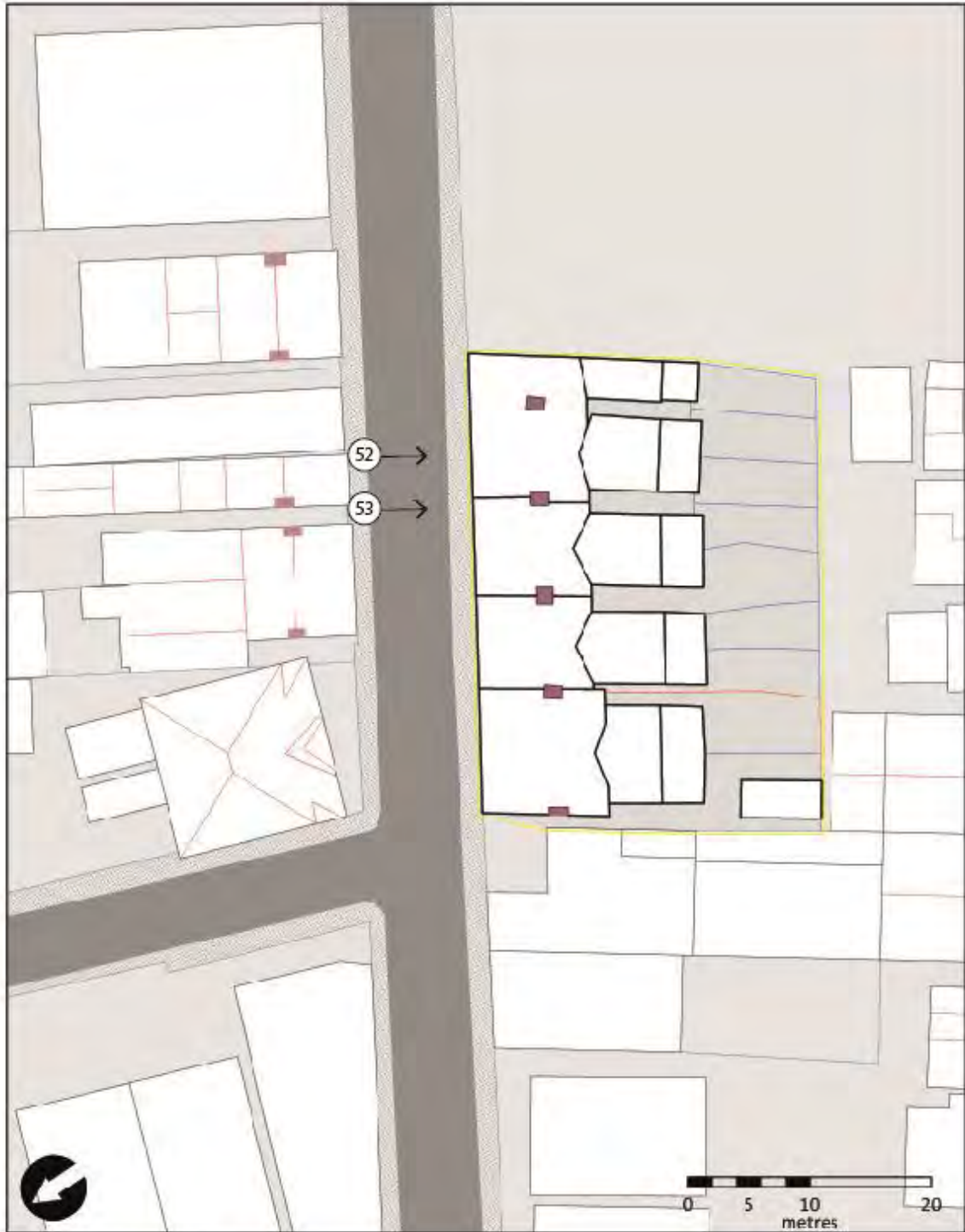
PLAN : GROUND FLOOR

TERRACE ROW NOS. 28 - 40
NO. 32
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



32CS_MD-01
1 : 50 @ A3
10.08.2016

DATE PLOTTED: 10.08.2016
BY: [unreadable]



28-44 Campbell St, St Peters

- | | | |
|------------------|------------|-------|
| Project Boundary | Structures | Roads |
| Fencelines | Chimneys | |
| Rooflines | Footpaths | |

7. 34 Campbell Street, St Peters

7.1 Photographic Recording Sheets

34 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	8 August 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

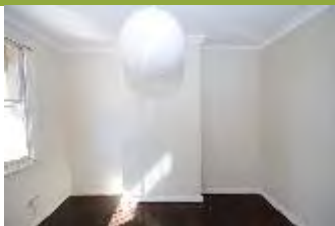

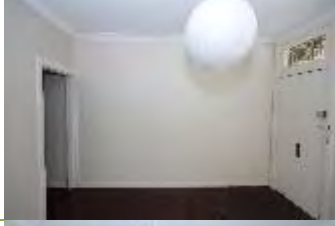

Image N	Direction	Details	Thumbnail
001_34_CAMPBELL_STREET_2016	SE	View of foyer showing an enclosed fireplace.	
002_34_CAMPBELL_STREET_2016	NE	View of foyer front door and single-hung sash timber window.	
003_34_CAMPBELL_STREET_2016	NW	View of foyer showing front door to the right and entry to dining room on the left.	
004_34_CAMPBELL_STREET_2016	SW	View of foyer showing and entry to dining room.	

Image N	Direction	Details	Thumbnail
005_34_CAMPBELL_STREET_2016	SE	View of dining room enclosed fireplace.	
006_34_CAMPBELL_STREET_2016	NE	View of dining room and entrance into foyer.	
007_34_CAMPBELL_STREET_2016	NW	View of dining room, showing kitchen door to the left and foyer door to the right.	
008_34_CAMPBELL_STREET_2016	SW	View of staircase and single-hung sash timber window.	
009_34_CAMPBELL_STREET_2016	W	Detail of stair timber tread.	
010_34_CAMPBELL_STREET_2016	W	Detail of stair timber tread.	

Image N	Direction	Details	Thumbnail
011_34_CAMPBELL_STREET_2016	SW	View of kitchen, looking towards rear of the dwelling.	
012_34_CAMPBELL_STREET_2016	S	View of single-hung sash timber window and entrance to outside corridor.	
013_34_CAMPBELL_STREET_2016	W	Kitchenette showing enclosed stove portal behind modern stove.	
014_34_CAMPBELL_STREET_2016	N	View of kitchen and entrance to dining room.	
015_34_CAMPBELL_STREET_2016	W	Laundry room.	

Image N	Direction	Details	Thumbnail
016_34_CAMPBELL_STREET_2016	NE	Detail of internal chimney breast to kitchen stove.	
017_34_CAMPBELL_STREET_2016	NE	View of laundry and entrance to kitchen.	
018_34_CAMPBELL_STREET_2016	SW	View of backyard.	
019_34_CAMPBELL_STREET_2016	NE	Detail of south west elevation.	






Image N	Direction	Details	Thumbnail
020_34_CAMPBELL_STREET_2016	NE	Facing north-east, view of outside corridor.	
021_34_CAMPBELL_STREET_2016	NW	Detail of security grill outside of kitchen window.	
022_34_CAMPBELL_STREET_2016	-	Looking up between 34 (left) and 32 (right) Campbell Street from the rear outside corridor.	
023_34_CAMPBELL_STREET_2016	-	Detail of plumbing and security grills on south-eastern elevation.	
024_34_CAMPBELL_STREET_2016	W	View of door leading to kitchen.	

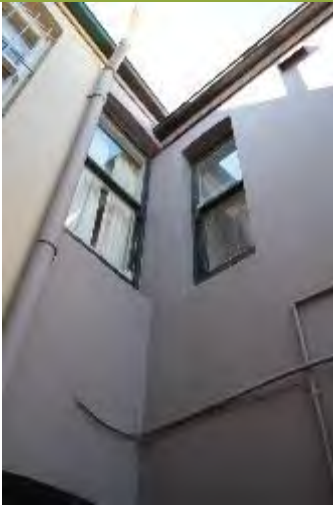



Image N	Direction	Details	Thumbnail
025_34_CAMPBELL_STREET_2016	E	View between 34 (left) and 32 (right) Campbell Street showing external paintwork, fenestration and drainage.	
026_34_CAMPBELL_STREET_2016	SE	View of balcony, facing south-east.	
027_34_CAMPBELL_STREET_2016	NW	View of balcony, facing north-west.	
028_34_CAMPBELL_STREET_2016	S	Detail of decorative door light on balcony.	

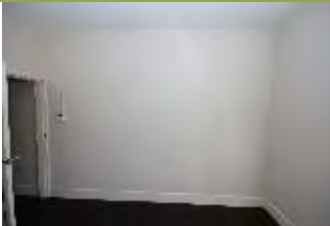

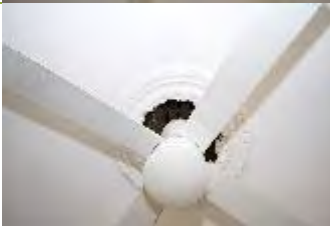
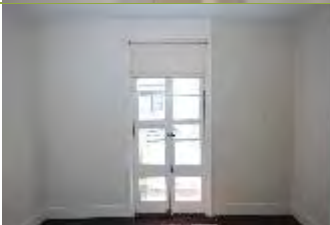
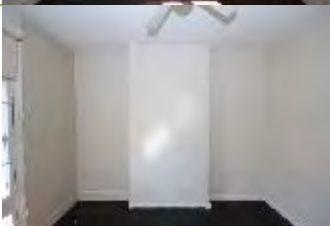
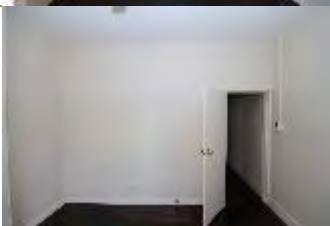
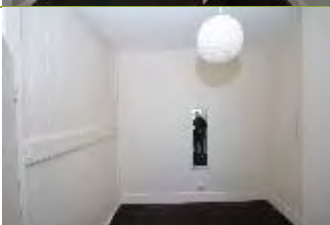

Image N	Direction	Details	Thumbnail
029_34_CAMPBELL_STREET_2016	NW	Master bedroom, showing entry to the left.	
030_34_CAMPBELL_STREET_2016	-	Ceiling fan on highly damaged floral ceiling rose in master bedroom.	
031_34_CAMPBELL_STREET_2016	-	Ceiling fan on highly damaged floral ceiling rose in master bedroom.	
032_34_CAMPBELL_STREET_2016	NE	View of French doors in master bedroom.	
033_34_CAMPBELL_STREET_2016	SE	View of master bedroom showing enclosed fireplace.	
034_34_CAMPBELL_STREET_2016	SW	View of master bedroom showing entry door.	
035_34_CAMPBELL_STREET_2016	NE	Second bedroom showing beaded board to the left.	

Image N	Direction	Details	Thumbnail
036_34_CAMPBELL_STREET_2016	SE	Second bedroom showing chimney breast.	
037_34_CAMPBELL_STREET_2016	SW	View of second bedroom showing single-hung sash timber window.	
038_34_CAMPBELL_STREET_2016	NW	View of doorway to first floor corridor.	
039_34_CAMPBELL_STREET_2016	SW	View of first floor corridor looking towards the rear.	
040_34_CAMPBELL_STREET_2016	SW	Detail of staircase skirting and timber treads.	

Image N	Direction	Details	Thumbnail
041_34_CAMPBELL_STREET_2016	SE	View of single-hung sash timber window above staircase.	
042_34_CAMPBELL_STREET_2016	W	Detail of timber staircase treads.	
043_34_CAMPBELL_STREET_2016	SE	View of bathroom showing single-hung sash timber window.	
044_34_CAMPBELL_STREET_2016	NE	Bathroom.	

Image N	Direction	Details	Thumbnail
045_34_CAMPBELL_STREET_2016	SE	Third bedroom.	
046_34_CAMPBELL_STREET_2016	SW	Third bedroom with single-hung sash timber window.	
047_34_CAMPBELL_STREET_2016	NW	Third bedroom.	
048_34_CAMPBELL_STREET_2016	NE	Third bedroom with entry door.	
049_34_CAMPBELL_STREET_2016	SE	Balcony, facing south-east.	
050_34_CAMPBELL_STREET_2016	SW	View of 34 Campbell Street terrace front façade (fourth from the left) within the terrace set.	
051_34_CAMPBELL_STREET_2016	SW	View of 34 Campbell Street terrace front façade (third from the left) with 30-32 Campbell Street (left) and 36 Campbell Street (right).	

Image N	Direction	Details	Thumbnail
052_34_CAMPBELL _STREET_2016	SW	Front façade.	

7.2 Photographic Proof Sheets

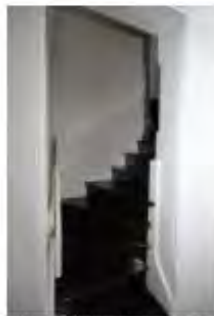
34 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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013_34_CAMPBELL_STREET_201
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014_34_CAMPBELL_STREET_201
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015_34_CAMPBELL_STREET_201
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1/8 ISO 400 2016/08/08 13:01:05



016_34_CAMPBELL_STREET_201
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34 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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018_34_CAMPBELL_STREET_201
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021_34_CAMPBELL_STREET_201
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022_34_CAMPBELL_STREET_201
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023_34_CAMPBELL_STREET_201
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024_34_CAMPBELL_STREET_201
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025_34_CAMPBELL_STREET_201
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026_34_CAMPBELL_STREET_201
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027_34_CAMPBELL_STREET_201
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029_34_CAMPBELL_STREET_201
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34 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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34 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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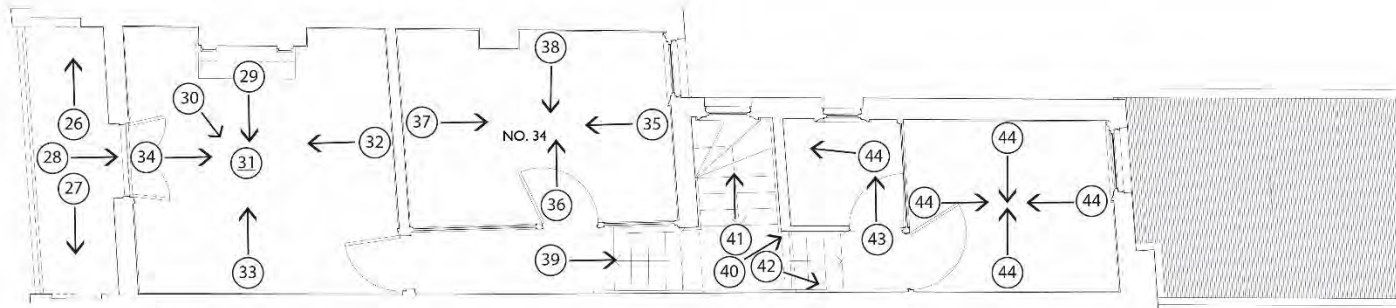


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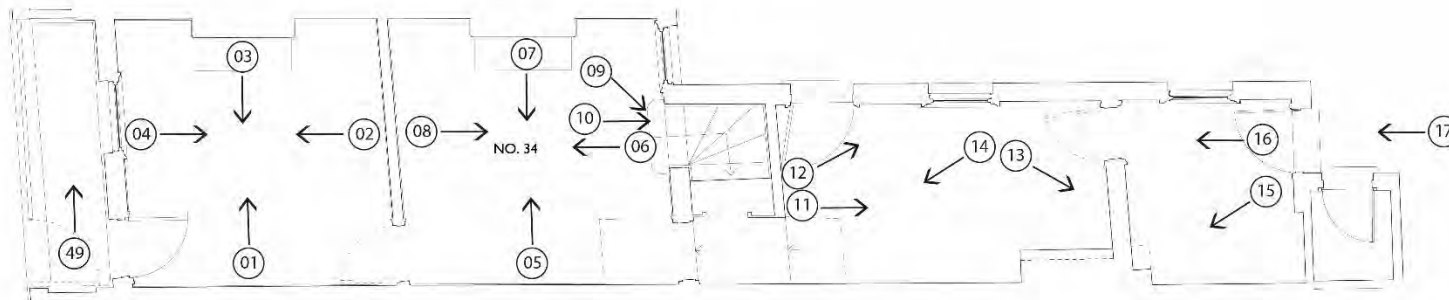


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7.3 Photographic Direction Plans

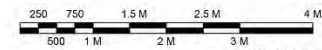


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

TERRACE ROW NOS. 28 - 40
NO. 34
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



34CS_MD-01
1 : 50 @ A3
10.08.2016

DATE: 10.08.2016
BY: 041027173
PROJECT: ARCHIVIST

the archivist



28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Rooflines
- Footpaths

8. 36 Campbell Street, St Peters

8.1 Photographic Recording Sheets

36 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	15 August 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

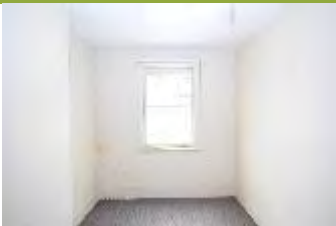



Image N	Direction	Details	Thumbnail
001_36_CAMPBELL_STREET_2016	NE	View of foyer showing single-hung sash timber window.	
002_36_CAMPBELL_STREET_2016	SW	View of foyer showing entry door.	
003_36_CAMPBELL_STREET_2016	NW	View of foyer-room with enclosed fireplace.	
004_36_CAMPBELL_STREET_2016	SE	View of foyer with entry door.	

Image N	Direction	Details	Thumbnail
005_36_CAMPBELL_STREET_2016	-	Floral ceiling rose in foyer.	
006_36_CAMPBELL_STREET_2016	NE	View of ground floor corridor, facing towards the front door.	
007_36_CAMPBELL_STREET_2016	NW	View of dining room with an enclosed fireplace.	
008_36_CAMPBELL_STREET_2016	SW	View of dining room, showing entry to kitchen, staircase and single-hung sash timber window.	
009_36_CAMPBELL_STREET_2016	SE	View of dining room showing entry door (right) to kitchen.	
010_36_CAMPBELL_STREET_2016	NE	View of dining room showing entry to ground floor corridor.	

Image N	Direction	Details	Thumbnail
011_36_CAMPBELL_STREET_2016	SW	Detail of carpeted staircase.	
012_36_CAMPBELL_STREET_2016	SW	Detail of carpeted staircase.	
013_36_CAMPBELL_STREET_2016	W	Detail of single-hung sash timber window.	
014_36_CAMPBELL_STREET_2016	S	Detail of beaded board cover to staircase.	

Image N	Direction	Details	Thumbnail
015_36_CAMPBELL_STREET_2016	W	Detail of kitchen pantry.	
016_36_CAMPBELL_STREET_2016	NW	View of timber stairs from within kitchen pantry.	
017_36_CAMPBELL_STREET_2016	SW	View of kitchen, looking towards the rear of the dwelling.	
018_36_CAMPBELL_STREET_2016	SE	Kitchenette showing enclosed stove portal behind modern stove.	
019_36_CAMPBELL_STREET_2016	NE	View of kitchen, looking towards the dining room.	
020_36_CAMPBELL_STREET_2016	NW	View of exit door to rear alley and single-hung sash timber window.	




Image N	Direction	Details	Thumbnail
021_36_CAMPBELL_STREET_2016	-	Detail of ceiling rose in kitchen ceiling.	
022_36_CAMPBELL_STREET_2016	S	View of laundry.	
023_36_CAMPBELL_STREET_2016	E	Detail of internal chimney breast to kitchen stove.	
024_36_CAMPBELL_STREET_2016	SE	Detail of single-hung sash timber window in laundry.	

Image N	Direction	Details	Thumbnail
025_36_CAMPBELL_STREET_2016	SE	Detail of ceiling above staircase.	
026_36_CAMPBELL_STREET_2016	SW	Detail of archway above staircase.	
027_36_CAMPBELL_STREET_2016	SE	View towards bedroom three from stairs on first floor.	

Image N	Direction	Details	Thumbnail
028_36_CAMPBELL_STREET_2016	NW	View of bathroom, showing single-hung sash timber window.	
029_36_CAMPBELL_STREET_2016	SW	View of third bedroom, showing modern aluminium window.	
030_36_CAMPBELL_STREET_2016	N	View of third bedroom, showing entry to first floor corridor.	
031_36_CAMPBELL_STREET_2016	NE	View down corridor to master bedroom.	





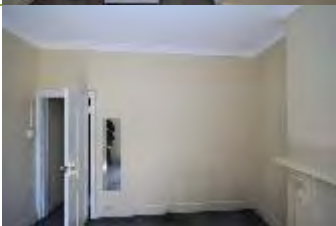


Image N	Direction	Details	Thumbnail
032_36_CAMPBELL_STREET_2016	NW	View of second bedroom, showing chimney breast and single-hung sash timber window.	
033_36_CAMPBELL_STREET_2016	SW	View of second bedroom, showing entry door from corridor and single-hung sash timber window.	
034_36_CAMPBELL_STREET_2016	NE	View of second bedroom.	
035_36_CAMPBELL_STREET_2016	SE	View of second bedroom showing entry door from corridor.	
036_36_CAMPBELL_STREET_2016	SW	Master bedroom, showing entry door from corridor.	
037_36_CAMPBELL_STREET_2016	NW	Master bedroom showing decorative chimney surrounds and French doors to balcony.	
038_36_CAMPBELL_STREET_2016	NE	Master bedroom with French doors.	

Image N	Direction	Details	Thumbnail
039_36_CAMPBELL_STREET_2016	SE	Master bedroom.	
040_36_CAMPBELL_STREET_2016	NE	Master bedroom with French doors.	
041_36_CAMPBELL_STREET_2016	SE	View of balcony, facing south east.	
042_36_CAMPBELL_STREET_2016	S	Detail of door light on French doors.	

Image N	Direction	Details	Thumbnail
043_36_CAMPBELL_STREET_2016	NW	View of balcony, facing north west.	
044_36_CAMPBELL_STREET_2016	NW	Detail of timber balcony floor.	
045_36_CAMPBELL_STREET_2016	SW	View of backyard.	
046_36_CAMPBELL_STREET_2016	NE	View of south elevation.	






Image N	Direction	Details	Thumbnail
047_36_CAMPBELL_STREET_2016	NE	View of outside corridor in rear yard.	
048_36_CAMPBELL_STREET_2016	NE	View between 36 Campbell Street (right) and 38 Campbell Street (left).	
049_36_CAMPBELL_STREET_2016	SE	Detail of side (west) elevation of 36 Campbell Street (right).	
050_36_CAMPBELL_STREET_2016	E	Detail of kitchen entry door from outside corridor.	

Image N	Direction	Details	Thumbnail
051_36_CAMPBELL_STREET_2016	SW	View of outside corridor in rear yard.	
052_36_CAMPBELL_STREET_2016	SW	Detail of front porch showing modern tiles.	
053_36_CAMPBELL_STREET_2016	NW	Detail of front porch showing modern tiles.	
054_36_CAMPBELL_STREET_2016	SW	View of 36 Campbell Street terrace front façade (second from the left) within the terrace set.	

Image N	Direction	Details	Thumbnail
055_36_CAMPBELL_STREET_2016	SW	View of 36 Campbell Street (second from the left) with 34 Campbell Street (left) and 36-38 Campbell Street (right).	
056_36_CAMPBELL_STREET_2016	SW	Front façade.	

8.2 Photographic Proof Sheets

36 Campbell Street, St Peters [REDACTED]
Photographic Archival Recording 2016 - Photograph



001_36_CAMPBELL_STREET_201 002_36_CAMPBELL_STREET_201 003_36_CAMPBELL_STREET_201 004_36_CAMPBELL_STREET_201
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36 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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019_36_CAMPBELL_STREET_201
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025_36_CAMPBELL_STREET_201
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026_36_CAMPBELL_STREET_201
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027_36_CAMPBELL_STREET_201
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028_36_CAMPBELL_STREET_201
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029_36_CAMPBELL_STREET_201
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36 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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037_36_CAMPBELL_STREET_201
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038_36_CAMPBELL_STREET_201
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039_36_CAMPBELL_STREET_201
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040_36_CAMPBELL_STREET_201
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041_36_CAMPBELL_STREET_201
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042_36_CAMPBELL_STREET_201
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043_36_CAMPBELL_STREET_201
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044_36_CAMPBELL_STREET_201
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045_36_CAMPBELL_STREET_201
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046_36_CAMPBELL_STREET_201
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047_36_CAMPBELL_STREET_201
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048_36_CAMPBELL_STREET_201
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36 Campbell Street, St Peters
 Photographic Archival Recording 2016 - Photographer: Kylie Christian



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052_36_CAMPBELL_STREET_201
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053_36_CAMPBELL_STREET_201
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054_36_CAMPBELL_STREET_201
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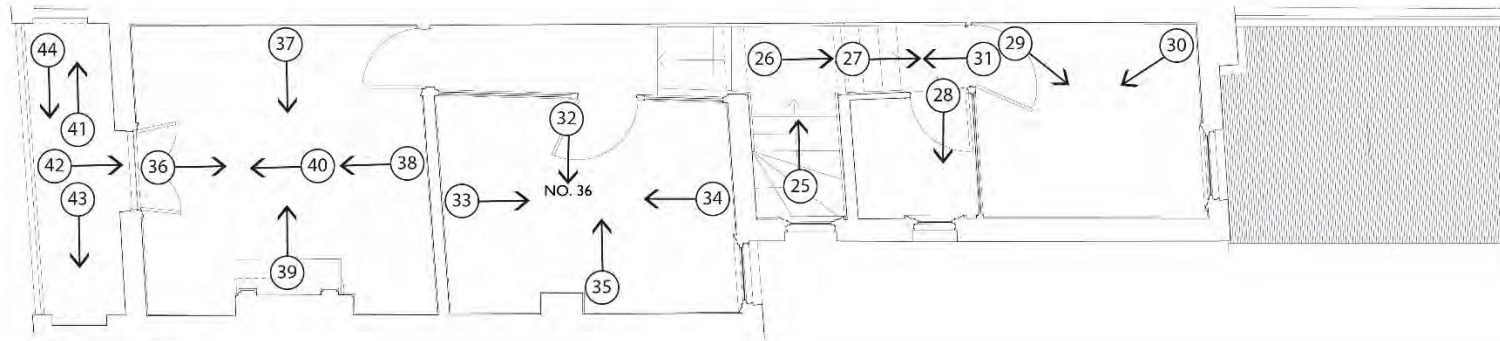


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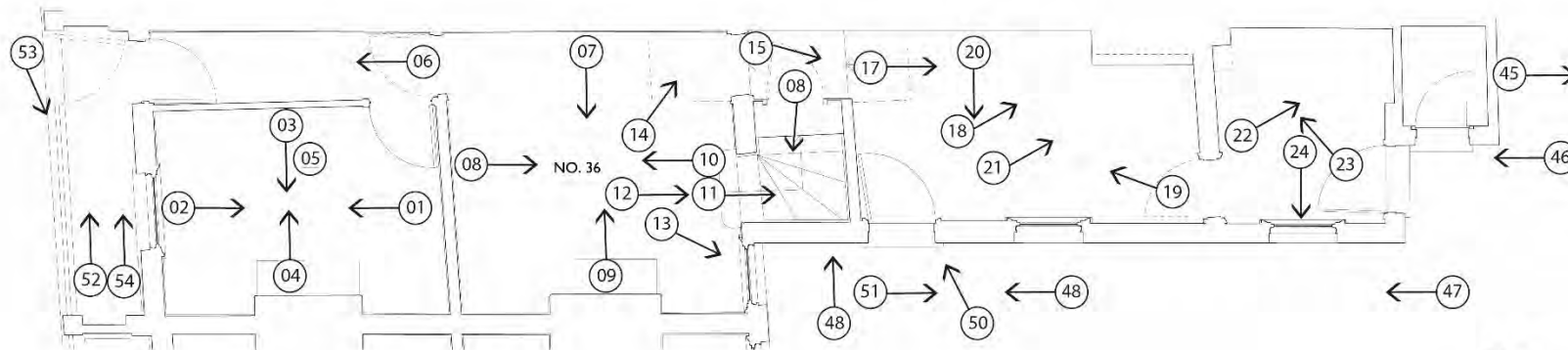


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8.3 Photographic Direction Plans

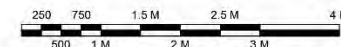


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

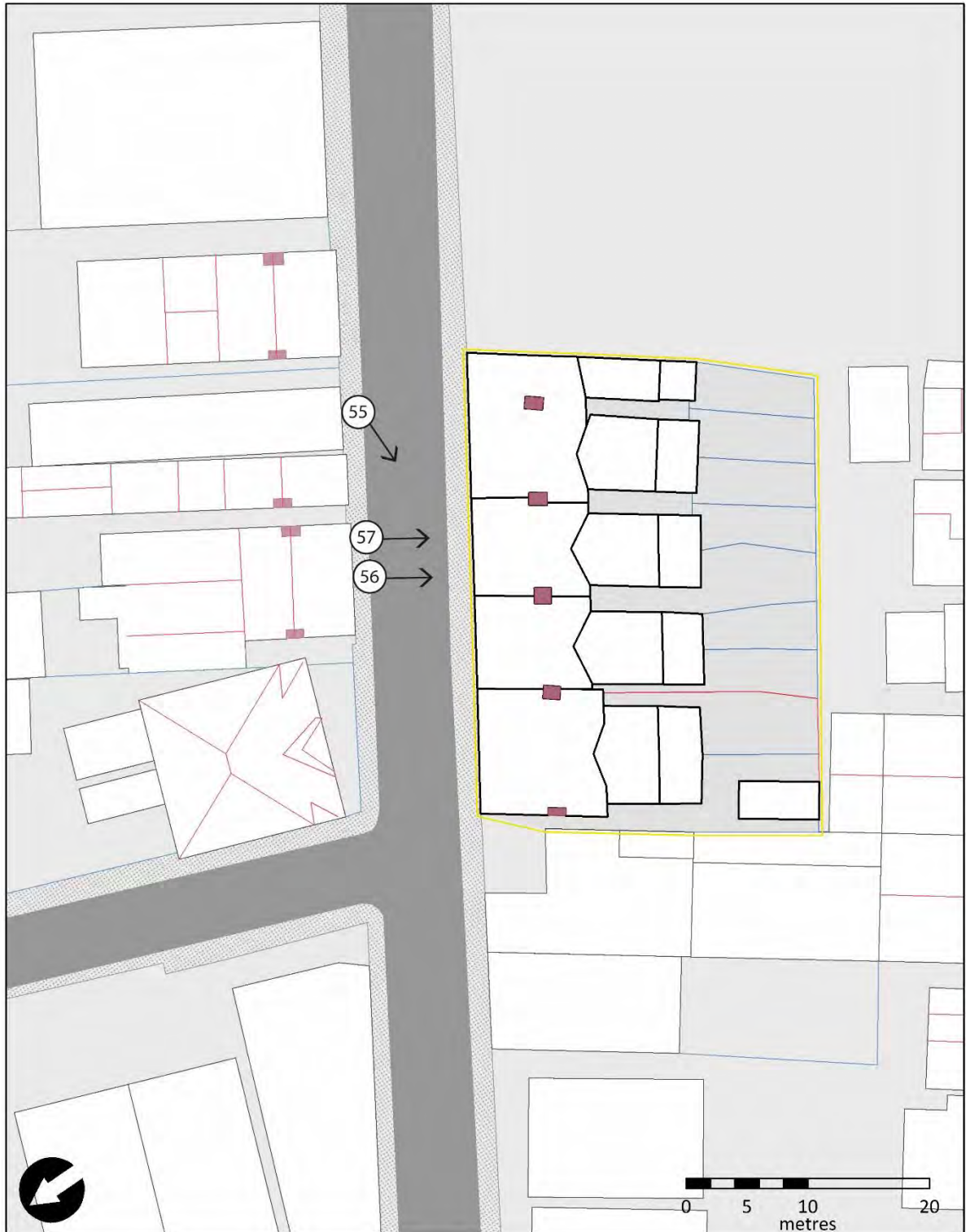
TERRACE ROW NOS. 28 - 40
NO. 36 SURVEYED
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



36CS_MD-01
1 : 50 @ A3
8.08.2016

DATE PLOTTED: 08/08/2016 10:00:00 AM
DRAWN BY: [unreadable]

t h e a r c h i v i s t



28-44 Campbell St, St Peters

- | | | |
|------------------|------------|-------|
| Project Boundary | Structures | Roads |
| Fencelines | Chimneys | |
| Rooflines | Footpaths | |

9. 38 Campbell Street, St Peters

9.1 Photographic Recording Sheets

38 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	15 August 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.



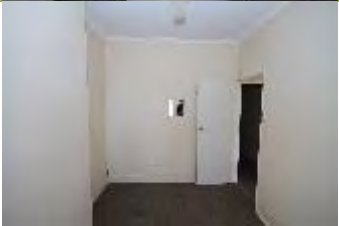
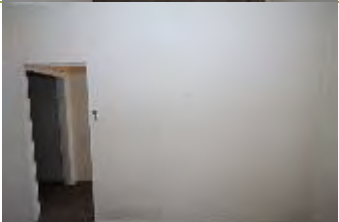
Image N	Direction	Details	Thumbnail
001_38_CAMPBELL_STREET_2016	NE	View of foyer front door and single-hung sash timber window.	
002_38_CAMPBELL_STREET_2016	SE	View of foyer showing an enclosed fireplace.	
003_38_CAMPBELL_STREET_2016	SW	View of foyer showing entry to ground floor corridor.	
004_38_CAMPBELL_STREET_2016	NW	View of foyer showing entry to ground floor corridor.	

Image N	Direction	Details	Thumbnail
005_38_CAMPBELL_STREET_2016	NE	View of front corridor facing towards front door.	
006_38_CAMPBELL_STREET_2016	SE	View of dining room showing enclosed fireplace.	
007_38_CAMPBELL_STREET_2016	NE	View of dining room and entrance into foyer.	
008_38_CAMPBELL_STREET_2016	NW	View of dining room, showing kitchen door to the left and foyer door to the right.	
009_38_CAMPBELL_STREET_2016	SW	View of staircase and single-hung sash timber window.	
010_38_CAMPBELL_STREET_2016	SW	View towards kitchen showing pantry to the left.	

Image N	Direction	Details	Thumbnail
011_38_CAMPBELL_STREET_2016	SW	View of kitchen, looking towards rear of the dwelling.	
012_38_CAMPBELL_STREET_2016	SE	View of single-hung sash timber window.	
013_38_CAMPBELL_STREET_2016	S	View of entry door to outside corridor.	
014_38_CAMPBELL_STREET_2016	SW	Laundry room, showing door to backyard.	

Image N	Direction	Details	Thumbnail
015_38_CAMPBELL_STREET_2016	N	Detail of internal chimney breast to kitchen stove.	
016_38_CAMPBELL_STREET_2016	SW	View of backyard.	
017_38_CAMPBELL_STREET_2016	NE	Facing north-east, view of outside corridor.	
018_38_CAMPBELL_STREET_2016	NE	Detail of rear elevation.	

Image N	Direction	Details	Thumbnail
019_38_CAMPBELL_STREET_2016	NE	Detail of rear elevation.	
020_38_CAMPBELL_STREET_2016	NE	Detail of south elevation showing timber panels and rear entry.	
021_38_CAMPBELL_STREET_2016	E	View east from rear yard showing neighbouring dwellings at 28-36 Campbell Street.	
022_38_CAMPBELL_STREET_2016	N	View north from rear yard showing neighbouring dwellings at 40-44 Campbell Street.	
023_38_CAMPBELL_STREET_2016	SW	Detail of kitchen stove.	
024_38_CAMPBELL_STREET_2016	SW	Detail of carpeted staircase.	

Image N	Direction	Details	Thumbnail
025_38_CAMPBELL_STREET_2016	NE	Detail of archway above staircase.	
026_38_CAMPBELL_STREET_2016	NE	Master bedroom with French doors.	
027_38_CAMPBELL_STREET_2016	SE	Master bedroom with enclosed fireplace.	
028_38_CAMPBELL_STREET_2016	SW	Master bedroom, with entry door from first floor corridor.	
029_38_CAMPBELL_STREET_2016	NW	Master bedroom.	

Image N	Direction	Details	Thumbnail
030_38_CAMPBELL_STREET_2016	SE	View of balcony, facing south east.	
031_38_CAMPBELL_STREET_2016	NW	View of balcony, facing north west.	
032_38_CAMPBELL_STREET_2016	SW	Detail of door light on French doors.	
033_38_CAMPBELL_STREET_2016	NE	View of second bedroom.	
034_38_CAMPBELL_STREET_2016	SE	View of second bedroom, showing chimney breast.	

Image N	Direction	Details	Thumbnail
035_38_CAMPBELL_STREET_2016	SW	View second bedroom, showing entry door from hallway and single-hung sash timber window.	
036_38_CAMPBELL_STREET_2016	NW	View second bedroom with entry door from hallway.	
037_38_CAMPBELL_STREET_2016	SE	Detail of single-hung sash timber window in second bedroom.	
038_38_CAMPBELL_STREET_2016	E	View of bathroom, showing highly modified single-hung sash timber window.	
039_38_CAMPBELL_STREET_2016	NE	View of third bedroom, showing entry to first floor corridor.	

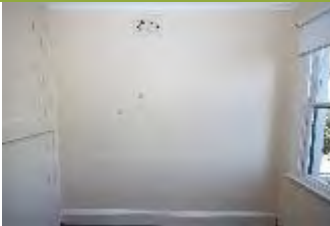
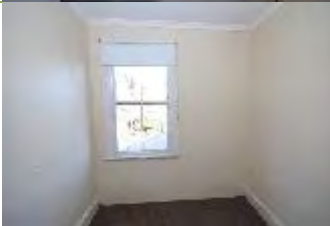
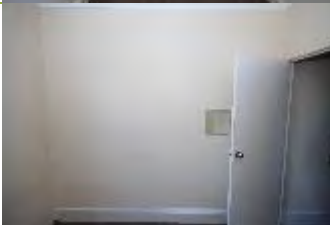
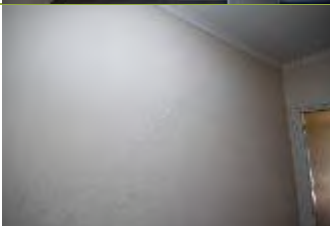


Image N	Direction	Details	Thumbnail
040_38_CAMPBELL_STREET_2016	SE	View of third bedroom.	
041_38_CAMPBELL_STREET_2016	SW	View of third bedroom, showing single-hung sash timber window.	
042_38_CAMPBELL_STREET_2016	NW	View of third bedroom, showing entry to hallway.	
043_38_CAMPBELL_STREET_2016	NW	Detail of wall in dining room showing evidence of former staircase.	
044_38_CAMPBELL_STREET_2016	SW	Detail of front porch.	
045_38_CAMPBELL_STREET_2016	SW	View of 38 Campbell Street (third from the left) within the terrace set.	

Image N	Direction	Details	Thumbnail
046_38_CAMPBELL_STREET_2016	SW	View of 38 Campbell Street (third from the left) with 34-36 Campbell Street (left) and 40 Campbell Street (right).	
047_38_CAMPBELL_STREET_2016	SW	Front façade.	

9.2 Photographic Proof Sheets

38 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



001_38_CAMPBELL_STREET_201 002_38_CAMPBELL_STREET_201 003_38_CAMPBELL_STREET_201 004_38_CAMPBELL_STREET_201
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009_38_CAMPBELL_STREET_201 010_38_CAMPBELL_STREET_201 011_38_CAMPBELL_STREET_201 012_38_CAMPBELL_STREET_201
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38 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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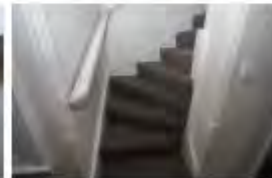
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024_38_CAMPBELL_STREET_201
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025_38_CAMPBELL_STREET_201
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026_38_CAMPBELL_STREET_201
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027_38_CAMPBELL_STREET_201
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028_38_CAMPBELL_STREET_201
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031_38_CAMPBELL_STREET_201
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38 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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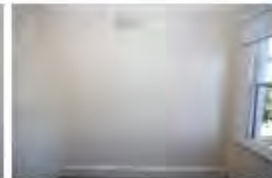
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039_38_CAMPBELL_STREET_201
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040_38_CAMPBELL_STREET_201
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041_38_CAMPBELL_STREET_201
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042_38_CAMPBELL_STREET_201
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043_38_CAMPBELL_STREET_201
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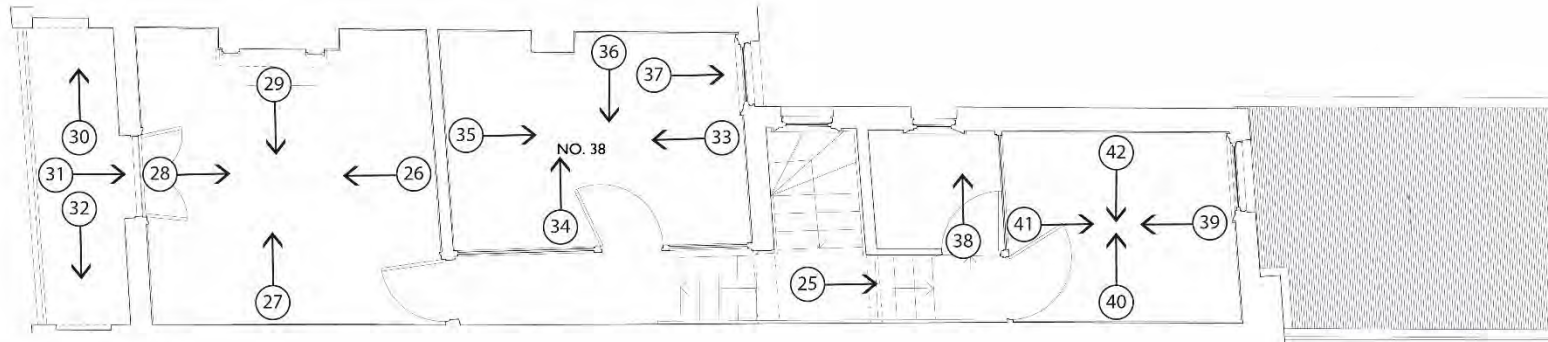


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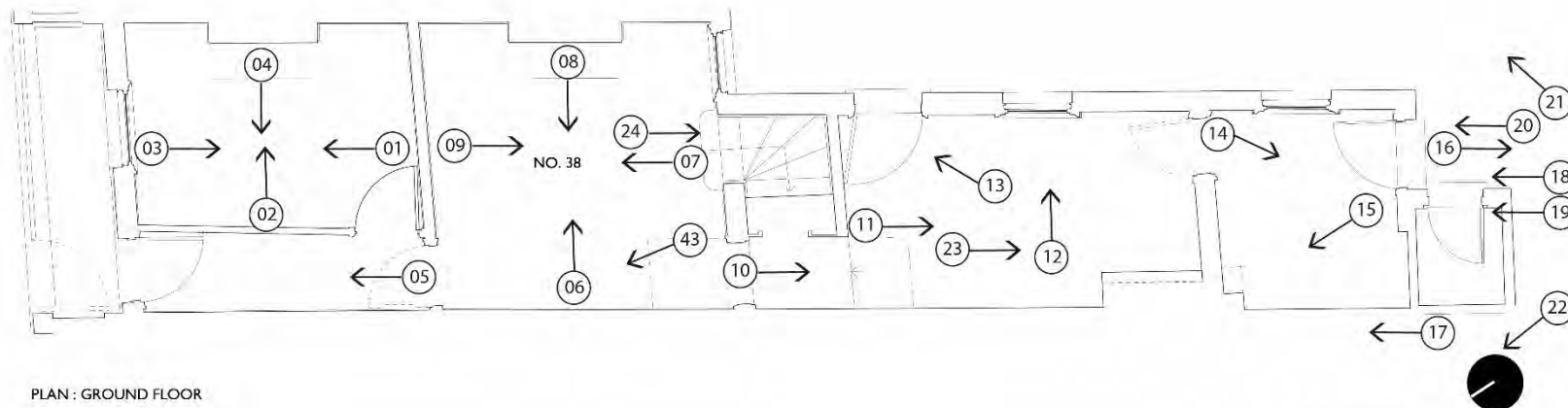


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9.3 Photographic Direction Plans

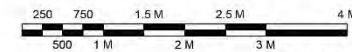


PLAN : UPPER FLOOR



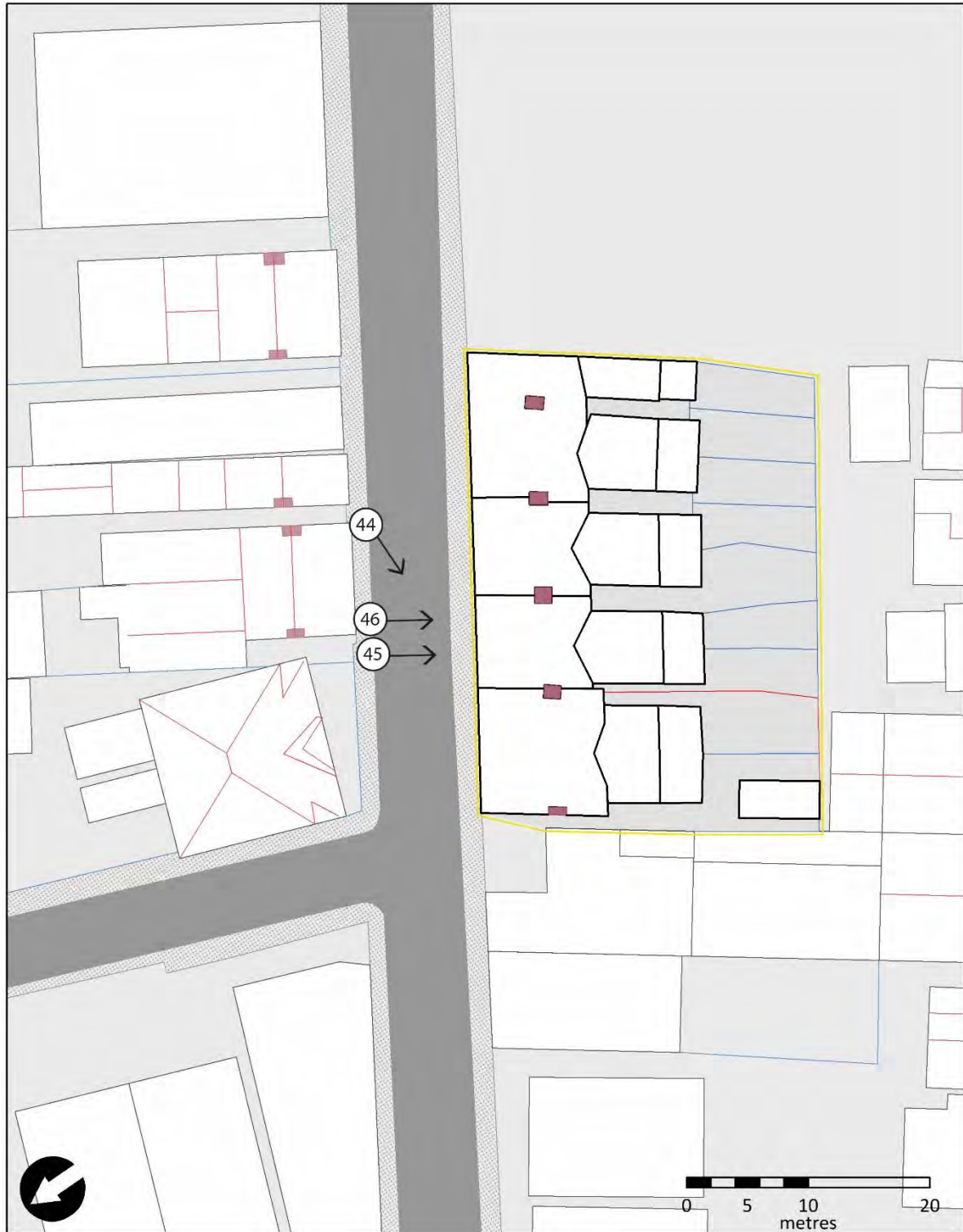
PLAN : GROUND FLOOR

TERRACE ROW NOS. 28 - 40
NO. 38
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



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1:50 @ A3
10.08.2016

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DATE 10.08.2016
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CHECKED BY: [unreadable]



28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Rooflines
- Footpaths

10. 40 Campbell Street, St Peters

10.1 Photographic Recording Sheets

40 CAMPBELL STREET, ST PETERS

Photographer:	██████████
Date:	15 August 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

Image N	Direction	Details	Thumbnail
001_40_CAMPBELL_STREET_2016	NE	View of foyer showing single-hung sash timber window.	
002_40_CAMPBELL_STREET_2016	SE	View of foyer showing entry door towards ground floor corridor.	
003_40_CAMPBELL_STREET_2016	SW	View of foyer showing entry door.	
004_40_CAMPBELL_STREET_2016	NW	View of foyer showing an enclosed fireplace.	

Image N	Direction	Details	Thumbnail
005_40_CAMPBELL_STREET_2016	NE	View of corridor, facing towards the front door.	
006_40_CAMPBELL_STREET_2016	-	Detail of floral ceiling rose in foyer.	
007_40_CAMPBELL_STREET_2016	SW	View of dining room, with entry to kitchen, staircase and single-hung sash timber window.	
008_40_CAMPBELL_STREET_2016	NW	View of dining room, showing an enclosed fireplace.	
009_40_CAMPBELL_STREET_2016	NE	View of dining room showing entry to front hallway.	
010_40_CAMPBELL_STREET_2016	SE	View of dining room showing entry door (right) to kitchen.	





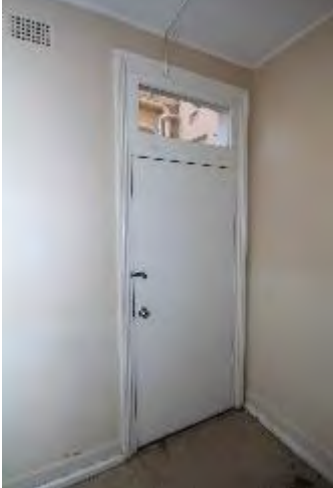
Image N	Direction	Details	Thumbnail
011_40_CAMPBELL_STREET_2016	SW	View towards kitchen with pantry (right).	
012_40_CAMPBELL_STREET_2016	SW	View of kitchen, looking towards the rear of the dwelling.	
013_40_CAMPBELL_STREET_2016	S	Kitchenette showing enclosed stove portal behind modern facilities.	
014_40_CAMPBELL_STREET_2016	E	View of kitchen, looking towards the dining room.	
015_40_CAMPBELL_STREET_2016	W	View of exit door to outside corridor	

Image N	Direction	Details	Thumbnail
016_40_CAMPBELL_STREET_2016	NW	View of single-hung sash timber window.	
017_40_CAMPBELL_STREET_2016	SW	View of laundry.	
018_40_CAMPBELL_STREET_2016	E	Detail of internal chimney breast to kitchen stove.	


Image N	Direction	Details	Thumbnail
019_40_CAMPBELL_STREET_2016	NE	View from laundry towards kitchen.	
020_40_CAMPBELL_STREET_2016	SW	View of backyard.	
021_40_CAMPBELL_STREET_2016	NE	View of outside corridor in rear yard.	
022_40_CAMPBELL_STREET_2016	SE	View of backyard.	




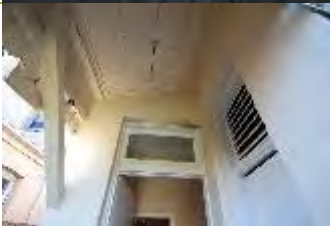


Image N	Direction	Details	Thumbnail
023_40_CAMPBELL_STREET_2016	NE	View of rear elevation from rear yard, showing neighbouring dwellings to the north (left).	
024_40_CAMPBELL_STREET_2016	E	View of rear elevation showing neighbouring dwellings to the east (right).	
025_40_CAMPBELL_STREET_2016	NE	Detail of rear elevation.	
026_40_CAMPBELL_STREET_2016	NE	Detail of rear door light.	
027_40_CAMPBELL_STREET_2016	-	Timber floors to ground floor.	
028_40_CAMPBELL_STREET_2016	SW	Detail of carpeted staircase.	

Image N	Direction	Details	Thumbnail
029_40_CAMPBELL_STREET_2016	S	Detail of staircase balustrade.	
030_40_CAMPBELL_STREET_2016	NW	Detail of single-hung sash timber window above staircase.	
031_40_CAMPBELL_STREET_2016	-	Detail of archway above staircase.	
032_40_CAMPBELL_STREET_2016	SW	View towards bedroom three from stairs on first floor.	
033_40_CAMPBELL_STREET_2016	NW	View of third bedroom, showing single-hung sash timber window.	







Image N	Direction	Details	Thumbnail
034_40_CAMPBELL_STREET_2016	SW	View of third bedroom, showing single-hung sash timber window.	
035_40_CAMPBELL_STREET_2016	SE	View of third bedroom, showing entry to first floor corridor.	
036_40_CAMPBELL_STREET_2016	NE	View of third bedroom, showing entry to corridor.	
037_40_CAMPBELL_STREET_2016	NW	View of bathroom, showing single-hung sash timber window.	
038_40_CAMPBELL_STREET_2016	SW	View second bedroom, showing single-hung sash timber window.	
039_40_CAMPBELL_STREET_2016	NW	View of second bedroom, showing chimney breast.	

Image N	Direction	Details	Thumbnail
040_40_CAMPBELL_STREET_2016	NE	View second bedroom	
041_40_CAMPBELL_STREET_2016	SE	View second bedroom, showing entry door from corridor and beaded board wall.	
042_40_CAMPBELL_STREET_2016	NW	Master bedroom showing enclosed fireplace.	
043_40_CAMPBELL_STREET_2016	SW	Master bedroom, showing entry door from corridor.	
044_40_CAMPBELL_STREET_2016	SE	Master bedroom, showing entry door from corridor.	
045_40_CAMPBELL_STREET_2016	NE	Master bedroom showing French doors.	

Image N	Direction	Details	Thumbnail
046_40_CAMPBELL_STREET_2016	SE	View of balcony.	
047_40_CAMPBELL_STREET_2016	NW	View of balcony.	
048_40_CAMPBELL_STREET_2016	SW	Detail of door light on French doors.	
049_40_CAMPBELL_STREET_2016	N	Detail of carpeted stairs.	


Image N	Direction	Details	Thumbnail
050_40_CAMPBELL_STREET_2016	SE	Front porch, facing south east.	
051_40_CAMPBELL_STREET_2016	NW	Front porch, facing north west.	
052_40_CAMPBELL_STREET_2016	SW	Detailing balcony balustrade, corbels, rafters and decking.	
053_40_CAMPBELL_STREET_2016	SW	Detail of front façade, showing front window, security grill and entry door.	

Image N	Direction	Details	Thumbnail
054_40_CAMPBELL_STREET_2016	SW	Detail of entry door.	
055_40_CAMPBELL_STREET_2016	SW	View of 40 Campbell Street (second from the left) with 38 Campbell Street (left) and 42-44 Campbell Street (right).	
056_40_CAMPBELL_STREET_2016	SW	Front façade.	

10.2 Photographic Proof Sheets

40 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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40 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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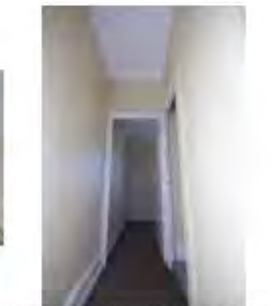
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40 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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40 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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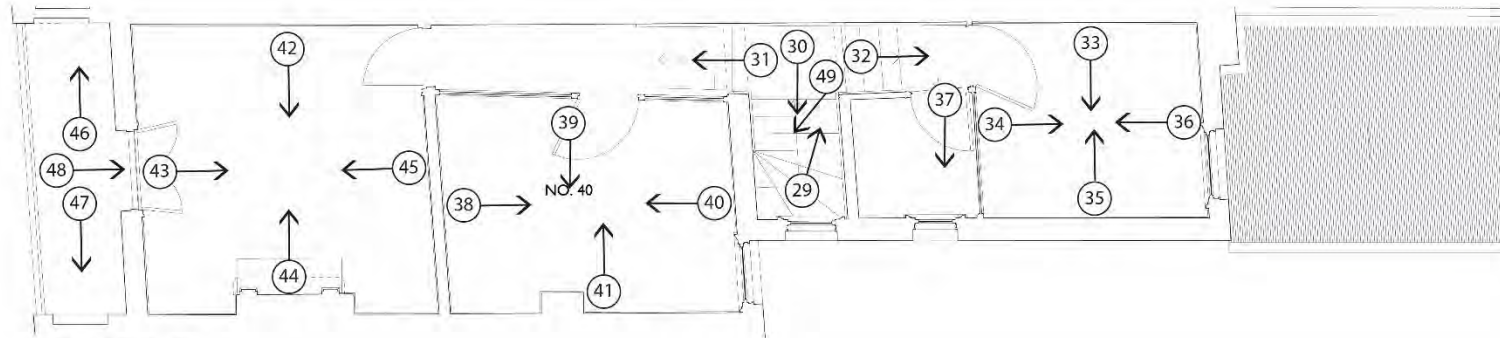


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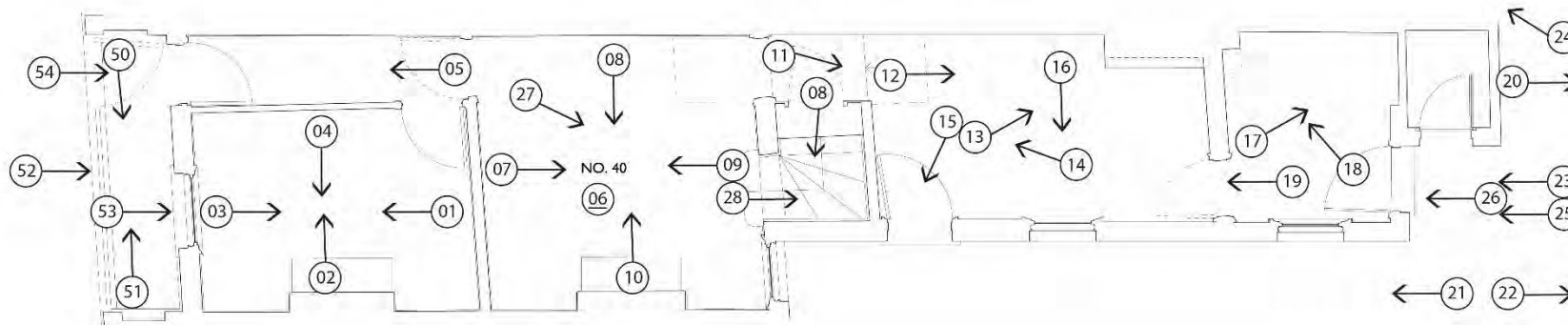


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10.3 Photographic Direction Plans

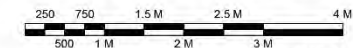


PLAN : UPPER FLOOR



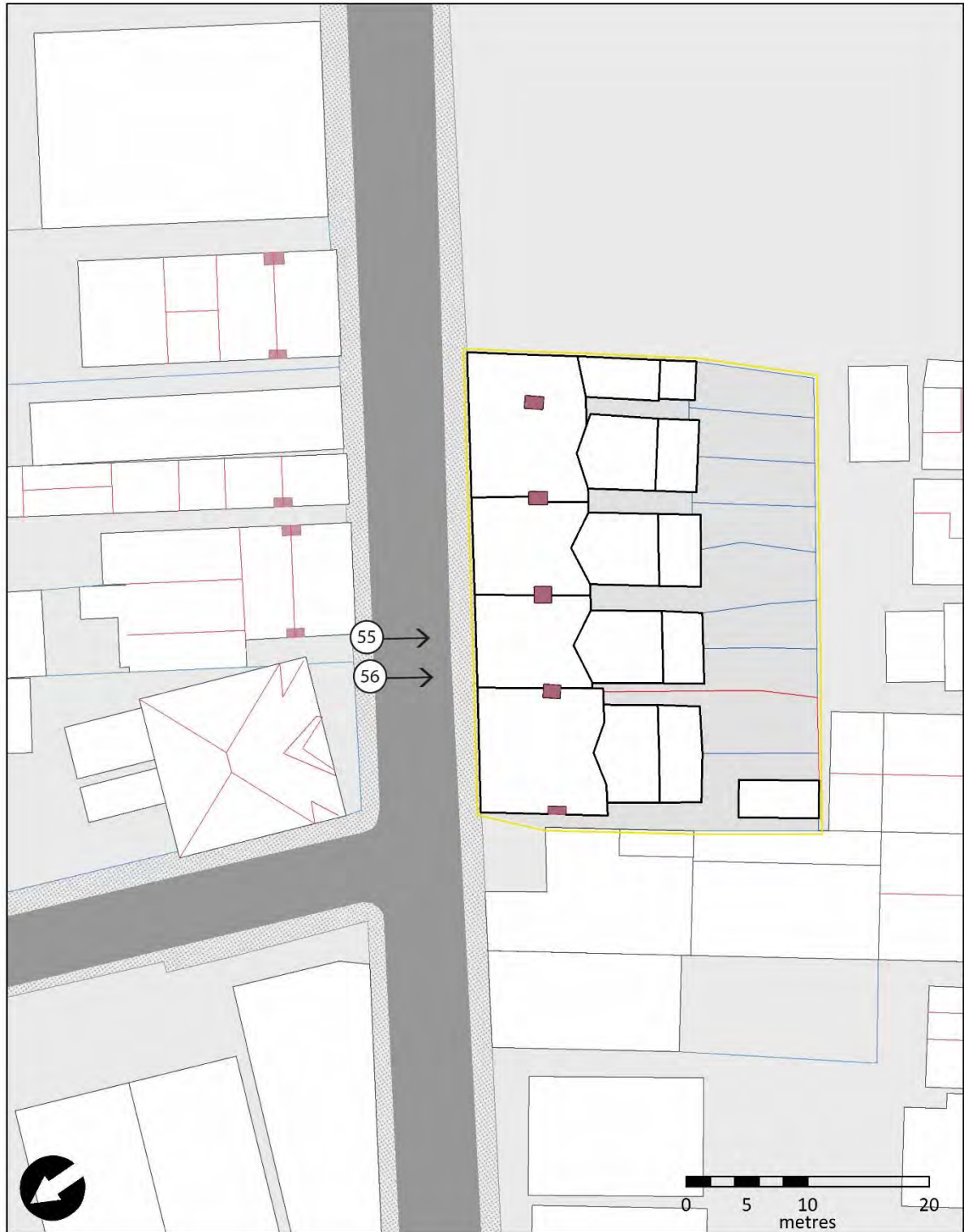
PLAN : GROUND FLOOR

TERRACE ROW NOS. 28 - 40
NO. 40
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



40CS_MD-01
1 : 50 @ A3
10.08.2016

t h e a r c h i v i s t



28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Rooflines
- Footpaths

11. 42 Campbell Street, St Peters

11.1 Photographic Recording Sheets

42 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	9 November 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

Image N	Direction	Details	Thumbnail
001_42_CAMPBELL_STREET_2016	SE	View of front porch.	

Image N	Direction	Details	Thumbnail
002_42_CAMPBELL_STREET_2016	NE	View towards front entry showing ceiling corning.	
003_42_CAMPBELL_STREET_2016	-	Detail of floral ceiling rose in foyer.	
004_42_CAMPBELL_STREET_2016	SE	View of enclosed fireplace in foyer.	
005_42_CAMPBELL_STREET_2016	SW	View of foyer room, showing ceiling corning.	
006_42_CAMPBELL_STREET_2016	NW	View of entry door to foyer.	
007_42_CAMPBELL_STREET_2016	NE	View of two shades covering two single-hung sash windows in foyer.	

Image N	Direction	Details	Thumbnail
008_42_CAMPBELL_STREET_2016	NE	Detail of skirting boards and floor boards in foyer.	
009_42_CAMPBELL_STREET_2016	NE	Detail of wall vent in foyer.	
010_42_CAMPBELL_STREET_2016	SW	View towards dining room from ground floor corridor.	
011_42_CAMPBELL_STREET_2016	SW	View up stairs to first floor level from lounge room.	
012_42_CAMPBELL_STREET_2016	SE	View of enclosed fireplace in dining room.	

Image N	Direction	Details	Thumbnail
013_42_CAMPBELL_STREET_2016	SW	View of dining room showing entry to kitchen and a single-hung sash window.	
014_42_CAMPBELL_STREET_2016	NW	View of stairs from dining room.	
015_42_CAMPBELL_STREET_2016	NE	View of dining room showing ground floor corridor to the left.	
016_42_CAMPBELL_STREET_2016	NW	Detail of stairs from lounge room.	
017_42_CAMPBELL_STREET_2016	NW	Detail view of board and brace pantry door.	

Image N	Direction	Details	Thumbnail
018_42_CAMPBELL_STREET_2016	NW	Detail view of timber floor under the stairs.	
019_42_CAMPBELL_STREET_2016	SW	Detail of single-hung sash window.	
020_42_CAMPBELL_STREET_2016	SW	View of kitchen looking towards rear laundry room.	
021_42_CAMPBELL_STREET_2016	NW	View of kitchen.	
022_42_CAMPBELL_STREET_2016	NE	View of kitchen towards dining room.	

Image N	Direction	Details	Thumbnail
023_42_CAMPBELL_STREET_2016	SE	View of kitchen showing single-hung sash window.	
024_42_CAMPBELL_STREET_2016	SW	View into laundry room.	
025_42_CAMPBELL_STREET_2016	NW	Laundry room.	
026_42_CAMPBELL_STREET_2016	N	Laundry room.	

Image N	Direction	Details	Thumbnail
027_42_CAMPBELL_STREET_2016	NE	Laundry room.	
028_42_CAMPBELL_STREET_2016	SE	Laundry room.	
029_42_CAMPBELL_STREET_2016	SW	View of backyard.	
030_42_CAMPBELL_STREET_2016	NE	View of rear elevation.	
031_42_CAMPBELL_STREET_2016	NE	View of rear elevation	





Image N	Direction	Details	Thumbnail
032_42_CAMPBELL_STREET_2016	NE	View up outside corridor along the eastern side of the dwelling.	
033_42_CAMPBELL_STREET_2016	NW	View of outside toilet, located to the rear of the dwelling.	
034_42_CAMPBELL_STREET_2016	NW	Detail of outside toilet.	
035_42_CAMPBELL_STREET_2016	NE	Facing north east, view of rear elevation from outside corridor.	

Image N	Direction	Details	Thumbnail
036_42_CAMPBELL_STREET_2016	NE	View of outside corridor connecting to kitchen.	
037_42_CAMPBELL_STREET_2016	NW	Detail of stair balustrade ornamentation.	
038_42_CAMPBELL_STREET_2016	NE	View of stairs from first floor landing.	
039_42_CAMPBELL_STREET_2016	NE	View of stairs from first floor landing.	

Image N	Direction	Details	Thumbnail
040_42_CAMPBELL_STREET_2016	SE	First floor bathroom.	
041_42_CAMPBELL_STREET_2016	SE	Third bedroom (rear) showing beaded board cladding to the left and a single-hung sash window to the right.	
042_42_CAMPBELL_STREET_2016	SW	Third bedroom showing single-hung sash window.	
043_42_CAMPBELL_STREET_2016	NW	Third bedroom showing entry door to the right.	
044_42_CAMPBELL_STREET_2016	SE	Second bedroom showing beaded board cladding and entry door.	
045_42_CAMPBELL_STREET_2016	NE	Second bedroom showing entry door to the left.	

Image N	Direction	Details	Thumbnail
046_42_CAMPBELL_STREET_2016	SE	Second bedroom showing chimney breast.	
047_42_CAMPBELL_STREET_2016	SE	Master bedroom showing enclosed fireplace.	
048_42_CAMPBELL_STREET_2016	SW	Master bedroom with entry door to hall.	
049_42_CAMPBELL_STREET_2016	NW	Master bedroom with entry door to hall to the left.	
050_42_CAMPBELL_STREET_2016	NE	Master bedroom with French doors leading to balcony.	
051_42_CAMPBELL_STREET_2016	NW	Facing north west, view of balcony and balustrade.	

Image N	Direction	Details	Thumbnail
052_42_CAMPBELL_STREET_2016		Facing south east view of balcony and balustrade.	
053_42_CAMPBELL_STREET_2016	S	Detail of French doors leading to balcony.	
054_42_CAMPBELL_STREET_2016	S	Detail of stair balustrade.	
055_42_CAMPBELL_STREET_2016	SE	Front facade	

Image N	Direction	Details	Thumbnail
056_42_CAMPBELL_STREET_2016	SE	View of 42 Campbell Street (second from the right) with 40 Campbell Street (left) and 44 Campbell Street (right).	

11.2 Photographic Proof Sheets

42 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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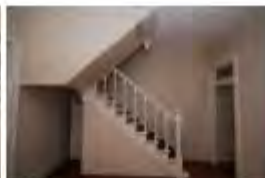
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42 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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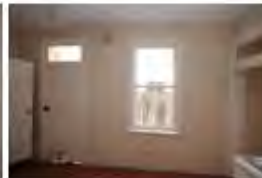
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42 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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048_42_CAMPBELL_STREET_201
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f/7.1 ISO 400 2016/11/09 12:13:21

42 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



049_42_CAMPBELL_STREET_201
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050_42_CAMPBELL_STREET_201
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051_42_CAMPBELL_STREET_201
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f/7.1 ISO 400 2016/11/09 12:13:52



052_42_CAMPBELL_STREET_201
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f/7.1 ISO 400 2016/11/09 12:14:00



053_42_CAMPBELL_STREET_201
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f/7.1 ISO 400 2016/11/09 12:14:06



054_42_CAMPBELL_STREET_201
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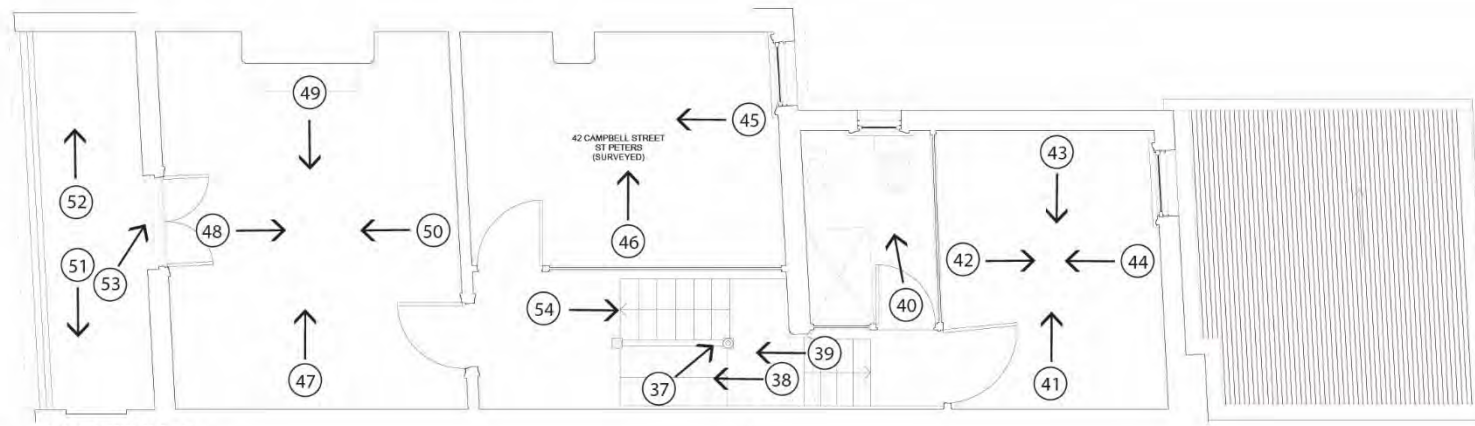


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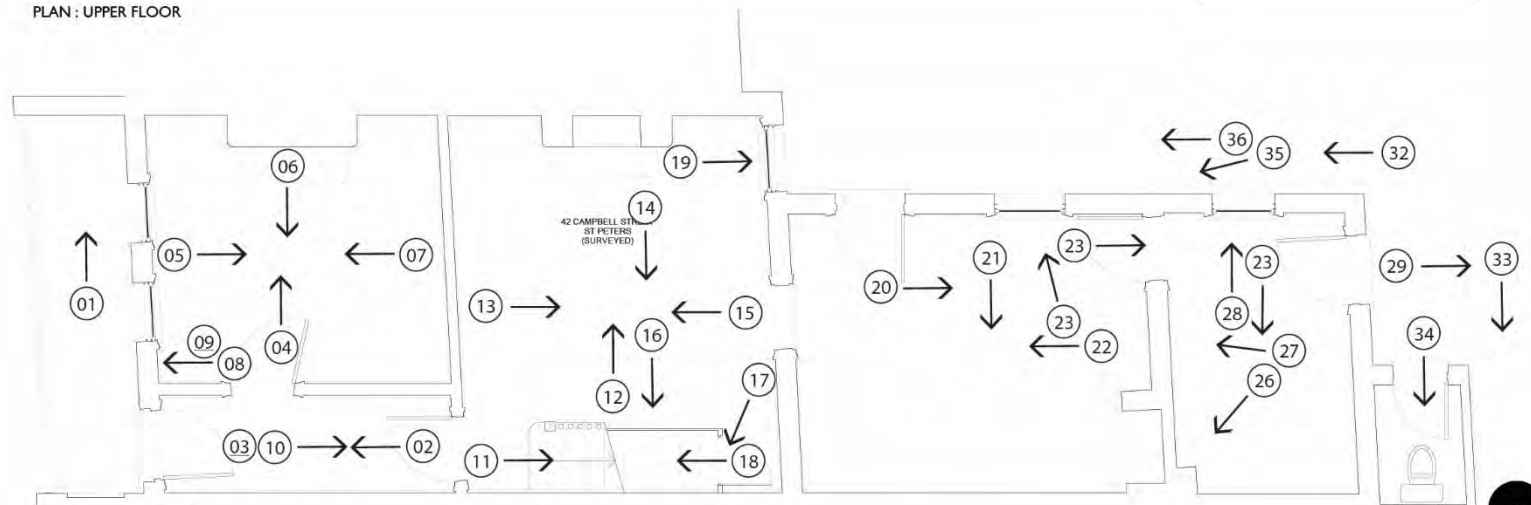


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11.3 Photographic Direction Plans



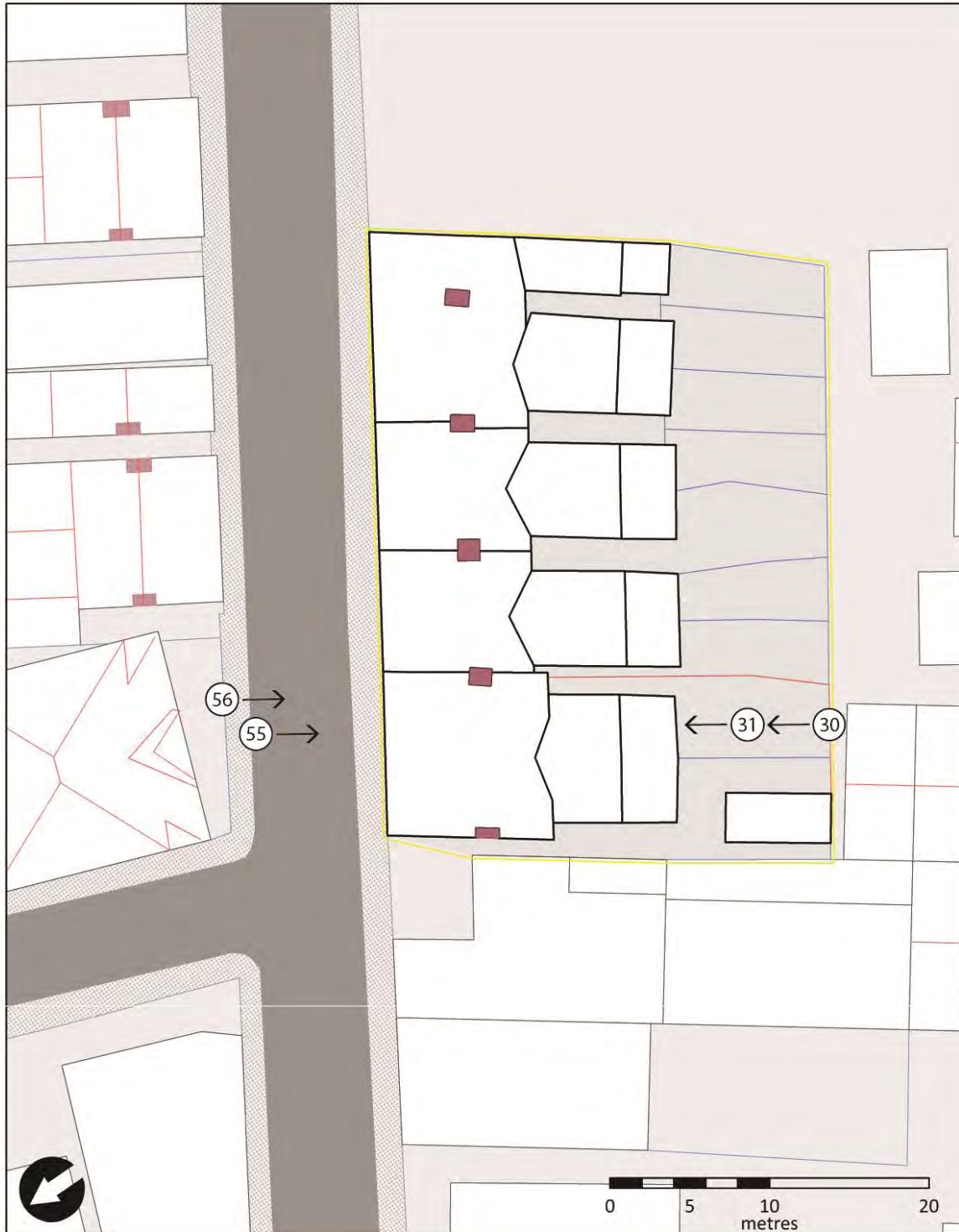
PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

TERRACE ROW NOS. 42 - 44
NO. 42
CAMPBELL STREET ST PETERS
AS EXISTING
NOVEMBER 2016





28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Footpaths
- Rooflines

12. 44 Campbell Street, St Peters

12.1 Photographic Recording Sheets

44 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	28 November 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

Image N	Direction	Details	Thumbnail
001_44_CAMPBELL_STREET_2016	SW	View of ground floor corridor leading to foyer (right) and dining room (ahead).	
002_44_CAMPBELL_STREET_2016	-	Detail of floral ceiling rose in foyer.	
003_44_CAMPBELL_STREET_2016	SW	View of foyer room.	

Image N	Direction	Details	Thumbnail
004_44_CAMPBELL_STREET_2016	NW	View of foyer room and fire place.	
005_44_CAMPBELL_STREET_2016	NW	Detail of foyer fireplace mantel and surrounds.	
006_44_CAMPBELL_STREET_2016	NW	Detail of firebox and decorative tiles.	
007_44_CAMPBELL_STREET_2016	NE	View of two single-hung sash windows in foyer.	
008_44_CAMPBELL_STREET_2016	SE	View of entry to ground floor corridor from foyer.	
009_44_CAMPBELL_STREET_2016	NE	View of ground floor corridor ceiling rose.	
010_44_CAMPBELL_STREET_2016	NE	View of modern floor boards on ground floor.	

Image N	Direction	Details	Thumbnail
011_44_CAMPBELL_STREET_2016	NW	View of dining room fire place and single-hung sash window.	
012_44_CAMPBELL_STREET_2016	NE	View of dining room with entrance towards ground floor corridor.	
013_44_CAMPBELL_STREET_2016	SE	View of dining room showing stairwell.	
014_44_CAMPBELL_STREET_2016	S	Detail of staircase showing decorative feature.	
015_44_CAMPBELL_STREET_2016	SE	Detail of decorative balustrade.	
016_44_CAMPBELL_STREET_2016	S	Detail of stair case and balustrade decorative features	

Image N	Direction	Details	Thumbnail
017_44_CAMPBELL_STREET_2016	S	View of kitchenette.	
018_44_CAMPBELL_STREET_2016	N	View from kitchen towards dining room.	
019_44_CAMPBELL_STREET_2016	W	View of single-hung sash window in kitchen.	
020_44_CAMPBELL_STREET_2016	SE	View of laundry.	
021_44_CAMPBELL_STREET_2016	E	View of laundry with chimney breast.	




Image N	Direction	Details	Thumbnail
022_44_CAMPBELL_STREET_2016	SE	Detail of outside toilet and vented door light.	
023_44_CAMPBELL_STREET_2016	E	View from backyard towards laundry (left) and outside toilet (right).	
024_44_CAMPBELL_STREET_2016	NE	View of outside corridor leading to the kitchen and front of the property.	

Image N	Direction	Details	Thumbnail
025_44_CAMPBELL_STREET_2016	NE	View of rear elevation.	
026_44_CAMPBELL_STREET_2016	SE	View of ancillary structure in backyard.	
027_44_CAMPBELL_STREET_2016	SE	View of space between ancillary structure and bounding structure to the south of the property.	
028_44_CAMPBELL_STREET_2016	S	Detail of bounding structure.	






Image N	Direction	Details	Thumbnail
029_44_CAMPBELL_STREET_2016	SE	View of outside corridor leading to kitchen and front of the property.	
030_44_CAMPBELL_STREET_2016	E	View of 44 Campbell Street (left) and 42 Campbell Street (right).	
031_44_CAMPBELL_STREET_2016	SW	View of ancillary structure in backyard.	
032_44_CAMPBELL_STREET_2016	SW	View of stairwell towards first landing.	
033_44_CAMPBELL_STREET_2016	WS	View of bathroom.	

Image N	Direction	Details	Thumbnail
034_44_CAMPBELL_STREET_2016	W	View of first bedroom with single-hung sash window.	
035_44_CAMPBELL_STREET_2016	E	View of first bedroom with beaded timber walls facing towards first floor corridor.	
036_44_CAMPBELL_STREET_2016	NW	Detail of floor skirting in stair well.	
037_44_CAMPBELL_STREET_2016	N	Detail of beaded timber walls.	
038_44_CAMPBELL_STREET_2016	SW	View of second bedroom with single-hung sash window.	
039_44_CAMPBELL_STREET_2016	N	View of second bedroom with chimney breast.	
040_44_CAMPBELL_STREET_2016	NW	View of master bedroom with brick feature wall and fireplace.	

Image N	Direction	Details	Thumbnail
041_44_CAMPBELL_STREET_2016	NW	Detail of fire place mantel and tessellated tiles	
042_44_CAMPBELL_STREET_2016	NW	View of balcony, balustrade and French doors.	
043_44_CAMPBELL_STREET_2016	SE	View of balcony and balustrade.	
044_44_CAMPBELL_STREET_2016	SW	View from second landing towards first landing.	

Image N	Direction	Details	Thumbnail
045_44_CAMPBELL_STREET_2016	SW	Front façade.	
046_44_CAMPBELL_STREET_2016	SW	View of 44 Campbell Street (right) with 40-42 Campbell Street (left).	
047_44_CAMPBELL_STREET_2016	SE	View of 44 Campbell Street north west elevation.	

12.2 Photographic Proof Sheets

44 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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003_44_CAMPBELL_STREET_201
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004_44_CAMPBELL_STREET_201
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005_44_CAMPBELL_STREET_201
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006_44_CAMPBELL_STREET_201
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007_44_CAMPBELL_STREET_201
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011_44_CAMPBELL_STREET_201
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012_44_CAMPBELL_STREET_201
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1/8 ISO 400 2016/11/28 11:22:21



013_44_CAMPBELL_STREET_201
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014_44_CAMPBELL_STREET_201
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015_44_CAMPBELL_STREET_201
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016_44_CAMPBELL_STREET_201
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44 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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018_44_CAMPBELL_STREET_201
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019_44_CAMPBELL_STREET_201
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020_44_CAMPBELL_STREET_201
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021_44_CAMPBELL_STREET_201
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022_44_CAMPBELL_STREET_201
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023_44_CAMPBELL_STREET_201
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024_44_CAMPBELL_STREET_201
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025_44_CAMPBELL_STREET_201
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026_44_CAMPBELL_STREET_201
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027_44_CAMPBELL_STREET_201
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028_44_CAMPBELL_STREET_201
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029_44_CAMPBELL_STREET_201
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031_44_CAMPBELL_STREET_201
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44 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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035_44_CAMPBELL_STREET_201
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036_44_CAMPBELL_STREET_201
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037_44_CAMPBELL_STREET_201
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1/8 ISO 400 2016/11/28 11:31:51



038_44_CAMPBELL_STREET_201
6
1/8 ISO 400 2016/11/28 11:32:19



039_44_CAMPBELL_STREET_201
6
1/8 ISO 400 2016/11/28 11:32:27



040_44_CAMPBELL_STREET_201
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041_44_CAMPBELL_STREET_201
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1/8 ISO 400 2016/11/28 11:34:09



042_44_CAMPBELL_STREET_201
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043_44_CAMPBELL_STREET_201
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044_44_CAMPBELL_STREET_201
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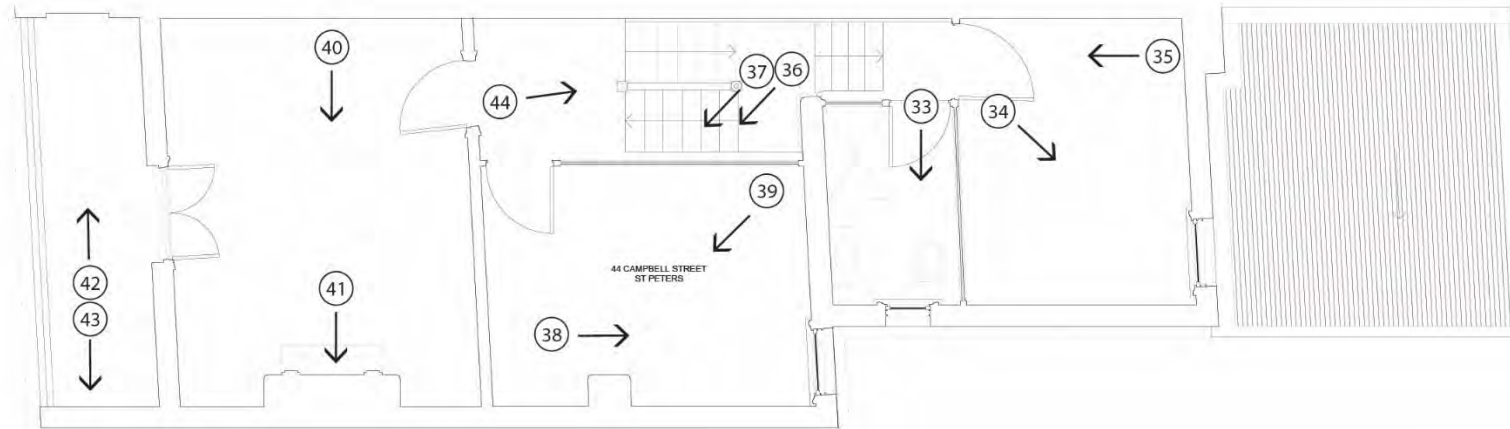


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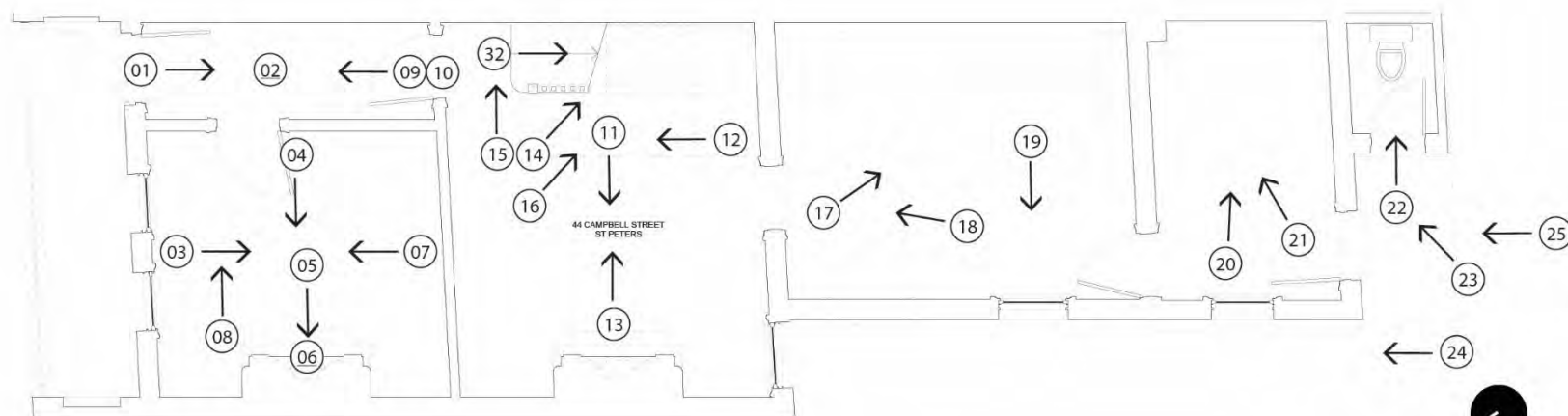


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12.3 Photographic Direction Plans



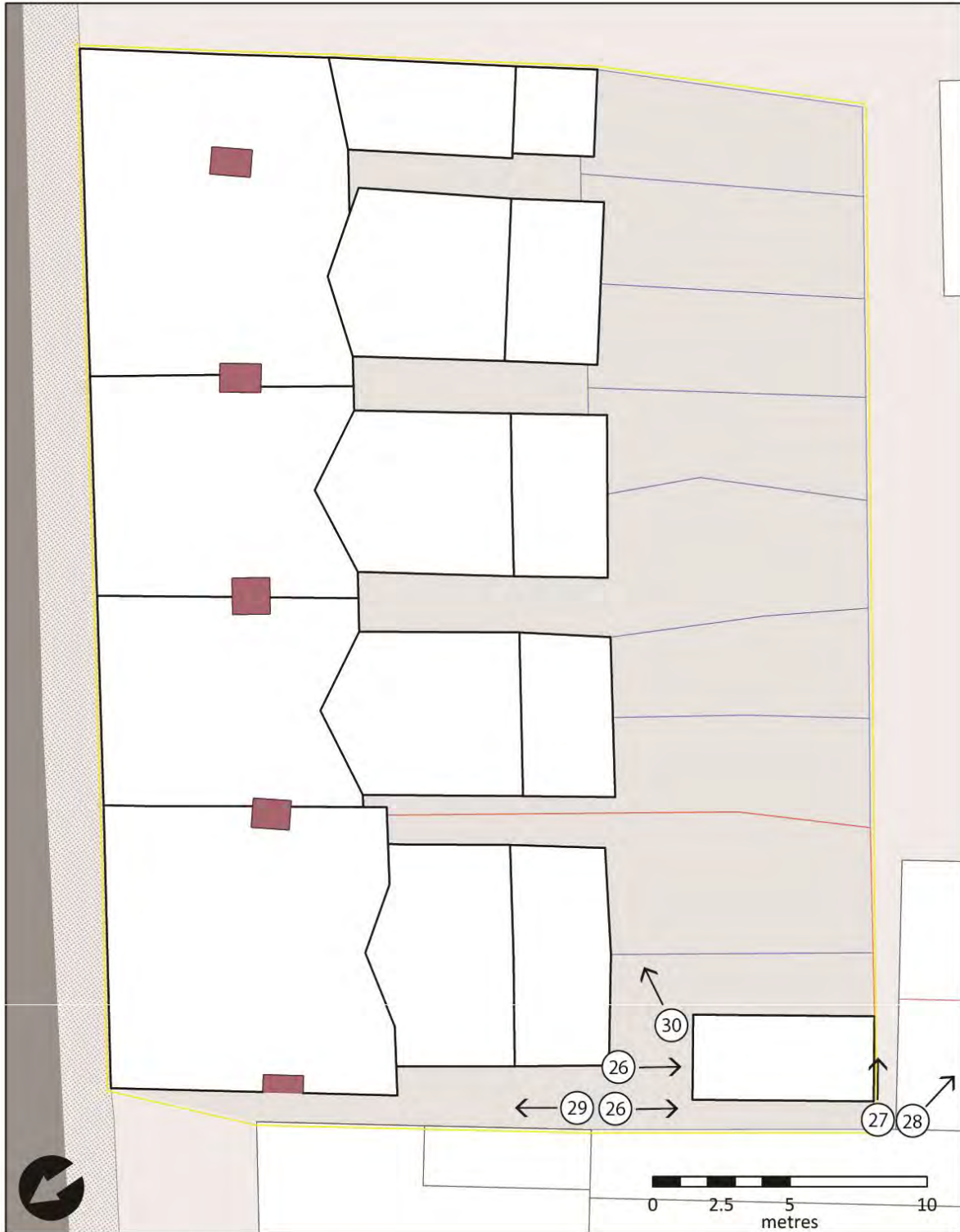
PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

TERRACE ROW NOS. 42 - 44
NO. 44
CAMPBELL STREET ST PETERS
AS EXISTING
NOVEMBER 2016





28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Footpaths
- Rooflines

13. 28-44 Campbell Street, St Peters

13.1 Photographic Recording Sheets

28-44 CAMPBELL STREET, ST PETERS

Photographer:	██████████
Date:	8 August 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.

Image N	Direction	Details	Thumbnail
001_EXTERIOR_CAMPBELL_STREET_2016	SW	28-36 Campbell Street.	
002_EXTERIOR_CAMPBELL_STREET_2016	W	34-44 Campbell Street.	
003_EXTERIOR_CAMPBELL_STREET_2016	SE	28-32 Campbell Street and streetscape.	
004_EXTERIOR_CAMPBELL_STREET_2016	NW	38-44 Campbell Street and streetscape.	

Image N	Direction	Details	Thumbnail
005_EXTERIOR_CAMPBELL_STREET_2016	NW	28 Campbell Street in profile with terraces.	
006_EXTERIOR_CAMPBELL_STREET_2016	SW	28-32 Campbell Street.	
007_EXTERIOR_CAMPBELL_STREET_2016	SW	30-34 Campbell Street.	
008_EXTERIOR_CAMPBELL_STREET_2016	SW	34-40 Campbell Street.	
009_EXTERIOR_CAMPBELL_STREET_2016	SW	36-40 Campbell Street.	
010_EXTERIOR_CAMPBELL_STREET_2016	SW	38-44 Campbell Street.	

Image N	Direction	Details	Thumbnail
011_EXTERIOR_CAMPBELL_STREET_2016	SE	44 Campbell Street in profile with terraces.	
012_EXTERIOR_CAMPBELL_STREET_2016	S	Facing south, detailing western elevation.	
013_EXTERIOR_CAMPBELL_STREET_2016	SE	Facing south-east, view of Campbell Street terraces in Streetscape.	
014_EXTERIOR_CAMPBELL_STREET_2016	SW	44 Campbell Street.	



Image N	Direction	Details	Thumbnail
015_EXTERIOR_CA MPBELL_STREET_ 2016	SW	42 Campbell Street.	
016_EXTERIOR_CA MPBELL_STREET_ 2016	SW	40 Campbell Street.	
017_EXTERIOR_CA MPBELL_STREET_ 2016	SW	38 Campbell Street	

Image N	Direction	Details	Thumbnail
018_EXTERIOR_CA MPBELL_STREET_ 2016	SW	36 Campbell Street	
019_EXTERIOR_CA MPBELL_STREET_ 2016	SW	34 Campbell Street	
020_EXTERIOR_CA MPBELL_STREET_ 2016	SW	32 Campbell Street	

Image N	Direction	Details	Thumbnail
021_EXTERIOR_CA MPBELL_STREET_ 2016	SW	30 Campbell Street	
022_EXTERIOR_CA MPBELL_STREET_ 2016	SW	28 Campbell Street	
023_EXTERIOR_CA MPBELL_STREET_ 2016	W	28 Campbell Street, side (east) elevation.	
024_EXTERIOR_CA MPBELL_STREET_ 2016	W	28-44 Campbell Street within the streetscape.	
025_EXTERIOR_CA MPBELL_STREET_ 2016	S	44-28 Campbell Street within the streetscape.	

Image N	Direction	Details	Thumbnail
026_EXTERIOR_CA MPBELL_STREET_ 2016	SE	35 Campbell Street from 44 Campbell Street.	
027_EXTERIOR_CA MPBELL_STREET_ 2016	W	Facing south, detailing 42 Campbell Street brick kneeler with stepped flashing.	
028_EXTERIOR_CA MPBELL_STREET_ 2016	S	Facing south, detailing 30 Campbell Street chimney with stepped flashing.	
029_EXTERIOR_CA MPBELL_STREET_ 2016	W	Facing west, detailing 42 Campbell Street chimney.	
030_EXTERIOR_CA MPBELL_STREET_ 2016	S	Facing south, detailing 32- 34 Campbell Street decorative moulding over brick kneeler.	
031_EXTERIOR_CA MPBELL_STREET_ 2016	S	Facing south, view of electrical fittings to 28-30 Campbell Street.	
032_EXTERIOR_CA MPBELL_STREET_ 2016	W	Facing west, detailing 40 Campbell Street stepped flashing.	

Image N	Direction	Details	Thumbnail
033_EXTERIOR_CAMPBELL_STREET_2016	W	Facing west, view of electrical fittings attached to brick kneeler between 42-44 Campbell Street.	
034_EXTERIOR_CAMPBELL_STREET_2016	W	Facing west, detailing 44 Campbell Street chimney.	
035_EXTERIOR_CAMPBELL_STREET_2016	SW	Facing south-west, detailing 36 Campbell Street decorative lace work balustrade.	
036_EXTERIOR_CAMPBELL_STREET_2016	SW	Facing south-west, detailing 36 Campbell Street iron boundary fence.	
037_EXTERIOR_CAMPBELL_STREET_2016	SW	Facing south-west, detailing 30-32 Campbell Street decorative lace work brackets and mouldings.	
038_EXTERIOR_CAMPBELL_STREET_2016	W	Facing west, detailing 34-44 Campbell Street iron veranda fencing.	
039_EXTERIOR_CAMPBELL_STREET_2016	W	Facing west, detailing 28-30 Campbell Street chimney.	

Image N	Direction	Details	Thumbnail
040_EXTERIOR_CA MPBELL_STREET_ 2016	W	Facing west, detailing 28 Campbell Street chimney and cowls.	
041_EXTERIOR_CA MPBELL_STREET_ 2016	W	Facing west, detailing condition of 28 Campbell Street	

13.2 Photographic Proof Sheets

28-44 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



001_EXTERIOR_CAMPBELL_STR
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003_EXTERIOR_CAMPBELL_STR
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004_EXTERIOR_CAMPBELL_STR
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005_EXTERIOR_CAMPBELL_STR
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008_EXTERIOR_CAMPBELL_STR
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010_EXTERIOR_CAMPBELL_STR
EET_2016
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011_EXTERIOR_CAMPBELL_STR
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013_EXTERIOR_CAMPBELL_STR
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014_EXTERIOR_CAMPBELL_STR
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015_EXTERIOR_CAMPBELL_STR
EET_2016
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016_EXTERIOR_CAMPBELL_STR
EET_2016
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28-44 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



017_EXTERIOR_CAMPBELL_STR
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018_EXTERIOR_CAMPBELL_STR
EET_2016
1/7.1 ISO 400 2016/08/08 13:31:52



019_EXTERIOR_CAMPBELL_STR
EET_2016
1/7.1 ISO 400 2016/08/08 13:32:00



020_EXTERIOR_CAMPBELL_STR
EET_2016
1/7.1 ISO 400 2016/08/08 13:32:08



021_EXTERIOR_CAMPBELL_STR
EET_2016
1/7.1 ISO 400 2016/08/08 13:32:16



022_EXTERIOR_CAMPBELL_STR
EET_2016
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024_EXTERIOR_CAMPBELL_STR
EET_2016
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025_EXTERIOR_CAMPBELL_STR
EET_2016
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026_EXTERIOR_CAMPBELL_STR
EET_2016
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027_EXTERIOR_CAMPBELL_STR
EET_2016
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028_EXTERIOR_CAMPBELL_STR
EET_2016
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029_EXTERIOR_CAMPBELL_STR
EET_2016
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030_EXTERIOR_CAMPBELL_STR
EET_2016
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031_EXTERIOR_CAMPBELL_STR
EET_2016
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032_EXTERIOR_CAMPBELL_STR
EET_2016
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28-44 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer [REDACTED]



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034_EXTERIOR_CAMPBELL_STR
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035_EXTERIOR_CAMPBELL_STR
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036_EXTERIOR_CAMPBELL_STR
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037_EXTERIOR_CAMPBELL_STR
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038_EXTERIOR_CAMPBELL_STR
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039_EXTERIOR_CAMPBELL_STR
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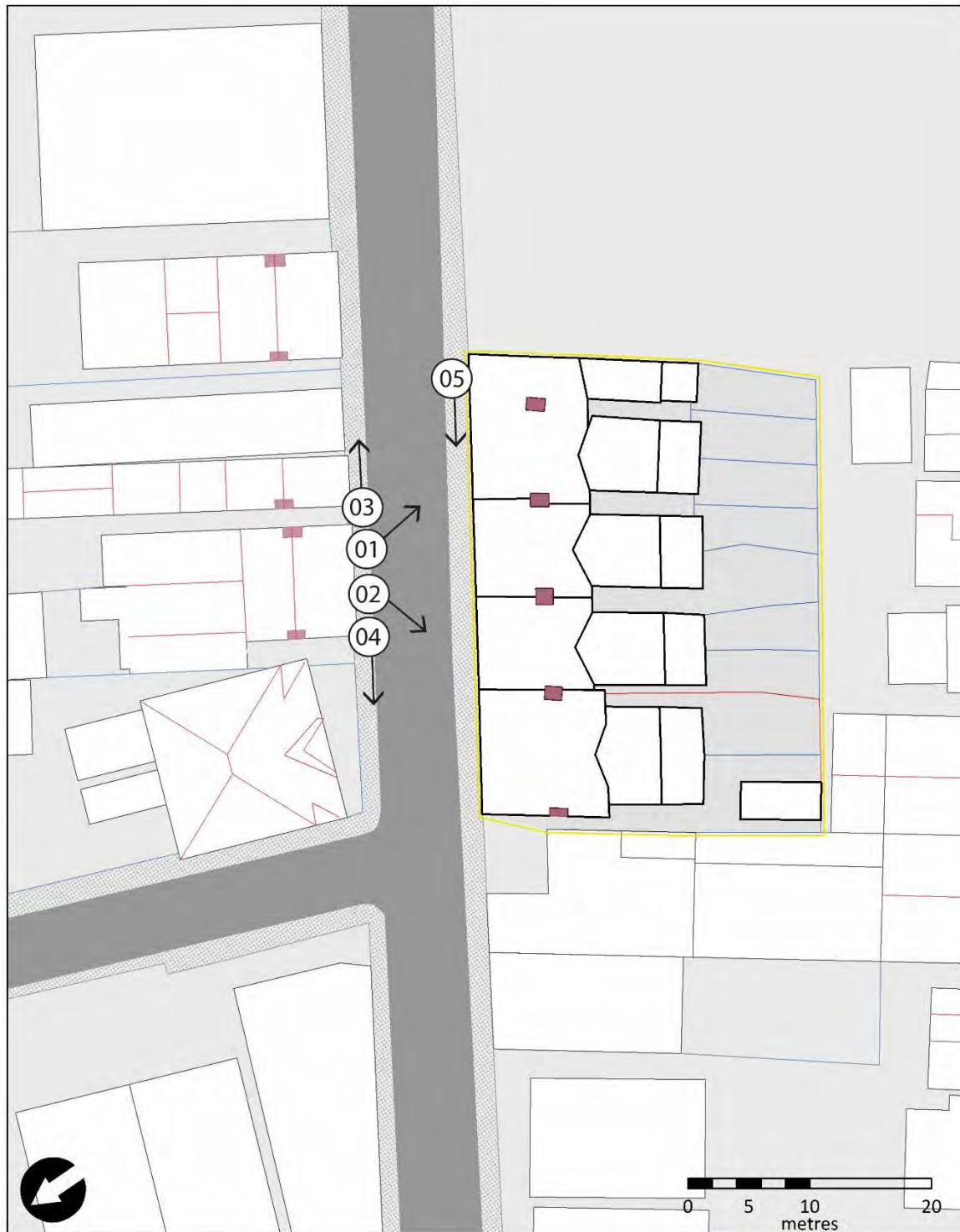


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041_EXTERIOR_CAMPBELL_STR
EET_2016
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13.3 Photographic Direction Plans



28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Footpaths
- Rooflines



28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Rooflines
- Footpaths



28-44 Campbell St, St Peters

- Project Boundary
- Structures
- Roads
- Fencelines
- Chimneys
- Footpaths
- Rooflines

14. 82 Campbell Street, St Peters

14.1 Photographic Recording Sheets

82 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	15 August 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to demolition.





Image N	Direction	Details	Thumbnail
001_82_CAMPBELL_STREET_2016	W	View of rear kitchen area.	
002_82_CAMPBELL_STREET_2016	NW	View of rear kitchen area.	
003_82_CAMPBELL_STREET_2016	W	View of rear kitchen area.	
004_82_CAMPBELL_STREET_2016	NE	View of rear laundry area, showing entry to kitchen (left), lounge room (middle) and bathroom (right).	

Image N	Direction	Details	Thumbnail
005_82_CAMPBELL_STREET_2016	NW	Detail of lintel above entry to kitchen.	
006_82_CAMPBELL_STREET_2016	SE	View of laundry.	
007_82_CAMPBELL_STREET_2016	S	Bathroom.	
008_82_CAMPBELL_STREET_2016	SW	Detail of bathroom window.	
009_82_CAMPBELL_STREET_2016	NE	View of lounge room, showing fireplace (left), entry to foyer-room (middle) and second bedroom (right).	
010_82_CAMPBELL_STREET_2016	SE	View from lounge room looking towards second bedroom.	
011_82_CAMPBELL_STREET_2016	SW	View from lounge room looking towards rear laundry area.	








Image N	Direction	Details	Thumbnail
012_82_CAMPBELL_STREET_2016	NW	View of lounge room showing former fireplace and 1920 style multi-paned window.	
013_82_CAMPBELL_STREET_2016	NW	1920 style multi-paned window in lounge room.	
014_82_CAMPBELL_STREET_2016	NW	Detail of stove in fireplace in lounge room.	
015_82_CAMPBELL_STREET_2016	N	Side view of fireplace in lounge room.	
016_82_CAMPBELL_STREET_2016	SE	View of first bedroom to the front of the house.	

Image N	Direction	Details	Thumbnail
017_82_CAMPBELL_STREET_2016	NE	View of second bedroom showing a double-hung sash timber window.	
018_82_CAMPBELL_STREET_2016	SE	View of second bedroom looking towards lounge room.	
019_82_CAMPBELL_STREET_2016	NE	View of second bedroom.	
020_82_CAMPBELL_STREET_2016	NW	View of decorative timber fireplace within foyer-room.	
021_82_CAMPBELL_STREET_2016	NE	View of timber door, suspended to cover an opening in the front façade within foyer-room.	
022_82_CAMPBELL_STREET_2016	SE	View from foyer-room towards first bedroom, showing the front entrance to the left.	
023_82_CAMPBELL_STREET_2016	SW	View from foyer-room towards lounge room.	

Image N	Direction	Details	Thumbnail
024_82_CAMPBELL_STREET_2016	N	Detail of chimney.	
025_82_CAMPBELL_STREET_2016	SE	View of first bedroom.	
026_82_CAMPBELL_STREET_2016	SW	View of first bedroom.	
027_82_CAMPBELL_STREET_2016	NW	View of first bedroom, showing entry to foyer-room.	
028_82_CAMPBELL_STREET_2016	NE	View of first bedroom, showing boarded window to the front façade.	
029_82_CAMPBELL_STREET_2016	S	Backyard, looking south.	
030_82_CAMPBELL_STREET_2016	SE	Backyard, looking east.	

Image N	Direction	Details	Thumbnail
031_82_CAMPBELL_STREET_2016	NE	Detail of rear elevation.	
032_82_CAMPBELL_STREET_2016	SE	Detail of side (west) elevation.	
033_82_CAMPBELL_STREET_2016	SE	Detail of side (west) elevation.	
034_82_CAMPBELL_STREET_2016	SE	Detail of side (west) elevation.	
035_82_CAMPBELL_STREET_2016	SE	Detail of side (west) elevation.	
036_82_CAMPBELL_STREET_2016	SE	Overview of building, showing side (west) and front elevation.	
037_82_CAMPBELL_STREET_2016	E	Profile view of 82 Campbell Street (right) within the streetscape.	

Image N	Direction	Details	Thumbnail
038_82_CAMPBELL_STREET_2016	SW	Detail of front boundary fence.	
039_82_CAMPBELL_STREET_2016	W	Profile view of 82 Campbell Street (left) within the streetscape.	
040_82_CAMPBELL_STREET_2016	SW	80 Campbell Street, located east of the subject site.	
041_82_CAMPBELL_STREET_2016	S	6 pane timber window on front façade.	
042_82_CAMPBELL_STREET_2016	S	6 pane timber window on front façade.	
043_82_CAMPBELL_STREET_2016	S	Front façade.	
044_82_CAMPBELL_STREET_2016	S	82 Campbell Street (centre) in conjunction with 80 Campbell Street (left).	

Image N	Direction	Details	Thumbnail
045_82_CAMPBELL_STREET_2016	SE	82 Campbell Street (centre) in conjunction with 80 Campbell Street (left).	
046_82_CAMPBELL_STREET_2016	SW	View of 82 Campbell Street (left) within streetscape.	

14.2 Photographic Proof Sheets

82 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



001_82_CAMPBELL_STREET_201
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003_82_CAMPBELL_STREET_201
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010_82_CAMPBELL_STREET_201
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013_82_CAMPBELL_STREET_201
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82 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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82 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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f/7.1 ISO 400 2016/08/15 11:03:03



038_82_CAMPBELL_STREET_201
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f/7.1 ISO 400 2016/08/15 11:05:20



039_82_CAMPBELL_STREET_201
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042_82_CAMPBELL_STREET_201
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043_82_CAMPBELL_STREET_201
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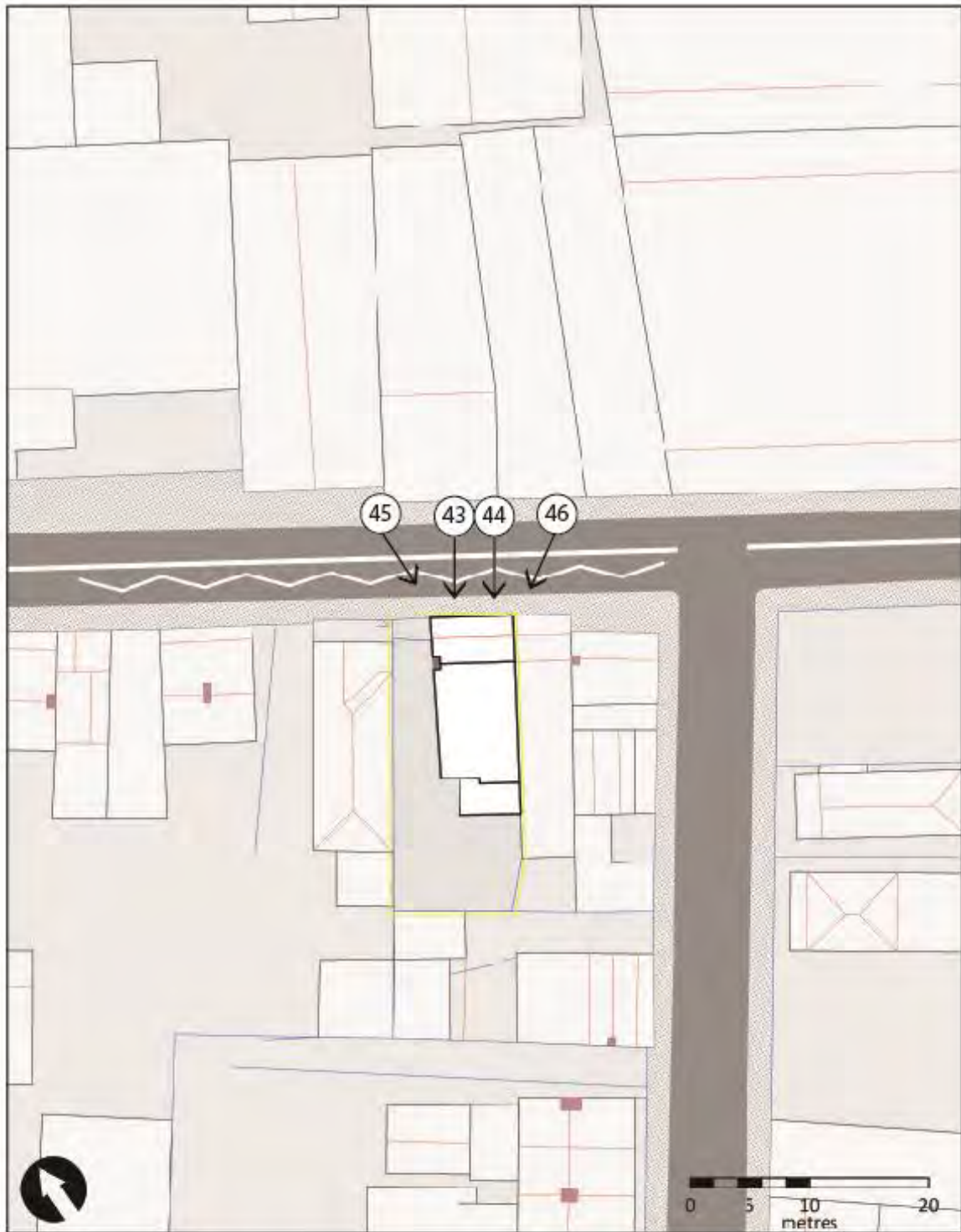


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14.3 Photographic Direction Plans



82 Campbell St, St Peters

- | | |
|--------------|-------------|
| — Fencelines | ■ Chimneys |
| — Rooflines | ▨ Footpaths |
| □ Structures | ■ Roads |

15. Measured Drawings

The following section includes the clean measured drawings which were prepared for 28-44 and 82 Campbell Street, St Peters by The Archivist (Peter Scotton) in 2016. As the dwellings at 28-40 are largely of the same construction, one dwelling (36 Campbell Street) was surveyed as a representative example of the group. This was also done for 42-44 Campbell Street, with 44 Campbell Street surveyed.

15.1 28-40 Campbell Street



ELEVATION : CAMPBELL STREET TERRACES

TERRACE ROW NOS. 28 - 40

CAMPBELL STREET ST PETERS
 AS EXISTING
 AUGUST 2016

28-40CS_MD-01
 1:100 @ A3
 16.12.2016

© 2016 Extent Heritage Pty Ltd
 www.extentheritage.com.au

t h e a r c h i v i s t

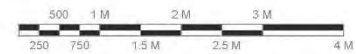


SECTION : 36 CAMPBELL STREET LOOKING EAST

TERRACE ROW NOS. 28 - 40

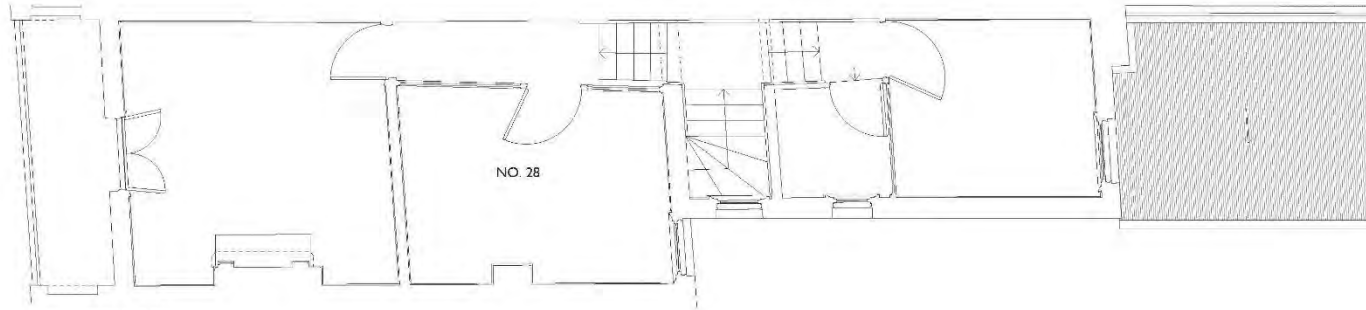
CAMPBELL STREET ST PETERS
 AS EXISTING
 AUGUST 2016

t h e a r c h i v i s t

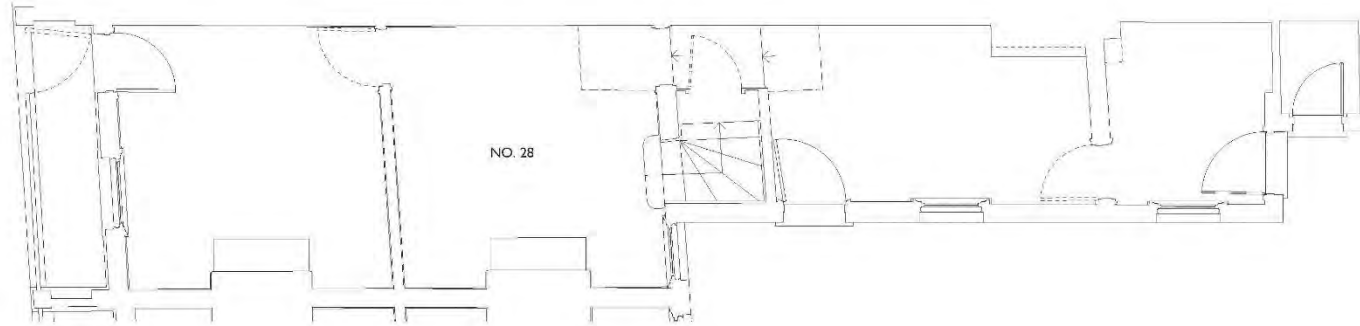


36CS_MD-02
 1 : 50 @ A3
 19.12.2016

p e t e r s c o t t o n
 p e t e r @ e x t e n t . c o n . a u

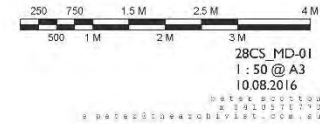


PLAN : UPPER FLOOR

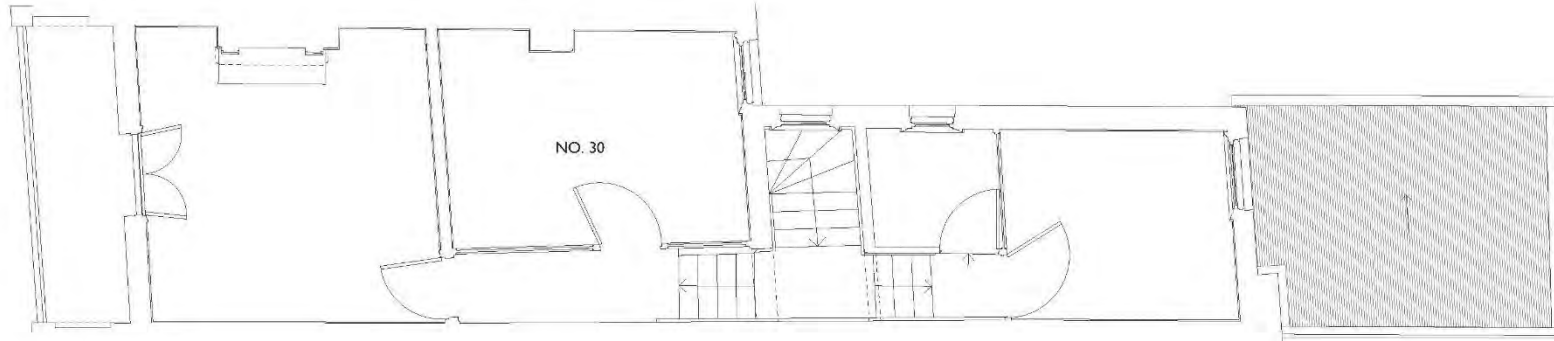


PLAN : GROUND FLOOR

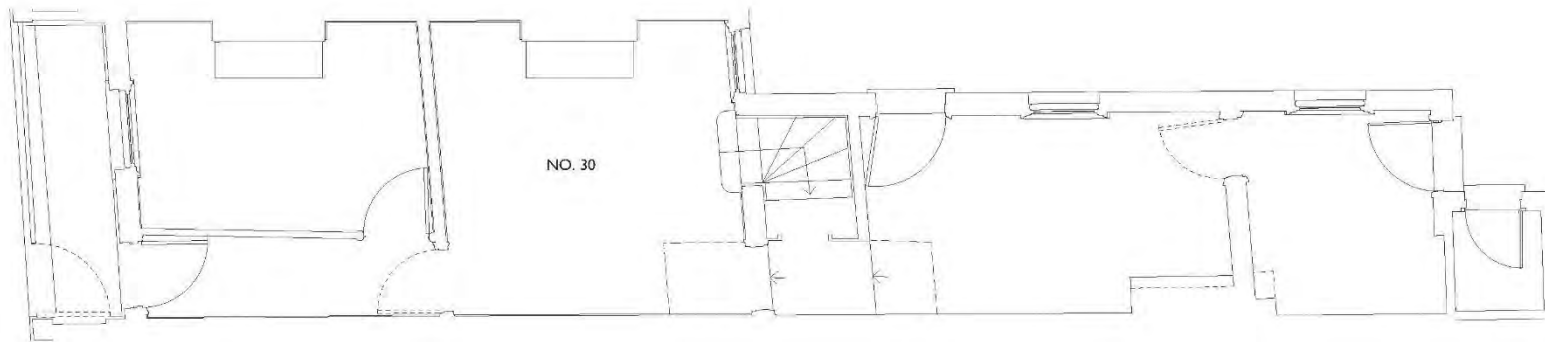
TERRACE ROW NOS. 28 - 40
NO. 28
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



t h e a r c h i v i s t

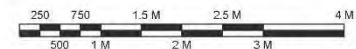


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

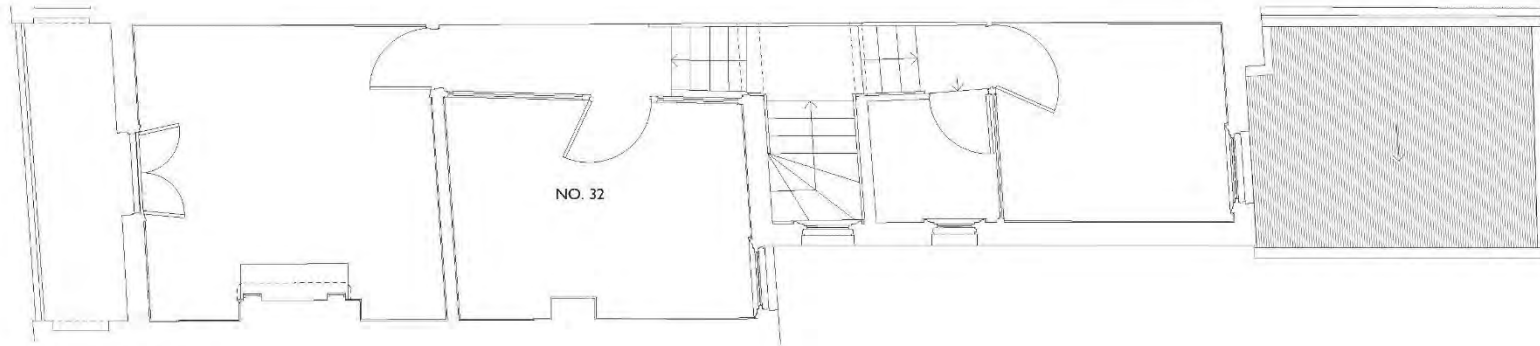
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NO. 30
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



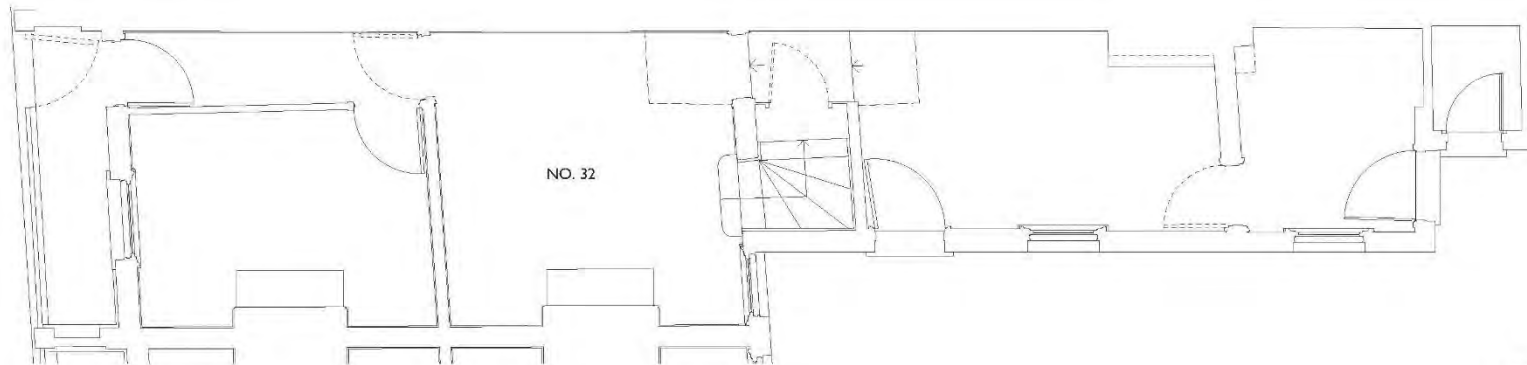
30CS_MD-01
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10.08.2016

petek scott
p 0810810722
e petek@cherchlyint.com.au

c h e r c h l y i n t

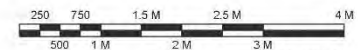


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

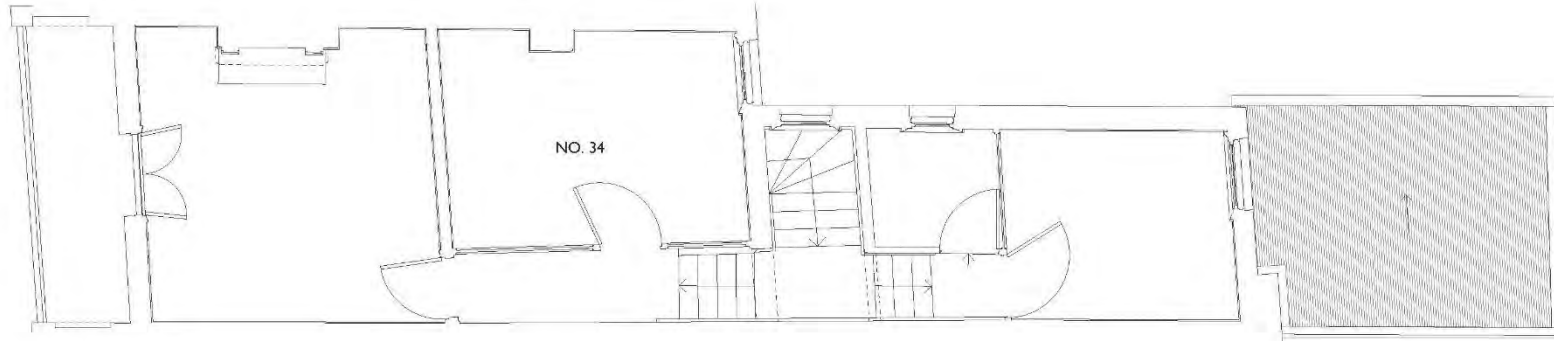
TERRACE ROW NOS. 28 - 40
NO. 32
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



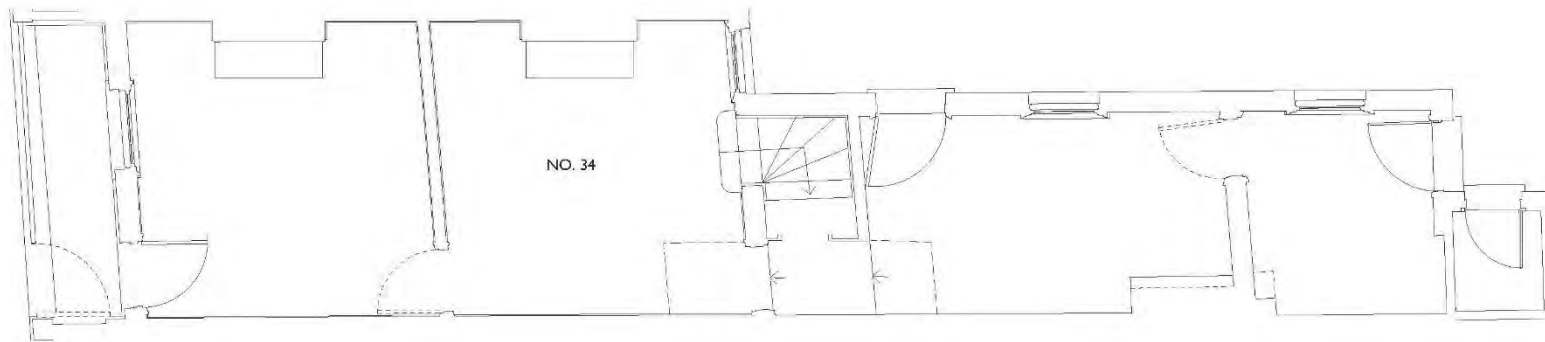
32CS_MD-01
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10.08.2016

pete.scott@extent.com.au
p.pet@extent.com.au

e n g a r c h i v i s t

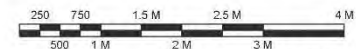


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

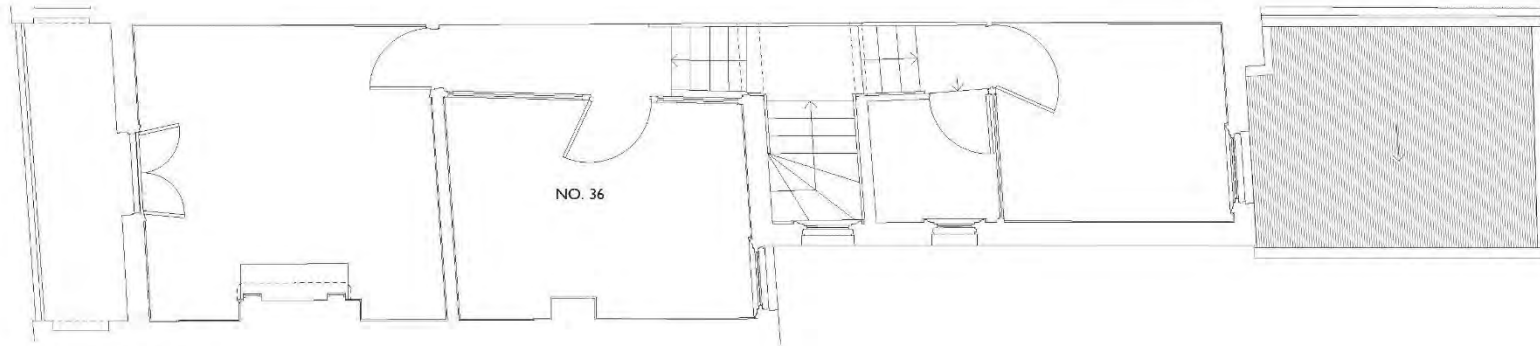
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NO. 34
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



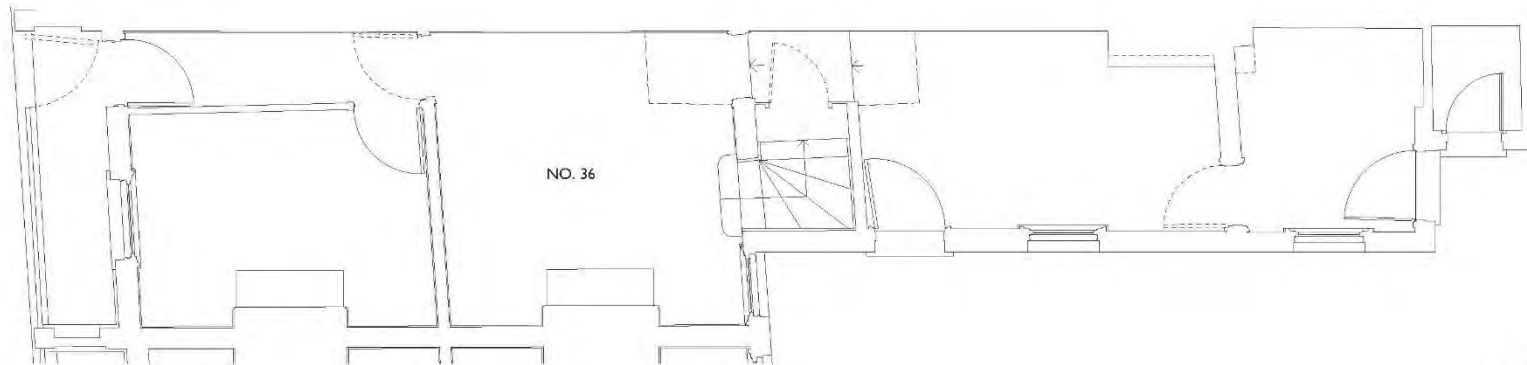
34CS_MD-01
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10.08.2016

petek scott
p 0810512712
e petek@cherchlyint.com.au

e t h a r c h i v i s t

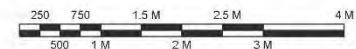


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

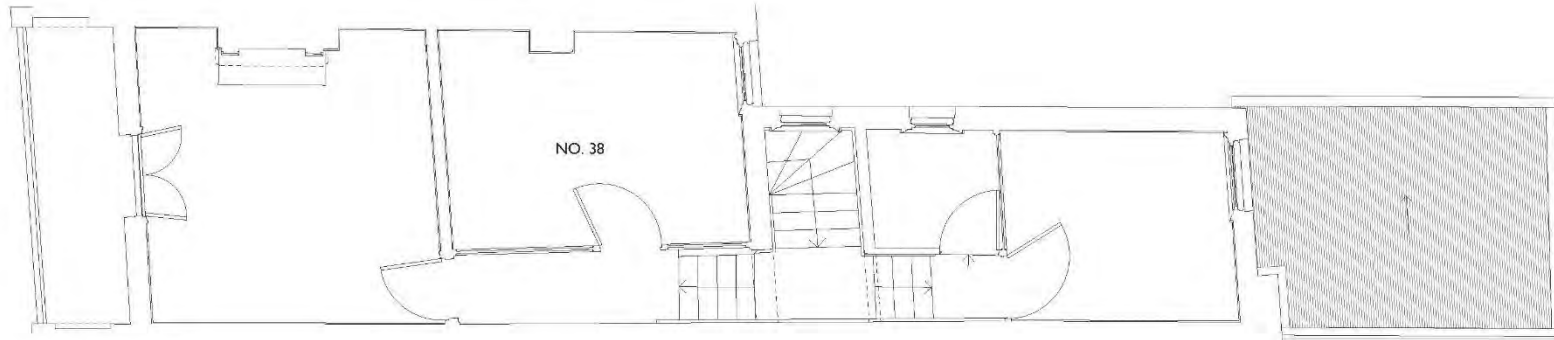
TERRACE ROW NOS. 28 - 40
NO. 36 SURVEYED
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



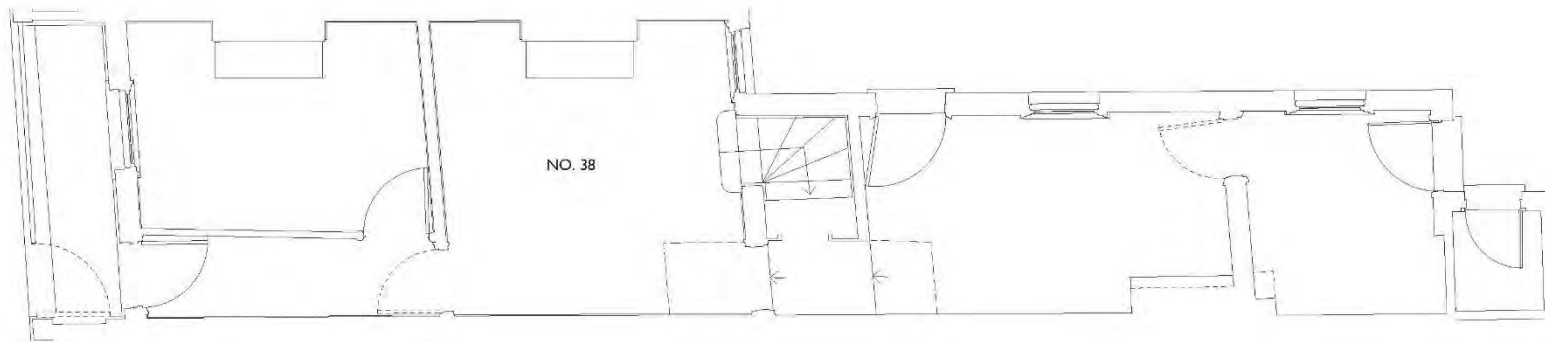
36CS_MD-01
1:50 @ A3
8.08.2016

petek scotton
p 0810513722
e petek@extentheritage.com.au

e t h a r c h i v i s t



PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

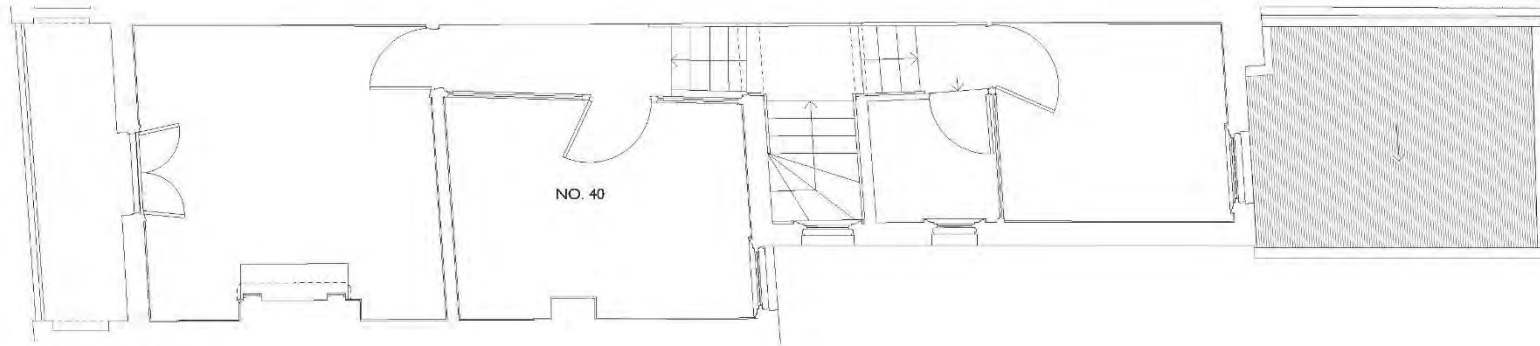
TERRACE ROW NOS. 28 - 40
NO. 38
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



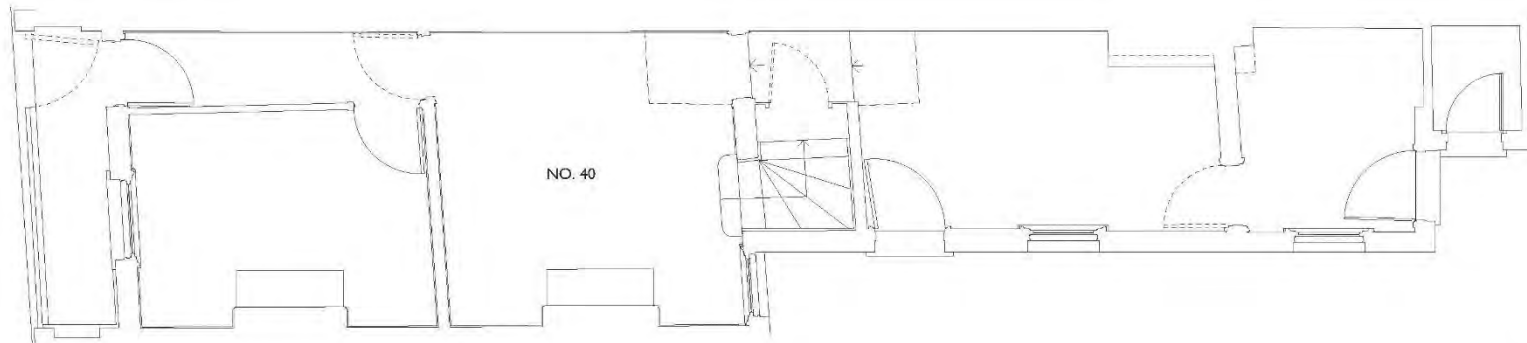
38CS_MD-01
1 : 50 @ A3
10.08.2016

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e petek@cherchlyint.com.au

e t h a r c h i v i s t




PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

TERRACE ROW NOS. 28 - 40
NO. 40
CAMPBELL STREET ST PETERS
AS EXISTING
AUGUST 2016



250 750 1.5 M 2.5 M 4 M
500 1 M 2 M 3 M

40CS_MD-01
1 : 50 @ A3
10.08.2016
petek scotton
p 0810513713
e petek@cherchly.com.au

t h e a r c h i v i s t

15.2 42-44 Campbell Street



ELEVATION : CAMPBELL STREET TERRACES

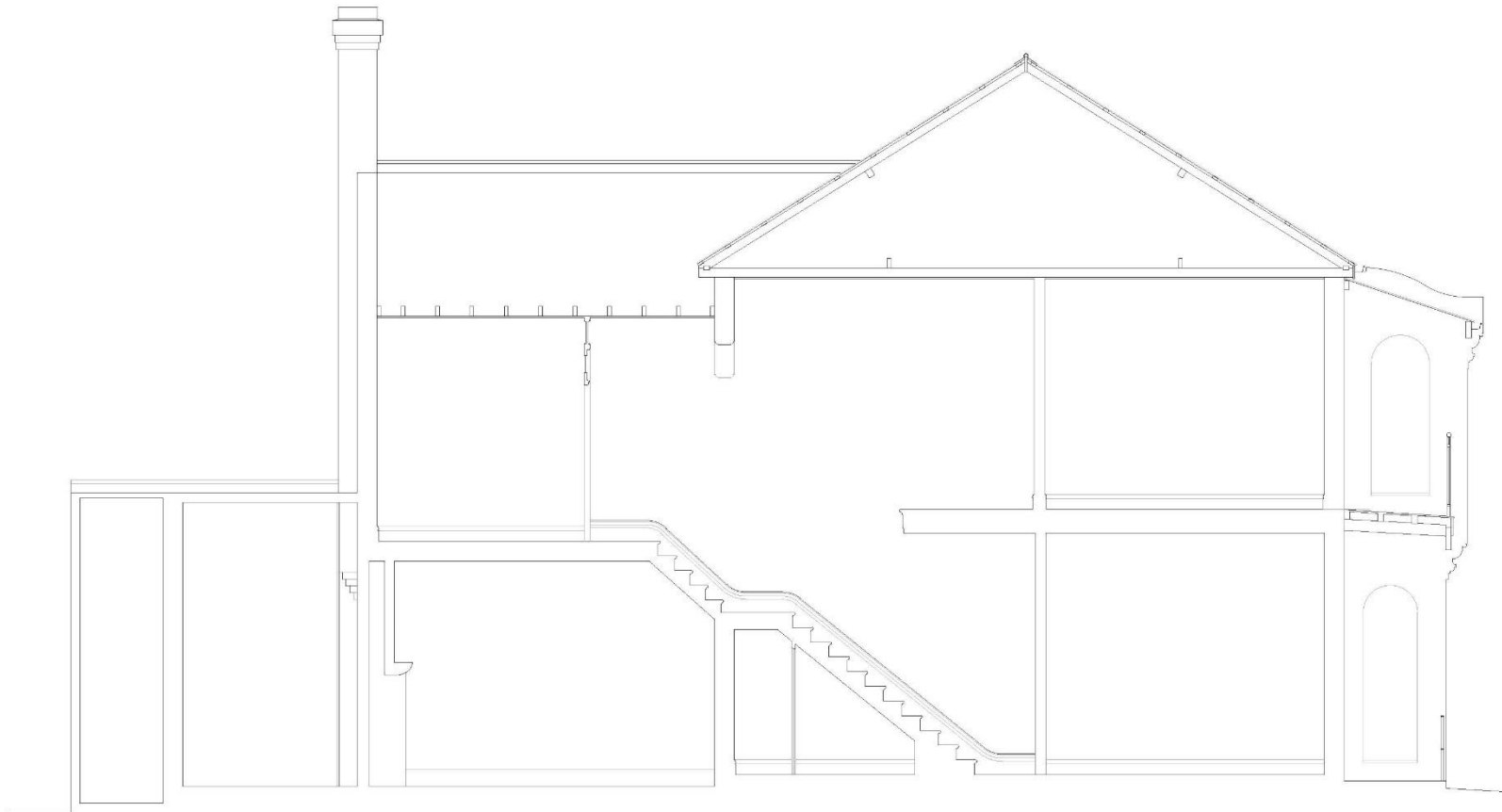
TERRACE ROW NOS. 28-40

CAMPBELL STREET ST PETERS
 AS EXISTING
 AUGUST 2016

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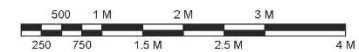
• petec@tbeaerchivists.com.au

t h e a r c h i v i s t s



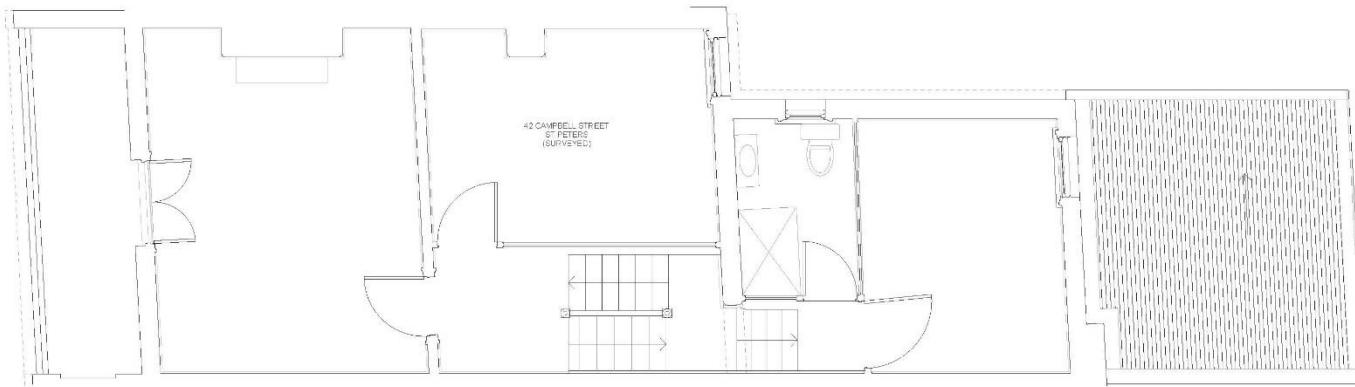
SECTION : 42 CAMPBELL STREET LOOKING WEST

TERRACE ROW NOS. 42 - 44
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 CAMPBELL STREET ST PETERS
 AS EXISTING
 NOVEMBER 2016

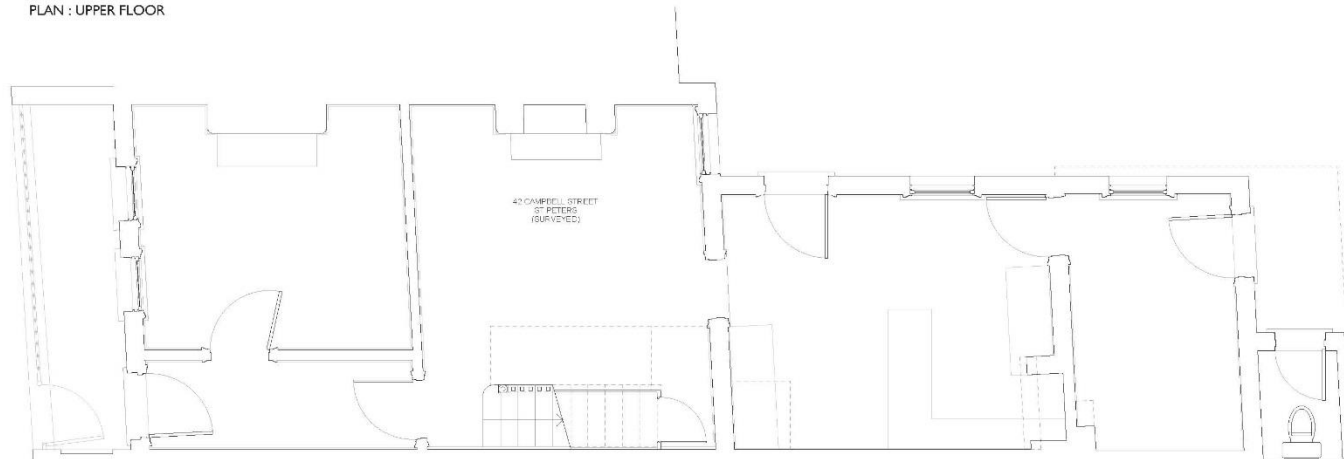


t h e a r c h i v i s t .

peter scotton
 a 0410571772
 e peter@thearchivist.com.au



PLAN : UPPER FLOOR



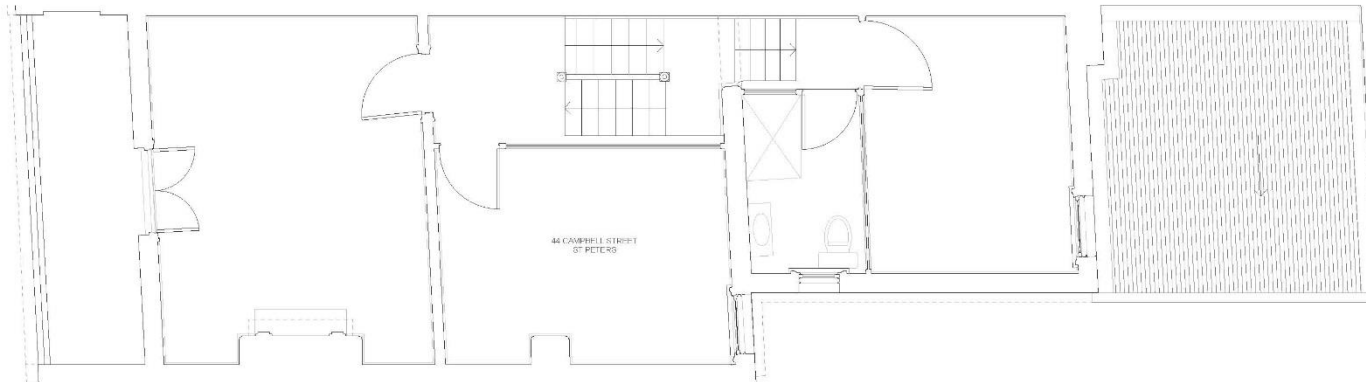
PLAN : GROUND FLOOR

TERRACE ROW NOS. 42 - 44
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 CAMPBELL STREET ST PETERS
 AS EXISTING
 NOVEMBER 2016

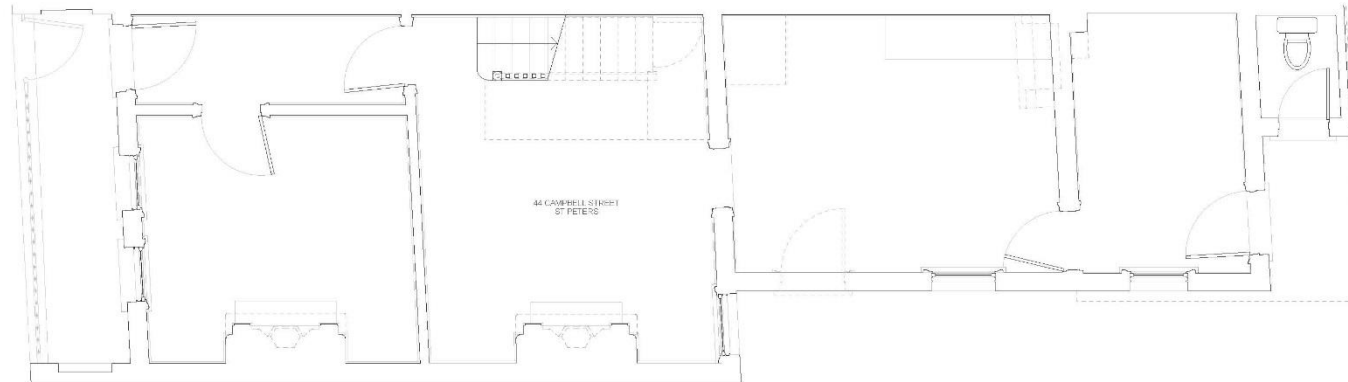


t h e a r c h i v i a t

PHOTO: BRUCE
 # 041037073
 P. 000000000000000000000000

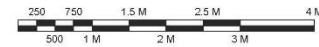


PLAN : UPPER FLOOR



PLAN : GROUND FLOOR

TERRACE ROW NOS. 42 - 44
 NO. 44
 CAMPBELL STREET ST PETERS
 AS EXISTING
 NOVEMBER 2016



t h e a r c h i v i s t

P R O J E C T N O
 N L 1 0 2 7 0 7 2
 W W W . P E T E R S S T R E E T A R C H I V I S T . C O M . A U

15.3 82 Campbell Street

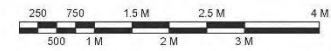


SIDE ELEVATION

STREET ELEVATION

82 CAMPBELL
 STREET ST PETERS

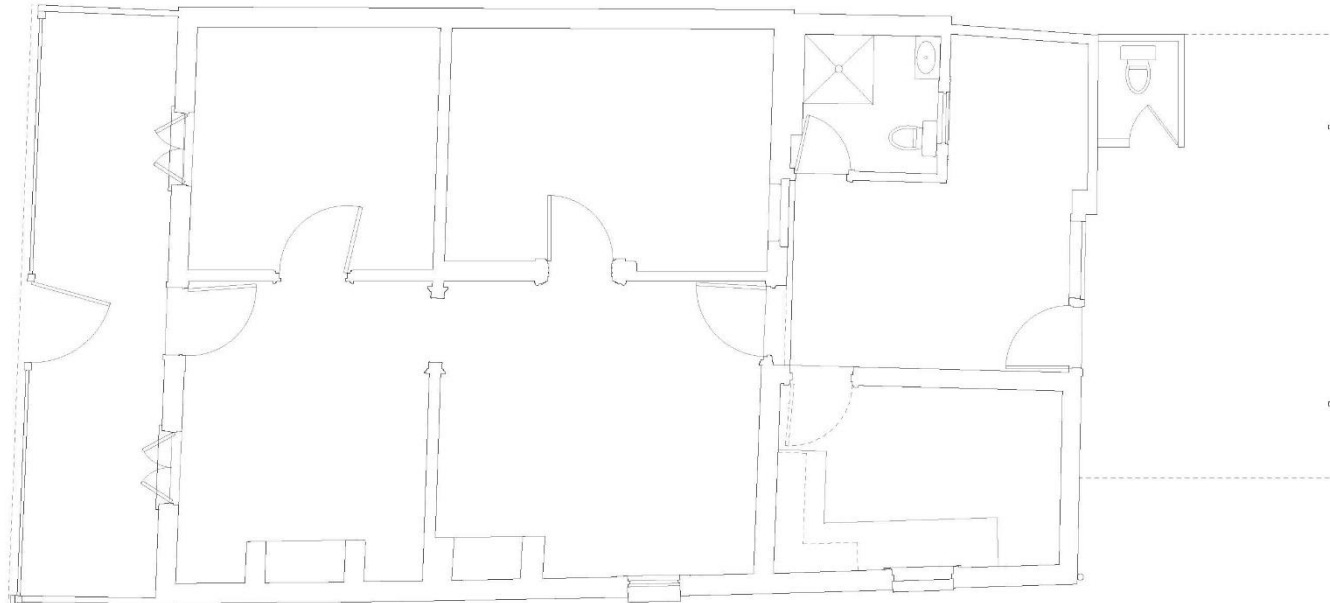
AS EXISTING
 AUGUST 2016



82CS_MD-02
 1:50 @ A3
 11.10.2016

PREP: PCOLLOP
 # 092051172
 © peter@theheritagearchivist.com.au

t h e a r c h i v i s t





PLAN : GROUND FLOOR

82 CAMPBELL
STREET ST PETERS

AS EXISTING
AUGUST 2016

t h e a r c h i v i s t

82CS_MD-01
1 : 50 @ A3
15.09.2016
PETER SCOTTON
2410570793
e peter@thearchivist.com.au

16. Appendix A

In response to an unexpected find during the demolition of 82 Campbell Street, St Peters, an additional Photographic Archival Recording was undertaken at site to record the find.

16.1 Photographic Recording Sheets

82 CAMPBELL STREET, ST PETERS	
Photographer:	██████████
Date:	9 February 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording of 82 Campbell Street during demolition.





Image N	Direction	Details	Thumbnail
001_82_CAMPBELL_STREET_ROOF_F RAME_2017	NE	View of rafters, western joist and purlins.	
002_82_CAMPBELL_STREET_ROOF_F RAME_2017	SE	View of doorway and central joists.	
003_82_CAMPBELL_STREET_ROOF_F RAME_2017	NW	View of central joists, and rafters.	
004_82_CAMPBELL_STREET_ROOF_F RAME_2017	NE	View of gable, rafters and purlins.	







Image N	Direction	Details	Thumbnail
005_82_CAMPBELL_STREET_ROOF_FRAME_2017	SE	View of gable, rafters and purlins.	
006_82_CAMPBELL_STREET_ROOF_FRAME_2017	SW	View of ventral joists, rafters and purlins.	
007_82_CAMPBELL_STREET_ROOF_FRAME_2017	E	View of roof frame from the western wall.	
008_82_CAMPBELL_STREET_ROOF_FRAME_2017	-	Detail of existing rafter, purlin and bracing composition.	
009_82_CAMPBELL_STREET_ROOF_FRAME_2017	W	View of roof frame from eastern wall.	
010_82_CAMPBELL_STREET_ROOF_FRAME_2017	NW	Detail of north-western corner join.	









Image N	Direction	Details	Thumbnail
011_82_CAMPBELL_STREET_ROOF_FRAME_2017	N	Detail of western joist join to northern wall.	
012_82_CAMPBELL_STREET_ROOF_FRAME_2017	N	Detail of eastern joist join to northern wall.	
013_82_CAMPBELL_STREET_ROOF_FRAME_2017	N	Detail of rafter join to northern wall.	
014_82_CAMPBELL_STREET_ROOF_FRAME_2017	N	View of existing rafter, purlin and bracing composition.	
015_82_CAMPBELL_STREET_ROOF_FRAME_2017	NE	Detail of north-eastern corner join.	
016_82_CAMPBELL_STREET_ROOF_FRAME_2017	S	Detail of rafter join to southern wall.	
017_82_CAMPBELL_STREET_ROOF_FRAME_2017	S	Detail of rafter join to southern wall.	
018_82_CAMPBELL_STREET_ROOF_FRAME_2017	S	Detail of rafter join to southern wall.	




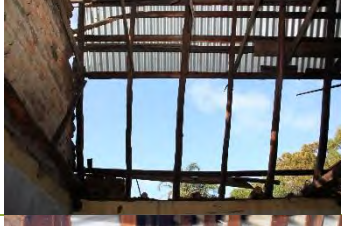
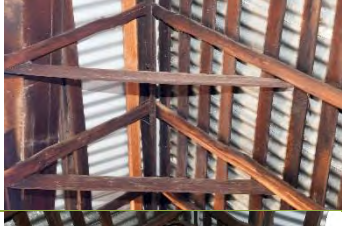

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021_82_CAMPBELL_STREET_ROOF_FRAME_2017	S	View of existing rafter, purlin and joist composition	
022_82_CAMPBELL_STREET_ROOF_FRAME_2017	S	View of existing rafter, purlin and joist composition.	
023_82_CAMPBELL_STREET_ROOF_FRAME_2017	-	Detail of existing ridge board, purlin, rafter and bracing composition.	
024_82_CAMPBELL_STREET_ROOF_FRAME_2017	E	View of ridge board, purlin, rafter and bracing composition.	






Image N	Direction	Details	Thumbnail
025_82_CAMPBELL_STREET_ROOF_FRAME_2017	W	View of roof structure from eastern wall	
026_82_CAMPBELL_STREET_ROOF_FRAME_2017	E	View of roof structure from western wall.	
027_82_CAMPBELL_STREET_ROOF_FRAME_2017	N	View visible of roof structure from former living room.	
028_82_CAMPBELL_STREET_ROOF_FRAME_2017	N	View visible of roof structure from former bed room.	
029_82_CAMPBELL_STREET_ROOF_FRAME_2017	N	Detail of visible rafters and purlins from former bedroom.	

Image N	Direction	Details	Thumbnail
030_82_CAMPBELL_STREET_ROOF_F RAME_2017	E	View of 82 Campbell Street during demolition.	
031_82_CAMPBELL_STREET_ROOF_F RAME_2017	N	View of Visible roo structure during demolition.	
032_82_CAMPBELL_STREET_ROOF_F RAME_2017	NW	View of visible roo structure during demolition.	
033_82_CAMPBELL_STREET_ROOF_F RAME_2017	NW	Detail of visible rafters and purlins during demolition.	
034_82_CAMPBELL_STREET_ROOF_F RAME_2017	W	View of 82 Campbell Street during demolition.	

16.2 Photographic Proof Sheet

82 Campbell Street, St Peters
Photographic Archival Recording 2016 - Photographer: [REDACTED]



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Photographic Archival Recording 2016 - Photographer: [REDACTED]



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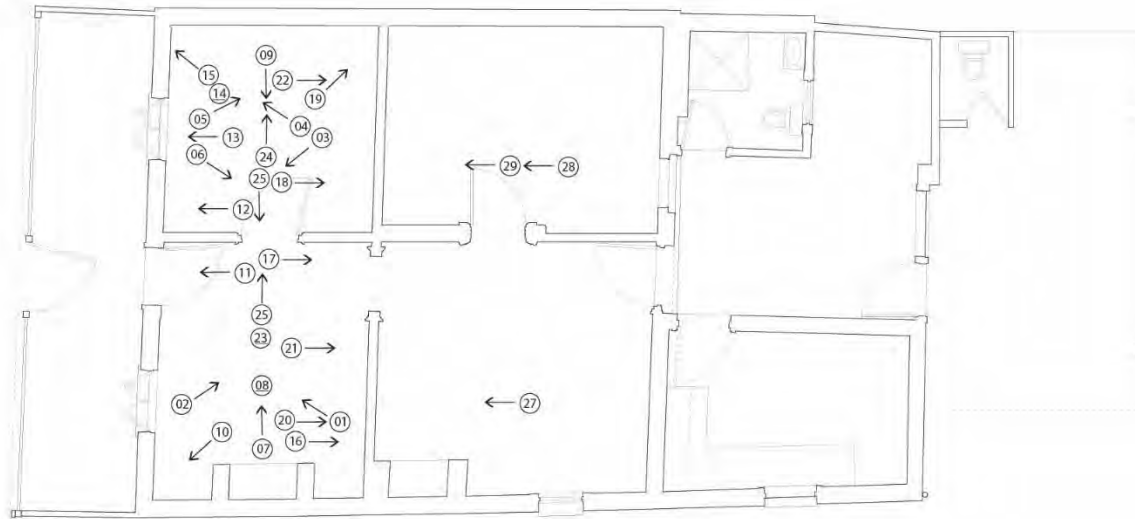
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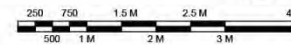
16.3 Photographic Direction Plans



PLAN : GROUND FLOOR

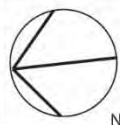
82 CAMPBELL
STREET ST PETERS

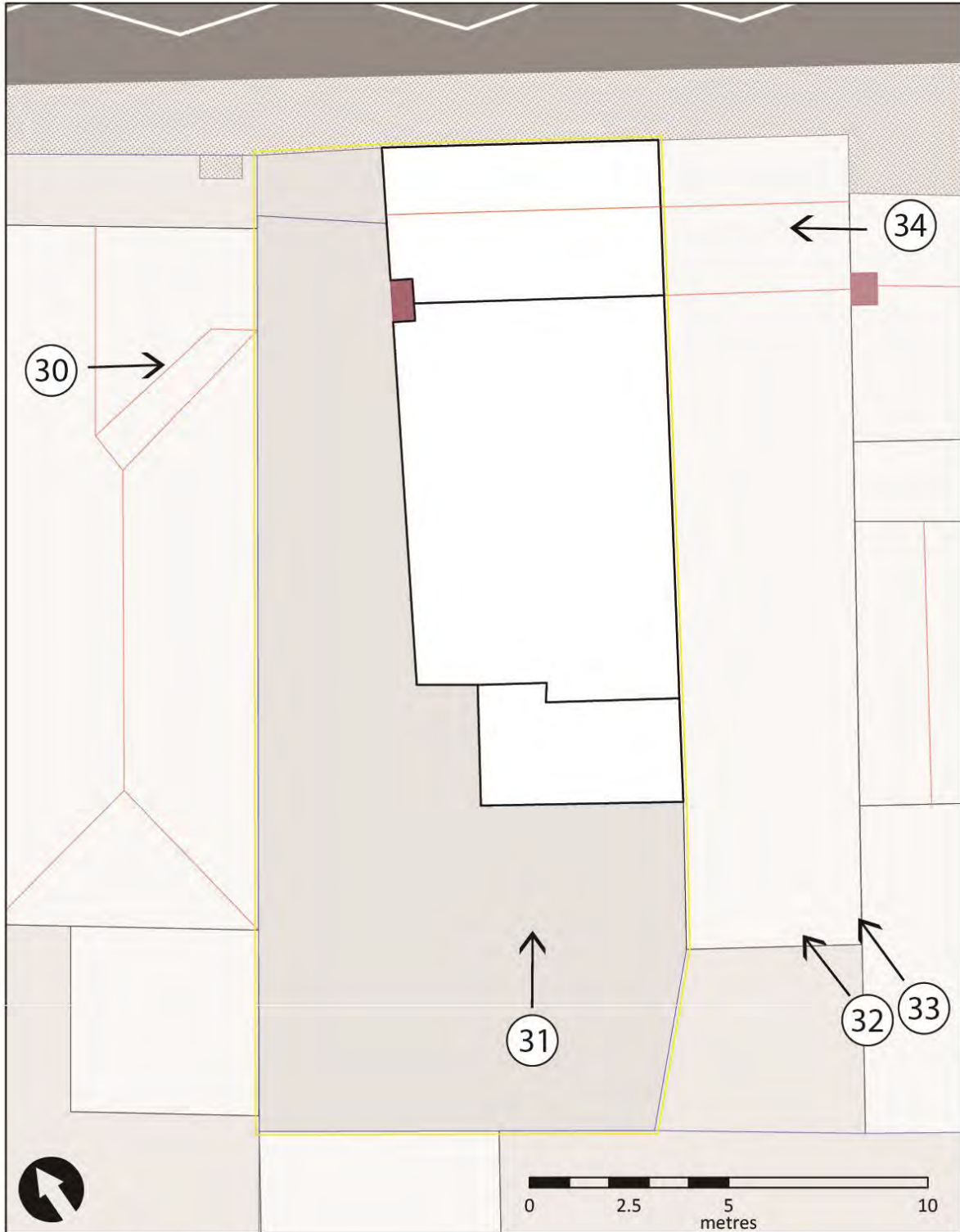
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t h e a r c h i v e s t





82 Campbell St, St Peters

- Fencelines
- Rooflines
- Structures
- Chimneys
- ▨ Footpaths
- Roads

17. Bibliography

NSW Office of Environment and Heritage listing sheet for '28-44 Campbell Street, St Peters':
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4305629>

NSW Office of Environment and Heritage listing sheet for '82 Campbell Street, St Peters':
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4305643>

APPENDIX D - MACDONALDTOWN STORMWATER CHANNEL

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Macdonaldtown Stormwater Channel

Prepared for CPB Dragados Samsun Joint Venture

November 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Macdonaldtown Stormwater Channel – Heritage and Contributory Item Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
[Redacted]	25 March 2017	Draft	26 March 2017	Kylie Chris [Signature]
[Redacted]	26 September 2018	Draft	26 September 2018	Kylie Chris [Signature]
[Redacted]	16 November 2018	Final	16 November 2018	Corinne Sc [Signature]

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1. Introduction

1.1 Project Description

In February 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report for Macdonaldtown Stormwater Channel Culvert. The purpose of the report is to record the current state of the site prior to the demolition of a portion of the structure as part of the WestConnex New M5 local roads upgrades works. This report serves as a permanent record of the place prior to that work being undertaken.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically B39:

Any buildings or structures identified as potential heritage items in the documents listed in conditions A2(b) and A2(c) or identified during detailed design or construction of the SSI, must be dealt with as though they are a locally listed heritage item.

The above condition has been triggered as the site was listed as a potential heritage item in the Environmental Impact Statement (EIS), Volume 1C, Chapter 20, p. 20-29.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Approach and Methodology

The methodology used in the preparation of this Heritage Conservation Area Archival Recording and Research Report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance- The Burra Charter* and the latest version of the NSW Heritage Branch's *Photographic Archival Recording* guidelines.

1.3 Limitations

The surrounding site, the building and the interior of the subject property were inspected and photographed by [REDACTED] on the 9 February 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

[REDACTED]
[REDACTED]

Senior Associate
Heritage Advisor

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The site is owned by various private residents.

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

The Macdonaldtown Stormwater Channel is located between Sydney Park Road and Alexandria Canal. Specifically, the channel extends north west from Alexandria Canal, crossing under Burrows Road and Euston Road, and terminating at Sydney Park Road. The channel runs through the north-eastern corner of Sydney Park.

For the purposes of this report, the subject site is confined to the section of Channel between Sydney Park and the eastern extent of works on Euston Road. This has been shown in Figure 3.

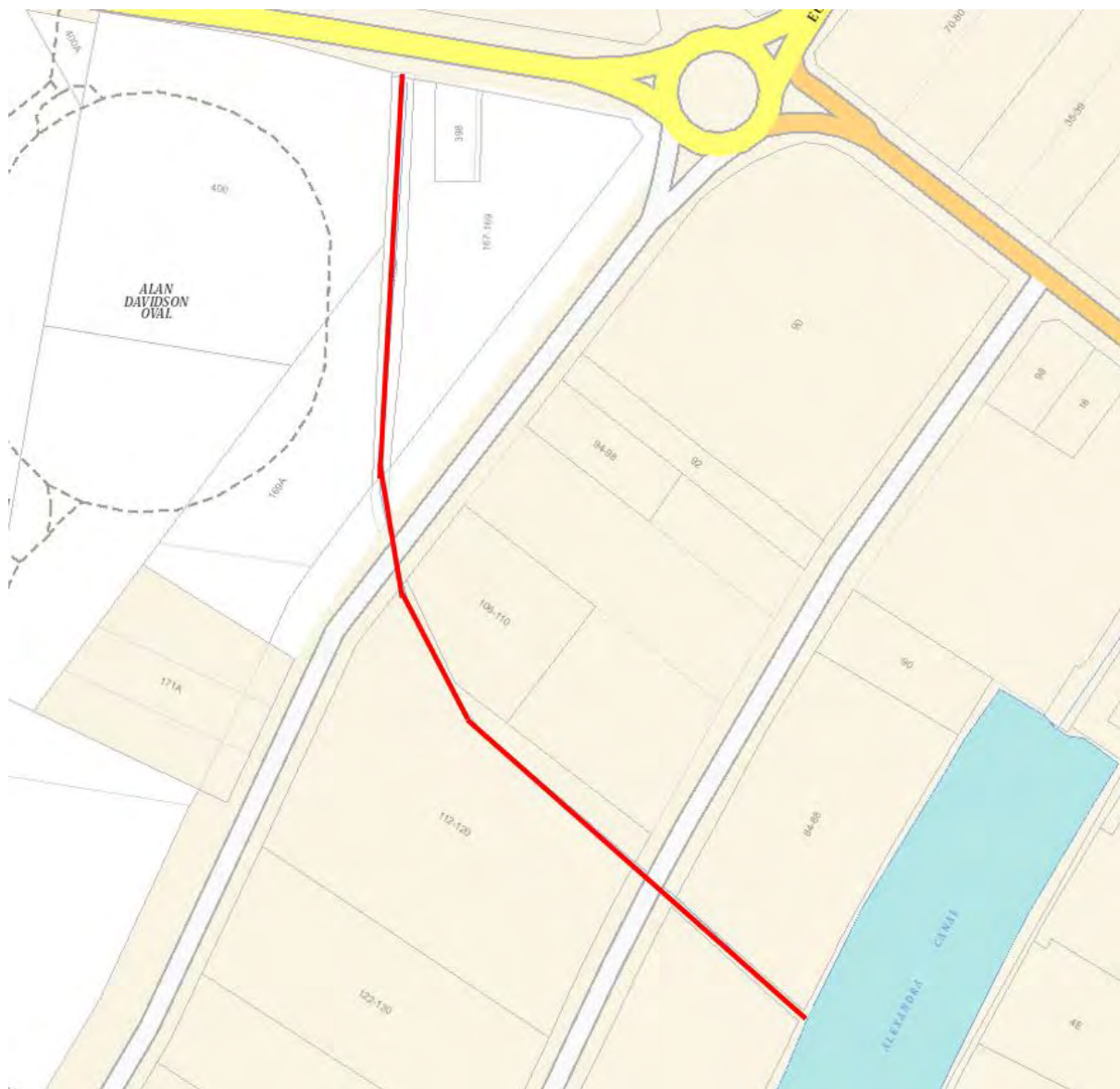


Figure 1: Map indicating location of Macdonaldtown Stormwater Channel (Source: LPI SIX Maps)



Figure 2: Location plan from the City of Sydney Heritage Study listing sheet showing the stormwater channel shaded in brown. (Source: Sydney City Council Heritage Study - Industrial and Warehouse Buildings, 2015, ID No. 3)

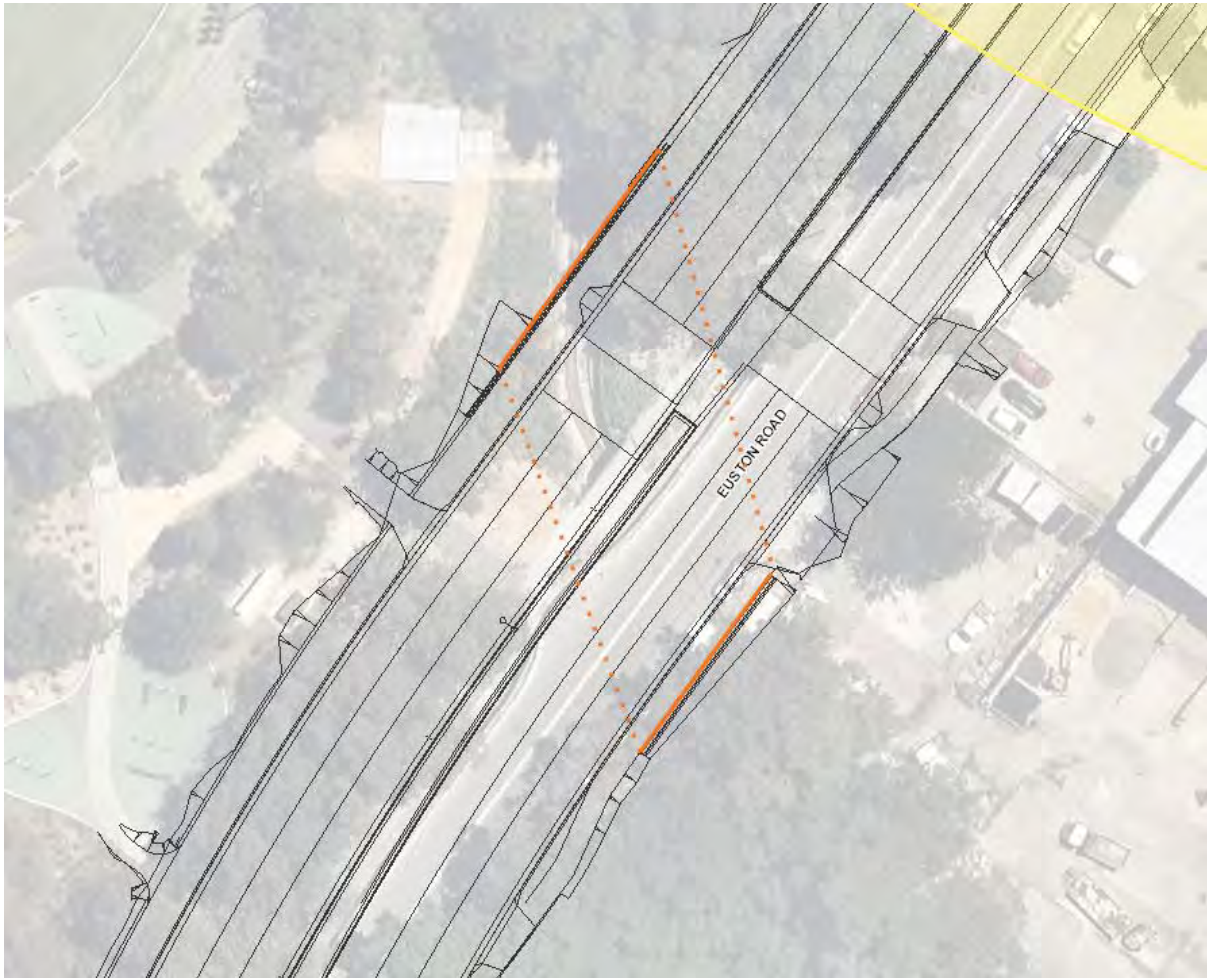


Figure 3: Map indicating the extent of the proposed works across Euston Road into Sydney Park (Source: CPB Samsung Dragados Joint Venture).

2.2 Statement of Significance

The Statement of Significance for Macdonaldtown Stormwater Channel, written for the Sydney City Council 2015 *Heritage Study (Industrial and Warehouse Buildings)* is as follows:

Built in approximately 1904, Macdonaldtown stormwater channel, together with the other open stormwater channels draining into the Alexandra Canal, represents a period of major improvement to the public infrastructure in the Alexandria area at the turn of the century from 1890s to the 1930s. It forms one of a group of the earliest purpose-built stormwater drains constructed in Sydney following the 1890 direction of the secretary for Public Works to build a stormwater system separate to the sewer. The construction of this channel represents significant government initiatives to alleviate the City's severe public health problems, to control floods and support the development of industry in the area during the early twentieth century.

Through its proximity to the major industrial centre of southern Sydney, the channel demonstrates the important role of natural and constructed waterways in the history of Sydney's industrial development. The channel records the catchment of the former

natural creek and swamp-lands which initially attracted noxious industries to the area such as wool washing, tanneries, boiling down works and market gardens. The construction of the channel system provides evidence of the draining of the former swamp-lands and the dramatic changes this brought for the development of area, in particular by opening up large tracts of land for secondary industry.

The extent and scale of this and other stormwater channels in Alexandria reflects the history of major floods in this area. They demonstrate Sydney's stormwater management engineering during the early twentieth century to control this natural phenomenon.

Aesthetically, the open brick and concrete stormwater channel running through the urban landscape and parkland contributes to the distinctive character of the area derived from its low-lying topography and industrial history from a time when Sydney Park was once large clay pits for major brickworks.

As supporting built infrastructure, the channel forms part of one of the largest known collections of industrial and warehouse buildings in Australia, which records City of Sydney's past as one of only two historic industrial heartlands in Australia. This collection provides evidence of Australia's twentieth century transformation through industrialisation when Sydney became one of the largest industrialised cities in the South Pacific. The Macdonaldtown stormwater channel is of local heritage significance in terms of its historical, aesthetic and representative values.

3. Historic Context

The following historical overview of Macdonaldtown Stormwater Channel has been quoted from the 2015 City of Sydney Heritage Study. This section is not intended to be an exhaustive history of the site, but rather an overview in order to understand significance.

The subject land is shown in early maps as flat, swampy and largely unoccupied, intersected by the main waterway of Shea's Creek. The creek originally ran from the former swamps of Waterloo to Cooks River and then into Botany Bay, which drained the catchment area of Waterloo, Alexandria and Erskineville.

Evidence of the early Aboriginal use of the creek was found during excavation works in 1896 which uncovered dugong bones, two stone hatchet heads and the remains of a forest in the estuarine clay below the low tide level. Close examination by the then curator of the Australian Museum, Robert Etheridge, revealed the animal had been butchered by a blunt-edged cutting or chopping instrument (Ringer 2013).

Towards the end of the nineteenth century, Sydney's intensified development, growing population and combined system for stormwater and sewerage disposal contributed to severe public health crises. Outbreaks of Enteric Fever (typhoid) plagued Sydney from the 1870s to 1890s.

*In 1890 the secretary for Public Works, Bruce Smith, directed that stormwater drainage be provided for Sydney (Aird, *The Water Supply, Sewerage and Drainage of Sydney*, Sydney, 1961, p 201). Before this direction, stormwater was carried by either combined sewers or natural water courses, resulting in unsanitary public health conditions. The subsequent construction of purpose-built stormwater drains enabled stormwater drainage to be separated from the sewer (Sydney Water, *Johnstons Creek Stormwater Channel No. 55*, nd).*

*During the 1890s, the Public Works Department converted the lower reaches of Sheas Creek into a navigable canal (NSW, *Public Works Department, Annual Report, 1891*, p 3). Originally known as the Sheas Creek canal, it was later re-named the Alexandra Canal after Princess Alexandra, the wife of King Edward VII (Department of Public Works & Services, *Sheas Creek Woolsheds Conservation Management Plan*, 1999).*

*By 1896 the upper section of canal had been completed (NSW, *Public Works Department, Annual Report, 1896*, p 24). The lower section was completed in 1897 with sides pitched with stone. A concrete bed was laid at the head of the canal to allow water from Shea's Creek to enter and a total of 180 trees from the Botanic Gardens planted along its banks (NSW, *Public Works Department, Annual Report, 1897*, p 35). Tidal water was allowed into the canal on 26 October 1897 (NSW, *Public Works Department, Annual Report, 1898*, p 32). A plan to extend the canal further to the north to Buckland Street was never*

constructed (Department of Public Works & Services, Sheas Creek Woolsheds Conservation Management Plan, 1999).

This construction of the canal attracted industry to nearby land. The area however remained low-lying and swampy.

Theories of health and amenity current at the time insisted that such areas should be drained by concrete or brick-lined channels (stormwater drains) to remove excess water for health reasons. This had the useful by-product of converting land into sites suitable for industrial use.

Works to channelise the natural waterways of Sheas Creek began in approximately 1896. A network of stormwater channels were constructed in stages to drain into the Alexandra Canal, now referred to as the Sheas Creek channel to the north, the Macdonaldtown channel to the west and the Doody Street channel to the east of the canal.

A total of nine main drains for stormwater had been constructed by 1897 (Aird, The Water Supply, Sewerage and Drainage of Sydney, Sydney, 1961, p 203). It is unclear whether this included the earliest stage of the subject stormwater channels.

The Shea's Creek stormwater channels to the north of the canal were constructed in stages from approximately 1896 to 1906. The Macdonaldtown section of the channel extending west from the canal to the present Sydney Park Road (a continuation of Huntley Street) was completed in 1904. The channel to the east of the canal beside Doody Street was completed in the later period in circa 1931-1934.

In 1899 a survey was underway for an extension of the Shea's Creek stormwater channel to Botany Road from where it then terminated at McEvoy Street (NSW, Public Works Department, Annual Report, 1899, p 113). A concrete storm water channel between McEvoy Street and Botany Road was constructed using day labour between September and December 1900 (NSW, Public Works Department, Annual Report, 1901, p 122).

In 1901 Public Works records show that large numbers of men were employed to further extend the stormwater channels at Alexandria (NSW, Public Works Department, Annual Report, 1901, p 12).

In 1901 a decision was also made to extend the stormwater channel through Alexandria. This included a plan to extend the northern end of the Shea's Creek canal to connect pre-existing channels near Buckland Street and Wyndham Street, and to construct the branch towards Waterloo crossing the main southern sewer near Bourke Street (NSW, Public Works Department, Annual Report, 1901, p 122).

The Shea's Creek stormwater channel was then extended from Botany Road to the Quatre-Bras wool-scouring works near Wyndham Street in 1903 (NSW, Public Works Department, Annual Report, 1903, p 114).

In 1904 it was reported that the Shea's Creek stormwater channel serving the districts of Newtown, Macdonaldtown, Redfern, and Alexandria and Waterloo had been extended at a cost of £1,300, and a gap of 2,400 feet (731.5 metres) remained at this time between the channel and the canal (NSW, Public Works Department, Annual Report, 1904, p 11). The work involved construction of a channel along the creek from Botany Road near Grimley's tannery to the canal with a concrete base and sides of brickwork. The walls were topped with moulded concrete blocks with a bullnose profile (NSW, Public Works Department, Annual Report, 1904, p 51).

A short length of channel was constructed at Huntley Street in 1904. This appears to encompass the Macdonaldtown branch from the present Sydney Park Road (a continuation of Huntley Street) to the canal (NSW, Public Works Department, Annual Report, 1904, p 51).

A sum of £5,479 had been spent in 1905 on the stormwater channel from Botany Road to the old bed of Shea's Creek (NSW, Public Works Department, Annual Report, 1906, p 31). A further sum of £4,594 was spent in 1906 extending the storm water channel to Shea's Creek (NSW, Public Works Department, Annual Report, 1906, p 31). By 1906, the main channel running from 10 chains (201 metres) below Botany Road, which had been suspended for some years, was completed to the head of Shea's Creek canal, thereby completing the drainage system for Alexandria and Waterloo (NSW, Public Works Department, Annual Report, 1906, p 73).

The channel running almost due north to Alexandria Park was the next section to be completed. In 1911 Alexandria Council requested a stormwater channel connecting existing channels at Alexandria Park and Wyndham Street to the Shea's Creek stormwater channel in order to complete the storm water scheme. It would be partially underground and partially an open channel measuring 58 chains long (1,167 metres) and estimated to cost £9,000 (NSW, Public Works Department, Annual Report, 1911, p 56). The work was underway using day labour the following year. The base and sides were proposed to be constructed of concrete for a length of 32.25 chains (648.8 metres). Another branch crossing McEvoy Street and running close to Botany Road near Wyndham Street was also in progress, constructed of a reinforced concrete pipe. It was described then as draining an area where many factories were being established (NSW, Public Works Department, Annual Report, 1912 p 61). The stormwater channels at Alexandria had been completed by 1913 at a cost of £7,836 and were then transferred to the Water Board (NSW, Public Works Department, Annual Report, 1913, p 6, 44).

The Public Works Department designed further stormwater channels for Shea's Creek in 1920 (NSW Public Works Department, Annual Report, 1920,

p 100). Between 1930 and 1935, major work occurred on expanding the stormwater drainage system when unemployment relief funds were used to construct numerous stormwater drains across Sydney (W V Aird, *The Water Supply, Sewerage and Drainage of Sydney*, Sydney, 1961, p 206).

The Doody Street channel was constructed in approximately 1931-34 as part of the unemployed relief programme (NSW Public Works Department, *Annual Report, 1934*, p 44-5). A list of stormwater drainage areas provided by F J J Henry's 1939 history of the Water Board listed the Doody Street channel, which drained Alexandria, Mascot and Waterloo, as being first rated from 6 March 1931 (F J J Henry, *The Water Supply and Sewerage and Drainage of Sydney*, Sydney 1939, Table opp p 25).

The construction of the purpose-built stormwater system, separate to the sewer, represented a significant advancement of the time and a major government initiative to improve the health of Sydney's inhabitants.

Following the construction of the separate sewer and stormwater systems in the 1890s, disease dramatically declined in Sydney. According to the medical advisor to the Water Board, mortality rates from diarrhea, diphtheria and phthisis (pulmonary tuberculosis) decreased. In the Erskineville, Redfern and Waterloo districts, mortality rates from typhoid declined as much as two-thirds (Aird 1961).



Figure 4: 1950 civic survey showing the Macdonaldtown Stormwater Channel in red (Source: City of Sydney overlay – Sydney City Heritage Study 2015 9Industrial and Warehouse Buildings) ID no. 3)

4. Photographic Recording Sheets

MACDONALDTOWN STORMWATER CHANNEL	
Photographer:	██████████
Date:	9 February 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Record of site prior to WestConnex Stage 2 works.

Image No.	Direction	Details	Thumbnail
001_MACDONALDTON_STORMWATER_CHANNEL_2017	NE	View of stormwater channel from the north side of the culvert.	
002_MACDONALDTON_STORMWATER_CHANNEL_2017	N	View of the stormwater channel from the north side of the culvert.	
003_MACDONALDTON_STORMWATER_CHANNEL_2017	NW	View of the stormwater channel from the north side of the culvert.	
004_MACDONALDTON_STORMWATER_CHANNEL_2017	NE	View of the north side culvert.	

Image No.	Direction	Details	Thumbnail
005_MACDONALDTON_STORMWATER_CHANNEL_2017	SW	View of the stormwater channel from the Sydney Park walkway.	
006_MACDONALDTON_STORMWATER_CHANNEL_2017	NE	View of the stormwater channel.	
007_MACDONALDTON_STORMWATER_CHANNEL_2017	SW	View of the stormwater channel.	
008_MACDONALDTON_STORMWATER_CHANNEL_2017	-	Detail of brick lining at the base of the channel.	
009_MACDONALDTON_STORMWATER_CHANNEL_2017	SW	View of stormwater inlet drain discharge point at channel.	
010_MACDONALDTON_STORMWATER_CHANNEL_2017	W	Detail of calcified material around the mouth of the discharge point.	
011_MACDONALDTON_STORMWATER_CHANNEL_2017	S	View of service pipes at the north side of the channel.	




Image No.	Direction	Details	Thumbnail
012_MACDONALDTON_STORMWATER_CHANNEL_2017	S	View of the culvert on the north side of the channel.	
013_MACDONALDTON_STORMWATER_CHANNEL_2017	SW	Detail of graffiti on the western side of the stormwater channel.	
014_MACDONALDTON_STORMWATER_CHANNEL_2017	SE	Detail of graffiti on the eastern side of the stormwater channel.	
015_MACDONALDTON_STORMWATER_CHANNEL_2017	SE	Detail of graffiti on the eastern side of the stormwater channel.	
016_MACDONALDTON_STORMWATER_CHANNEL_2017	E	Detail of graffiti on the eastern side of the stormwater channel.	
017_MACDONALDTON_STORMWATER_CHANNEL_2017	N	View of the stormwater channel and southern culvert.	
018_MACDONALDTON_STORMWATER_CHANNEL_2017	N	View of the stormwater channel and southern culvert.	

Image No.	Direction	Details	Thumbnail
019_MACDONALDTON_STORMWATER_CHANNEL_2017	NW	Detail of calcified material around the mouth of the discharge point.	
020_MACDONALDTON_STORMWATER_CHANNEL_2017	NW	Detail of graffiti on the western side the stormwater channel.	
021_MACDONALDTON_STORMWATER_CHANNEL_2017	NW	Detail of graffiti on the western side of the stormwater channel.	
022_MACDONALDTON_STORMWATER_CHANNEL_2017	NW	Detail of graffiti on the western side of the stormwater channel.	
023_MACDONALDTON_STORMWATER_CHANNEL_2017	S	Detail of Euston Road sewerage main underneath the Macdonaldtown culvert.	
024_MACDONALDTON_STORMWATER_CHANNEL_2017	S	View of stormwater channel from the southern side of the stormwater channel.	
025_MACDONALDTON_STORMWATER_CHANNEL_2017	SW	View of the southern side of the stormwater culvert.	

Image No.	Direction	Details	Thumbnail
026_MACDONALDTON WN_STORMWATER_ CHANNEL_2017	SE	View of the southern side of the stormwater culvert.	
027_MACDONALDTON WN_STORMWATER_ CHANNEAL_2017	NE	View of Euston Road as it passes over the Macdonaldtown Stormwater Channel.	

5. Photographic Proof Sheets

Macdonaldtown Stormwater Channel
Photographic Archival Recording 2017 - Photographs



001_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:32:01



002_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:32:56



003_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
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004_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
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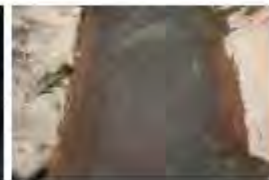
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006_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:41:18



007_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:41:34



008_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:42:33



009_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:43:06



010_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:43:24



011_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:43:38



012_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:43:50



013_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:45:21



014_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:45:49



015_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 400 2017/02/09 11:46:15



016_MACDONALDTOWN_STORM
WATER_CHANNEL_2017
1/8 ISO 640 2017/02/09 11:49:57

Macdonaldtown Stormwater Channel
Photographic Archival Recording 2017 - Photographer [REDACTED]



017_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 400 2017/02/09 11:50:45
 018_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 400 2017/02/09 11:50:58
 019_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 400 2017/02/09 11:51:52
 020_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 640 2017/02/09 11:52:30

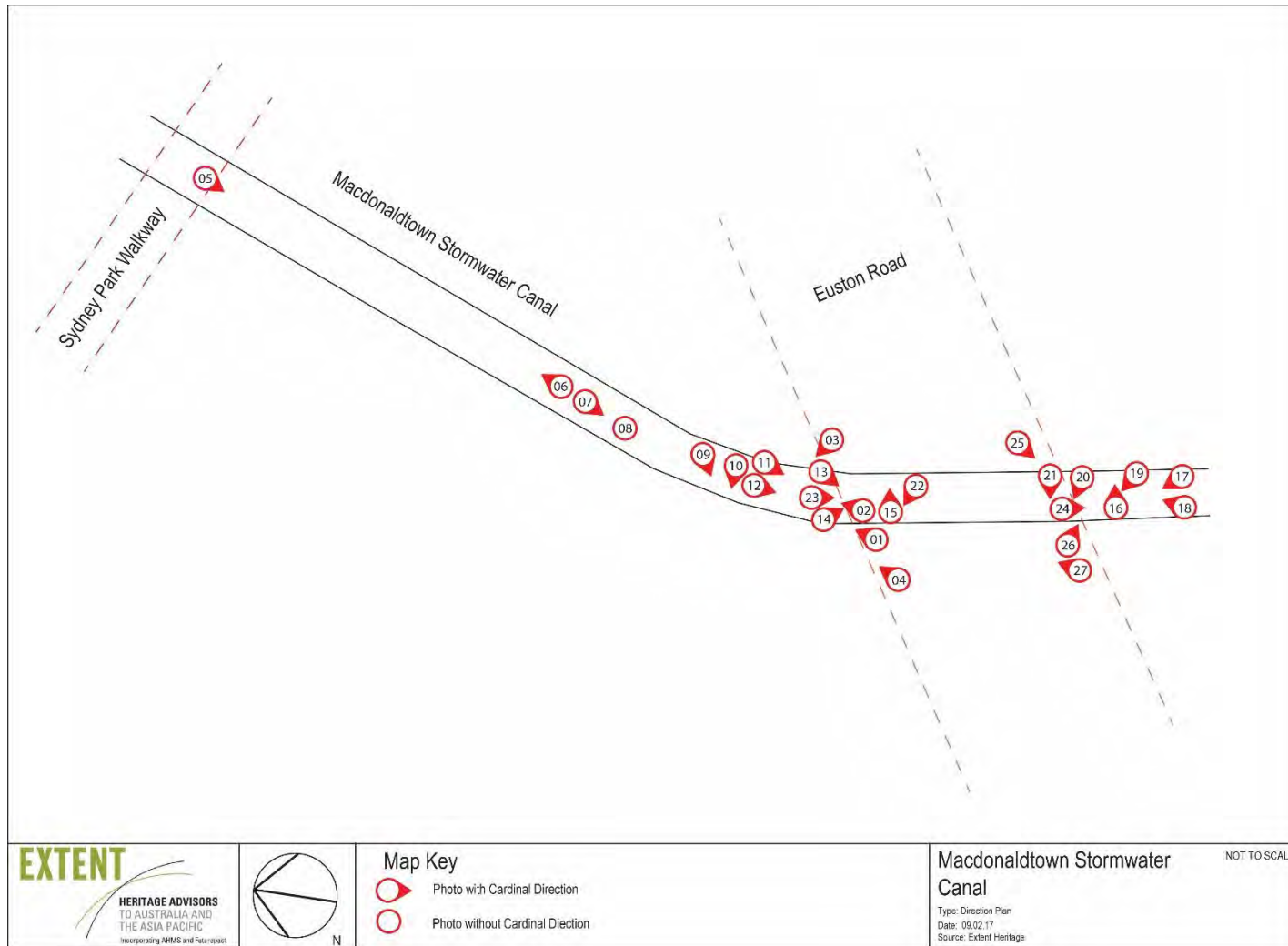


021_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 640 2017/02/09 11:54:05
 022_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 640 2017/02/09 11:54:55
 023_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 640 2017/02/09 11:55:52
 024_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 640 2017/02/09 12:08:59



025_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 640 2017/02/09 12:10:48
 026_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 640 2017/02/09 12:11:07
 027_MACDONALDTOWN_STORM WATER_CHANNEL_2017 1/8 ISO 640 2017/02/09 12:11:18

6. Photograph Direction Plans



7. Bibliography

City of Sydney “City of Sydney Heritage Study” (2015) prepared by City Plan Heritage.

APPENDIX E - BEDWIN ROAD OVERBRIDGE, ST PETERS

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Volume 6: Bedwin Road Overbridge

Prepared for CPB Dragados Samsung Joint Venture

November 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Bedwin Road Overbridge Heritage and Contributory Item Archival Recording and Research Report

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
[REDACTED]	10 August 2018	DRAFT	10 August 2018	[REDACTED]
[REDACTED]	5 September 2018	FINAL	5 September 2018	Kylie C [REDACTED]
[REDACTED]	16 November 2018	FINAL	16 November 2018	Corinne [REDACTED]
TE NAME:				

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- Vests copyright of all material produced by EXTENT HERITAGE PTY LTD (but excluding pre-existing material and material in which copyright is held by a third party) in the client for this project (and the client’s successors in title);
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How to Use this Report

This report has been prepared for CPB Samsung Dragados Joint Venture. It is part of a series of reports which have been prepared for the 'Local Roads Area' of the WestConnex Stage 2 New M5 project. These reports have been separated into six volumes, identified as follows:

- Volume 1: Cooper Estate Heritage Conservation Area
- Volume 2: Industrial Building "Frank G Spurway"
- Volume 3: Former Alexandria Spinning Mills
- Volume 4: Sewage Pumping Station No.39
- Volume 5: Claraville, Victorian Filigree Style Villa
- Volume 6: Bedwin Road Overbridge.

Each volume maintains the same relative photographic sequence throughout each volume. For example, Volume 1, Cooper Estate Heritage Conservation Area begins the photograph number series at 001_LOCAL_ROADS. In Volume 2, the starting photograph number of that sequence follows over from the previous volume, and so, the first number in that volume is 151_LOCAL_ROADS. This sequence continues through all six volumes.

In each volume the sequence is treated discretely for that place. This means that the photo numbers in the Photographic Proof Sheets, Photographic Recording Sheets and the Photographic Direction Plans will only relate to the identified place.

Introduction

1.1 Project Description

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report for several sites in the 'Local Roads Area' for the WestConnex Stage 2 New M5 project, located within the suburbs of Alexandria and St Peters. One such site was identified as the Bedwin Road Overbridge. The purpose of this report is to record the current state of these sites prior to the modification of the area.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance- The Burra Charter* and the latest version of the NSW Heritage Branch's *Photographic Archival Recording* guidelines.

1.3 Limitations

The subject site was inspected and photographed by [REDACTED] and [REDACTED] on the 8 June 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

██████████
██████████

Senior Associate
Heritage Advisor

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The site is owned by Roads and Maritime Services (RMS).

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

Bedwin Road Bridge is located within the suburbs of St Peters and Marrickville, in the Inner West Local Government Area (LGA), occupying Lot 5 of DP15389.

Bedwin Road Bridge is approximately 125m north of the Campbell Street, May street, Unwins Bridge Road intersection, and crosses the Illawarra Railway line, south of St Peters Railway Station.

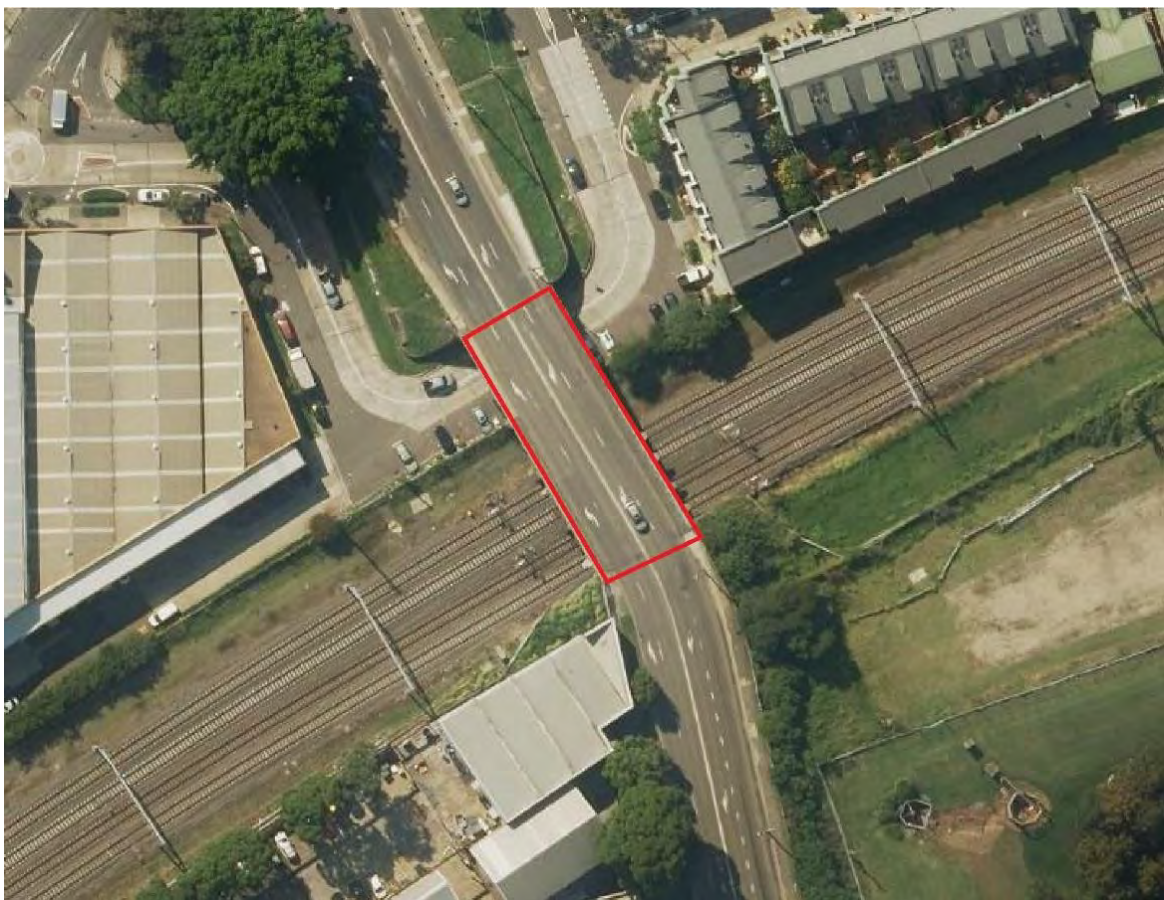


Figure 1. Aerial View of Bedwin Road Overbridge, outlined in red (Source: PLI SIX Viewer, accessed March 2018).

2.2 Statement of Significance

The subject site is not listed on any known heritage registers and has therefore never been assessed through the criteria of the NSW Office of Environment and Heritage, or the criteria of any external assessment body. There is no known statement of significance for this site.

3. Historic Context

The following history has been adapted from Extent Heritage File Note 41 for the WestConnex New M5 project.

Construction for the Bedwin Road Overbridge was commenced in February 1926. Immediately after its completion, questions were raised about the soundness of its condition 1926:

Alderman Stitt: The bridge is in a most scandalous condition. It has been a botched job and a disgraceful waste of public money. Every joint in the bridge is either loose or cracking. The whole structure is unsafe. No wonder such serious railway accidents occur when bridges like that are constructed. It is a menace to safety and public attention should be drawn to the matter. Council decided to ask the Commissioners to repair the bridge.¹

¹ The Sun 6 Jul 1926 p.13

4. Photographic Recording Sheets

BEDWIN ROAD OVERBRIDGE, ST PETERS	
Photographer:	████████████████████
Date:	8 June 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photographed in overcast conditions.

Image No.	Direction	Details	Thumbnail
222_LOCAL_ROADS_2017	NW	Northern abutment wing wall.	
223_LOCAL_ROADS_2017	NW	Detail of graffiti on the northern abutment and wing walls.	
224_LOCAL_ROADS_2017	NE	Northern abutment, wing walls and access steps.	
225_LOCAL_ROADS_2017	NE	View of railway parade between abutment and pier.	

Image No.	Direction	Details	Thumbnail
226_LOCAL_ROADS_2017	NE	View of fencing separating railway corridor and public domain.	
227_LOCAL_ROADS_2017	SE	Overview of Bedwins Road overbridge.	
228_LOCAL_ROADS_2017	NE	Profile of northern abutment.	
229_LOCAL_ROADS_2017	N	Northern embankment and wingwall.	
230_LOCAL_ROADS_2017	NE	Embankment access steps.	
231_LOCAL_ROADS_2017	SE	Overbridge over railway lines.	
232_LOCAL_ROADS_2017	SW	Northern abutment and overbridge.	

Image No.	Direction	Details	Thumbnail
233_LOCAL_ROADS_2017	SW	Detail of graffiti on the northern abutment.	
234_LOCAL_ROADS_2017	SW	Northern embankment and wing wall.	
235_LOCAL_ROADS_2017	SE	Northern embankment and overbridge.	
236_LOCAL_ROADS_2017	SW	Northern embankment access steps.	
237_LOCAL_ROADS_2017	SE	Road and footpath over overbridge.	
238_LOCAL_ROADS_2017	SE	Footpath adjacent Bedwin Road.	

Image No.	Direction	Details	Thumbnail
239_LOCAL_ROADS_2017	NE	View of railway line from unwinds road overbridge.	
240_LOCAL_ROADS_2017	SE	View down Bedwin Road overbridge.	
241_LOCAL_ROADS_2017	SE	Footpath along Bedwin Road.	
242_LOCAL_ROADS_2017	SE	View towards WestConnex New M5 construction site.	
243_LOCAL_ROADS_2017	N	Bedwin Road overbridge.	

5. Photographic Proof Sheets

Bedwins Road Overbridge, St Peters
Photographic Archival Recording 2017 - Photographer: [REDACTED]



222 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:13:05



223 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:13:28



224 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:14:21



225 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:14:37



226 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:14:40



227 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:15:23



228 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:16:01



229 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:16:19



230 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:16:28



231 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:17:11



232 LOCAL_ROADS_2017
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234 LOCAL_ROADS_2017
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235 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:21:18



236 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:21:55



237 LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:22:10

Bedwins Road Overbridge, St Peters
Photographic Archival Recording 2017 - Photographer: [REDACTED]



238_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:24:49



239_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:25:22



240_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:25:28



241_LOCAL_ROADS_2017
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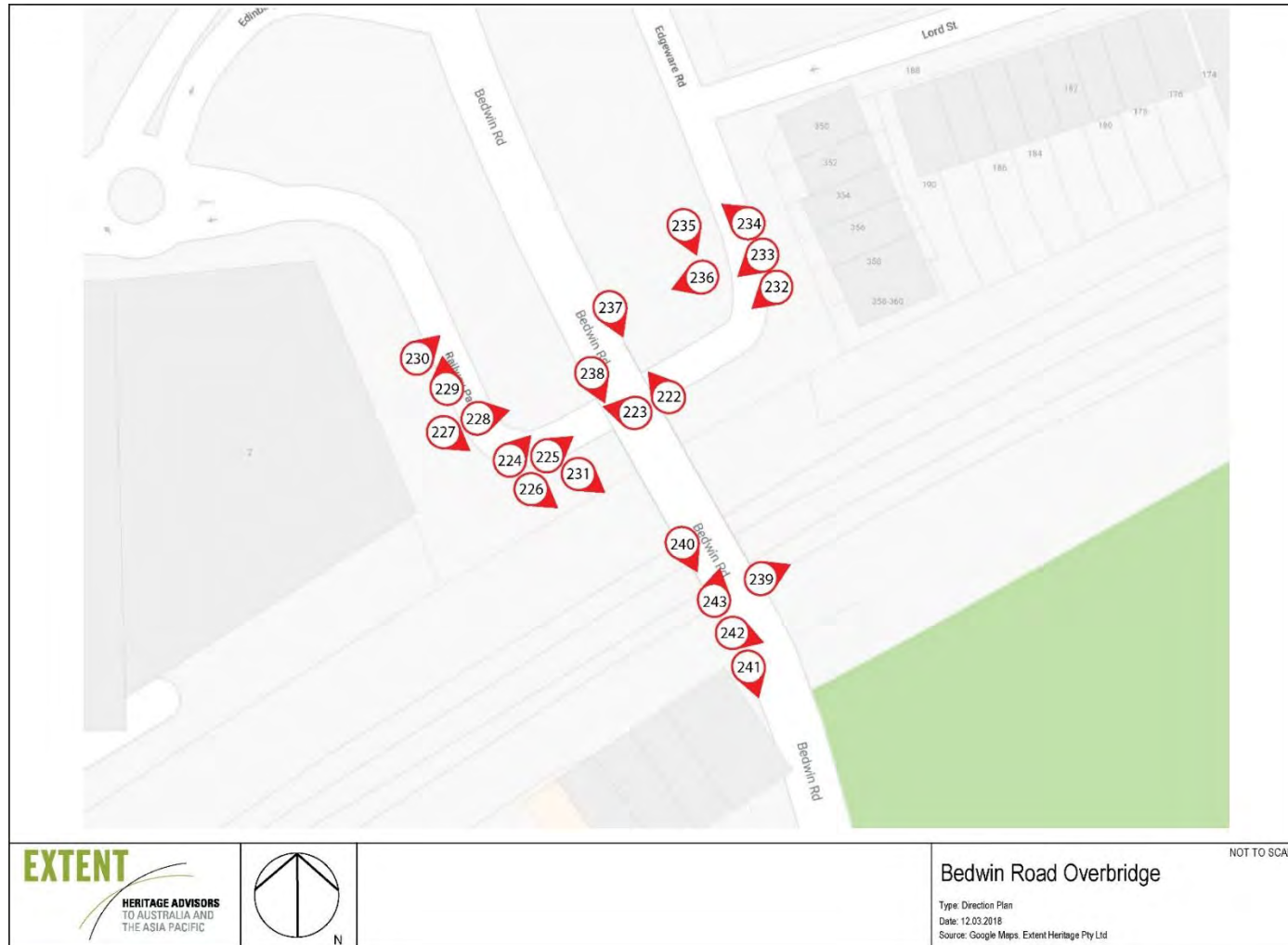


242_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:25:47



243_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 14:25:54

6. Photographic Direction Plans



7. Bibliography

Extent Heritage File Note 41 for the WestConnex New M5 project

APPENDIX F - CLARAVILLE VICTORIAN FILIGREE STYLE VILA

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Volume 5: Claraville Victorian Filigree Style Villa

Prepared for CPB Dragados Samsung Joint Venture

November 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Heritage and Contributory Item Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
Ben Calvert	10 August 2018	DRAFT	10 August 2018	[Signature] e Christian
Ben Calvert	5 September 2018	DRAFT	5 September 2018	[Signature] Christian
[Signature]	16 November 2018	FINAL	16 November 2018	[Signature] nne Softley

TE NAME: [Redacted]

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	2.2 STATEMENT OF SIGNIFICANCE	5
3.	HISTORICAL CONTEXT	6
4.	PHOTOGRAPHIC RECORDING SHEET	7
5.	PHOTOGRAPHIC PROOF SHEETS	10
6.	PHOTOGRAPHIC DIRECTION PLAN	11
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How to Use this Report

This report has been prepared for CPB Samsung Dragados Joint Venture. It is part of a series of reports which have been prepared for the 'Local Roads Area' of the WestConnex Stage 2 New M5 project. These reports have been separated into six volumes, identified as follows:

- Volume 1: Cooper Estate Heritage Conservation Area
- Volume 2: Industrial Building "Frank G Spurway"
- Volume 3: Former Alexandria Spinning Mills
- Volume 4: Sewage Pumping Station No.39
- Volume 5: Claraville, Victorian Filigree Style Villa
- Volume 6: Bedwin Road Overbridge.

Each volume maintains the same relative photographic sequence throughout each volume. For example, Volume 1, Cooper Estate Heritage Conservation Area begins the photograph number series at 001_LOCAL_ROADS. In Volume 2, the starting photograph number of that sequence follows over from the previous volume, and so, the first number in that volume is 151_LOCAL_ROADS. This sequence continues through all six volumes.

In each volume the sequence is treated discretely for that place. This means that the photo numbers in the Photographic Proof Sheets, Photographic Recording Sheets and the Photographic Direction Plans will only relate to the identified place.

1. Introduction

1.1 Project Description

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report for several sites in the 'Local Roads Area' for the WestConnex Stage 2 New M5 project, located within the suburbs of Alexandria and St Peters. One such site was identified as the Claraville Victorian Filigree Style Villa. The purpose of this report is to record the current state of these sites prior to the modification of the area.

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1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The subject site was inspected and photographed by [REDACTED] and [REDACTED] on 23 May 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

[REDACTED]
[REDACTED]

[REDACTED]
Heritage Advisor

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The site is privately owned.

2. Site Identification

2.1 Location

The study area is located at 21-23 Silver Street, St Peters, occupying the land legally defined as Lot 1 and Lot 2, DP592840. The site is bounded by Silver Street to the south, and the ground of St Peters Anglican Church to the north, with residential dwellings either side to the east and west.



Figure 1: Aerial view of 21-23 Silver Street, outlined in red (Source: LPI SIX viewer, accessed June 2017).

2.2 Statement of Significance

The following Statement of Significance has been replicated from the NSW Office of Environment and Heritage listing sheet for 'Claraville':

Claraville is of local historical significance as evidence of early development of the 1857 subdivision of Smyth's grant in the vicinity of St Peters Church. The house is of historical significance for its historical association with William Price, one of the founders of the well-known Sydney warehousing firm of Morey & Price, 329 George Street, Sydney (and later William Price & Co., at 163 Pitt Street.), for whom the house was built, and who lived there from the early 1860s to 1876. The house is of historical significance for its brief association with the Sydney Female Refuge 1900-1904, which used the house as a charitable institution to accommodate and teach laundering and needlework skills to former prostitutes. Claraville is of historical significance for its association with Edwin Spackman, one of the founders of the Austral Brick Company, which established a brickworks at St Peters in 1907. Spackman owned and lived in the house 1904 - 1924. The house is of aesthetic significance as a fine example of a Victorian Filigree style villa, unusual for its use of face brickwork and wrought (not cast) iron decoration for both verandah and balcony balustrading and friezes and front fence infill panels and gates. The aesthetic significance of the ironwork is recognised in one of the gates of the house featuring in a book on ironwork in Sydney.

3. Historical Context

The following history has been adapted from the NSW Office of Environment and Heritage listing sheets for 'Claraville':

By 1857 part of Smyth's grant adjacent to St Peters Church had been laid out as Silver Street. William Price purchased several blocks in the estate, probably in the early 1860s. William Price, along with James Morey, was one of the founders in the well-known Sydney warehousing firm of Morey & Price, whose business was at 329 George Street, Sydney.

William Price had a large villa built on his property, which he named "Claraville" in honour of his daughter Clara Letitia Price, who was born in 1858. The house was surrounded by paddocks and had extensive views. By 1875 Price had formed his own company, William Price & Co., at 163 Pitt Street.

With the opening of Tempe Railway Station on the Illawarra Line in 1884 suburban development intensified and in 1891 a tramway was opened to St Peters. This was extended to Tempe in 1900 and a tram depot was built in Gannon Street, Tempe.

About 1876 Price sold the property to William K. Smith, who lived there until his death in 1888. The property then passed to his widow Mrs Mary Ann Smith, who lived there until her death in 1900. Mrs Mary Ann Smith left the property to the Sydney Female Refuge. The Sydney Female Refuge had been established in 1848 to assist prostitutes abandon their work. A strict moral code was enforced and inmates were given instruction in laundering and needlework.

"Claraville" was used briefly as a laundry under the control of Matron Campbell, but by 1904 it had been sold to Edwin Spackman. Spackman was a businessman and one of the main founders of the Austral Brick Company, whose works were established nearby in King Street (now Princes Highway) in 1907. Spackman seems to have used various different names, including Edwin Isaac Spackman, Edward Isaac Spackman and Isaac Edwin Spackman, though all appear to be the same person.

Spackman moved to 170 Frederick Street Rockdale in 1924 and appears to have changed his name to Edward Isaac Spackman. By 1932 the house was known as "Yowrie" and by 1935 it was converted into two flats, still in the ownership of Spackman.

In 1962 one of the gates of the house featured in a book on ironwork in Sydney.

4. Photographic Recording Sheet

"CLARAVILLE", 21-23 SILVER STREET, ST PETERS

Photographer:	[REDACTED]
Date:	23 May 2017 & 8 June 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photographed in overcast conditions.


Image No.	Direction	Details	Thumbnail
210_LOCAL_ROADS_2017	SE	Streetscape showing footpath, plantings and traffic on outside 21-23 Silver Street.	
211_LOCAL_ROADS_2017	N	Gates, plantings and brick and wrought iron boundary fence outside of 21-23 Silver Street.	
212_LOCAL_ROADS_2017	N	Brick and metal fencing, plantings footpath and traffic outside of 21-23 Silver Street. Note the decorative ceramic caps on top of the brick pillars.	










Image No.	Direction	Details	Thumbnail
213_LOCAL_ROADS_2017	E	Brick and wrought iron fencing, plantings footpath and traffic outside of 21-23 Silver Street.	
214_LOCAL_ROADS_2017	NE	Sandstone edging, cement footpath and brick and wrought iron fencing.	
215_LOCAL_ROADS_2017	NW	Sandstone curbing and cement footpath.	
216_LOCAL_ROADS_2017	E	Brick and wrought iron fencing and plantings footpath outside of 21-23 Silver Street.	
217_LOCAL_ROADS_2017	E	Sandstone curbing and cement footpath.	
218_LOCAL_ROADS_2017	NE	View of the façade and southern elevation of 21-23 Silver Street from the street.	

Image No.	Direction	Details	Thumbnail
219_LOCAL_ROADS_2017	E	Detail of wrought iron gateway and brick pillar with decorative ceramic capping.	
220_LOCAL_ROADS_2017	E	View of the façade and northern elevation.	
221_LOCAL_ROADS_2017	N	Detail of decorative filigree on the wrought iron gate.	

5. Photographic Proof Sheets

21-23 Silver Street, St Peters: 'Clarville'
Photographic Archival Recording 2017 - Photographer: [REDACTED]



210_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 14:48:37



211_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 14:45:56



212_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 14:46:38



213_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 14:46:54



214_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 12:51:30



215_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 12:51:46



216_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 12:52:06



217_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 12:52:14



218_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 14:45:21



219_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 14:47:36



220_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 14:47:59



221_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 14:48:09

6. Photographic Direction Plan



7. Bibliography

NSW Office of Environment and Heritage listing sheets for ‘Victorian Filigree Style Mansion – Claraville including interiors’,

<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2030274>

APPENDIX G - FORMER ALEXANDRIA SPINNING MILLS

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Volume 3: Former Alexandria Spinning Mills

Prepared for Prepared for CPB Dragados Samsung Joint Venture

November 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Heritage and Contributory Item Archival Recording and Research Report

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
Ben Calvert	10 August 2018	DRAFT	10 August 2018	Kylie
Ben Calvert	5 September 2018	DRAFT	5 September 2018	Kylie Christian
Kim Watson	16 November 2018	FINAL	16 November 2018	Corinne

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Unless otherwise specified in the contract terms for this project EXTENT HERITAGE PTY LTD:

- Vests copyright of all material produced by EXTENT HERITAGE PTY LTD (but excluding pre-existing material and material in which copyright is held by a third party) in the client for this project (and the client's successors in title);
- Retains the use of all material produced by EXTENT HERITAGE PTY LTD for this project for EXTENT HERITAGE PTY LTD ongoing business and for professional presentations, academic papers or publications.

How to Use this Report

This report has been prepared for CPB Samsung Dragados Joint Venture. It is part of a series of reports which have been prepared for the 'Local Roads Area' of the WestConnex Stage 2 New M5 project. These reports have been separated into six volumes, identified as follows:

- Volume 1: Cooper Estate Heritage Conservation Area
- Volume 2: Industrial Building "Frank G Spurway"
- Volume 3: Former Alexandria Spinning Mills
- Volume 4: Sewage Pumping Station No.39
- Volume 5: Claraville, Victorian Filigree Style Villa
- Volume 6: Bedwin Road Overbridge.

Each volume maintains the same relative photographic sequence throughout each volume. For example, Volume 1, Cooper Estate Heritage Conservation Area begins the photograph number series at 001_LOCAL_ROADS. In Volume 2, the starting photograph number of that sequence follows over from the previous volume, and so, the first number in that volume is 151_LOCAL_ROADS. This sequence continues through all six volumes.

In each volume the sequence is treated discretely for that place. This means that the photo numbers in the Photographic Proof Sheets, Photographic Recording Sheets and the Photographic Direction Plans will only relate to the identified place.

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1. Introduction

1.1 Brief

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report for several sites in the 'Local Roads Area' for the WestConnex Stage 2 New M5 project, located within the suburbs of Alexandria and St Peters. One such site was identified as the Former Alexandria Spinning Mills. The purpose of this report is to record the current state of these sites prior to the modification of the area.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance- The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The subject site was inspected and photographed by [REDACTED] and [REDACTED] on the 23 May 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

[REDACTED]
[REDACTED]

Senior Associate
Heritage Advisor

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The subject site is privately owned.

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

The former Alexandria Spinning Mills are located at 68 Euston Road, Alexandria and occupy the land legally defined as Lot 1 of DP 828392. The site is bounded by several industrial buildings along Maddox Street and Huntley Street forming the sites north and south boundary. The site is further bounded by Euston Road to the east and Shea's Creek to the west.



Figure 1: Aerial view of 68 Euston Road, outlined in red (Source: LPI SIX viewer, accessed June 2017).

2.2 Statement of Significance

The following Statement of Significance has been replicated from the NSW Office of Environment and Heritage listing sheet for the locally listed item.

Built for the Alexandria Spinning Mills from 1924, this complex represents one of Australia's largest wool and cotton mills from the first half of the twentieth century. The complex demonstrates the twentieth-century industrial development of Alexandria and provides evidence of the formerly widespread textiles industry in the City of Sydney.

The mills are historically significant for their connection to the Australian production of textiles from the time when Australian-made textiles first began to compete with foreign imports. The scale of the site, spanning two properties, and its buildings demonstrate the importance of the wool and cotton industry to Sydney and Australia. The construction of these mills provides evidence of the rapid growth of the Australian textile manufacturing industry during the 1920s as the range of production extended to finer qualities of yarn and cloth. Its subsequent expansion demonstrates the growth of the textiles industry to support the war effort for World War II.

The complex has significant associations with the Alexandria Spinning Mills from the 1920s to the 1960s and the knitting wool, knitting books, Australian military clothing used in World War II, and other products made at this site during this period.

As a major employer, in particular for girls and women, infamous for its poor working conditions, the former mills are also significant for their connection to the history of employment of women and the development of the labour movement in Sydney. These mills represent the site of major strikes during the 1930s and 1940s, which were a significant event in Sydney's twentieth century movement for improved rights and conditions for the working class, better conditions for women in the workforce and the growth of unions. For this reason, the site is likely to have social significance to the community of former workers and their descendants.

Dating from 1924 to the 1960s, the collection of buildings on two adjoining sites represent a good example of a large industrial precinct from the early twentieth century. The buildings demonstrate the distinctive modular building form of inter-war and post-war industrial buildings, characterised by repeated bays of sawtooth roofs containing southern roof lights, load-bearing brick walls and internally exposed timber or steel-framed construction.

The former mills complex forms part of one of the largest known collections of industrial and warehouse buildings of its kind in Australia, which records City of Sydney's past as one of only two historic industrial heartlands in Australia. This collection of buildings provides evidence of Australia's twentieth century transformation through industrialisation when Sydney became one of the largest industrialised cities in the South Pacific.

The former Alexandria Spinning Mills, spanning two properties, is of local heritage significance in terms of its historical, aesthetic and representative value.

3. Historical Context

The following history has been adapted from the NSW Office of Environment and Heritage listing sheet for the Alexandria Spinning Mills:

The Alexandria Spinning Mills Ltd was one of the nation's largest spinners and weavers of cotton and woollen goods in the first half of the twentieth century. The Alexandria Spinning Mills employed a large workforce. Relationships between management and the workers were often poor due to infamous working conditions. The factory in Alexandria was the scene of major strikes in the 1930s and 1940s.

The construction of these mills reflects the rapid growth of the Australian textile manufacturing industry in the 1920s as the range of production extended to finer qualities of yarn and cloth. Cotton spinning began in Sydney in 1923. Australian manufacturers focussed on displacing the imported cloth and producing woollen yarn for knitting mills. In the twenties, the main products of cotton weaving were towels and cotton tweeds. By the end of the twenties, textile imports had been reduced to a minor portion of the market. Import tariffs had played a role in the success of local manufacturers. Australia's cotton manufacturing was a new emerging industry throughout the twenties

After the firm purchased land from the Cooper Estate, a Certificate of Title was issued on 4 February 1924 to the Colonial Combing Spinning and Weaving Company Ltd for 7½ acres with frontages to Euston Road, Maddox Street and Huntley Street.

A valuation in November 1924 showed that a brick factory with a galvanised iron roof and engine room had been constructed by that time.

In December 1924, the company was advertising for girls to work in its spinning factory.

In October 1926, fire damaged the interior of the Colonial Combing Spinning and Weaving Company's other works in Lord Street, Botany, causing damage estimated at £15,000.

The new company named Alexandria Spinning Mills Ltd was registered on 9 November 1926. On 4 March 1927, the property in Euston Road and 40A-42 Maddox Street was formally transferred to the Alexandria Spinning Mills Ltd.

The valuation of 8 December 1931 recorded that the woollen mill then had offices, a dye room, boiler house, spinning and twisting rooms, a warehouse of brick with an iron roof, partly on 2 floors and partly in a basement plus a brick weaving mill with an iron roof. By 15 May 1934, the factory had been enlarged with a brick extension with a corrugated fibro roof.

In January 1934, the workers went on strike. The problems did not end there. Numerous disputes between management and its employees followed during 1940-1. Those disputes were not confined to the Alexandria Spinning Mills, but were part of a more

general industry-wide strike during the second world war. The workers of the Alexandria Spinning Mills lead the fray for strikes in the textiles industry.

In 1940 and 1941, more than 1900 of the mostly female workforce went on strike. Strikers from here and other mills including the Bradford Cotton Mills in Newtown demanded pay increases against the recommendations of the union officials who argued for a no strike policy for the 'war effort'.

As a major spinner and weaver, Alexandria Spinning Mills was busy during the war years. They made khaki cloth, socks and underwear for the Australian military forces. Between February 1939 and 9 June 1942, the factory was enlarged. Further additions had been made by the time the next valuation occurred on 15 February 1945.

The mill made Twin prufe hand knitting wools, Sunbeam and Sun-glow knitting books, amongst other products.

The 1945 workplace survey listed Alexandria Spinning Mills Pty Ltd, Euston Road, as conducting the business of textile spinning and weaving. It was recorded in this survey as using machinery rated at 1,504 horsepower and employing 644 employees at that time.

The Alexandria Spinning Mills continued as the proprietor of the land until the mid-1960s. Additions and improvements continued to be made to the factory until that time. Between 1963 and 1966, the prominent architectural firm of Robertson and Marks designed various alterations and additions.

From 2003-2007, alterations to the eastern building for new uses included changes to openings, new fit-outs, mezzanines and new facilities in some bays, repairs to the south wall, structural reinforcing and alterations to some timber members of the structural frame.

The buildings were subsequently converted to other uses including storage and photography studios.

4. Photographic Recording Sheet

FORMER ALEXANDRIA SPINNING MILL - ALEXANDRIA	
Photographers:	[REDACTED]
Date:	23 May 2017 and 8 June 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photographed in overcast conditions.


Image No.	Direction	Details	Thumbnail
182_LOCAL_ROADS_2017	S	Building façade with cream brick and blue painted metal and ceramic features.	

Image No.	Direction	Details	Thumbnail
183_LOCAL_ROADS_2017	SE	Detail of blue panelling and decorative ceramic facings.	
184_LOCAL_ROADS_2017	SE	Alley along the northern elevation of the building. Note self-seeded vegetation and graffiti.	
185_LOCAL_ROADS_2017	SE	View of alley along the northern elevation.	
186_LOCAL_ROADS_2017	SW	View of the northern elevation from Maddox Street laneway.	
187_LOCAL_ROADS_2017	SE	View down the access lane for 68 Euston Road.	






Image No.	Direction	Details	Thumbnail
188_LOCAL_ROADS_2017	SE	View towards Former Alexandria Spinning Mill.	
189_LOCAL_ROADS_2017	NE	Southern elevation of 68 Euston Road.	
190_LOCAL_ROADS_2017	W	Southern elevation of 68 Euston Road.	
191_LOCAL_ROADS_2017	SE	View along the access lane of 68 Euston Road.	
192_LOCAL_ROADS_2017	NW	View towards the access lane of 68 Euston Road.	
193_LOCAL_ROADS_2017	SE	North eastern elevation of the former Alexandria Spinning Mill.	

Image No.	Direction	Details	Thumbnail
194_LOCAL_ROADS_2017	NW	View of offloading ramp in 68 Euston Road.	
195_LOCAL_ROADS_2017	W	Eastern corner of the Former Alexandria Spinning Mill.	
196_LOCAL_ROADS_2017	NW	South western elevation for 68 Euston Road.	
197_LOCAL_ROADS_2017	NW	South eastern elevation of the Former Alexandria Spinning Mill.	

5. Photographic Proof Sheets

68 Euston Road, Alexandria : Former Spinning Mill
Photographic Archival Recording 2017 - Photographer [REDACTED]



182_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:55:43



183_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:55:52



184_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:54:55



185_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:55:09



186_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:52:01



187_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:18:49



188_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:19:39



189_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:56:54



190_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:56:56



191_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:57:06



192_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:57:11



193_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:57:34



194_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:58:00



195_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:58:14



196_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:58:35



197_LOCAL_ROADS_2017
1/8 ISO 400 2017/06/08 13:58:49

6. Photographic Direction Plan



7. Bibliography

NSW Office of Environment and Heritage listing sheet for the “Former Alexandria Spinning Mills including interiors of west part and internal structure of east part”,

<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5062445>

APPENDIX H - INDUSTRIAL BUILDINGS "FRANK G SPURWAY"

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Volume 2: Industrial Building “Frank G Spurway”

Prepared for CPB Dragados Samsung Joint Venture

November 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

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CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Heritage and Contributory Item Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
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	16 November 2018	FINAL	16 November 2018	Softley

TE NAME:

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- Volume 6: Bedwin Road Overbridge.

Each volume maintains the same relative photographic sequence throughout each volume. For example, Volume 1, Cooper Estate Heritage Conservation Area begins the photograph number series at 001_LOCAL_ROADS. In Volume 2, the starting photograph number of that sequence follows over from the previous volume, and so, the first number in that volume is 151_LOCAL_ROADS. This sequence continues through all six volumes.

In each volume the sequence is treated discretely for that place. This means that the photo numbers in the Photographic Proof Sheets, Photographic Recording Sheets and the Photographic Direction Plans will only relate to the identified place.

1. Introduction

1.1 Project Description

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report for several sites in the 'Local Roads Area' for the WestConnex Stage 2 New M5 project, located within the suburbs of Alexandria and St Peters. One such site was identified as the Industrial Building "Frank G Spurway". The purpose of this report is to record the current state of these sites prior to the modification of the area.

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*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Approach and Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance- The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The subject site was inspected and photographed [REDACTED] and [REDACTED] 23 May 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

[REDACTED]
[REDACTED]

Senior Associate
Heritage Advisor

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The site is privately owned.

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

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Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

The subject property is located at 20-30 Maddox Street, Alexandria, on the southern corner of Euston Road and Maddox Street. The building occupies Lot 1 DP 2000259 and Lots 1 and 2 of DP1037270.

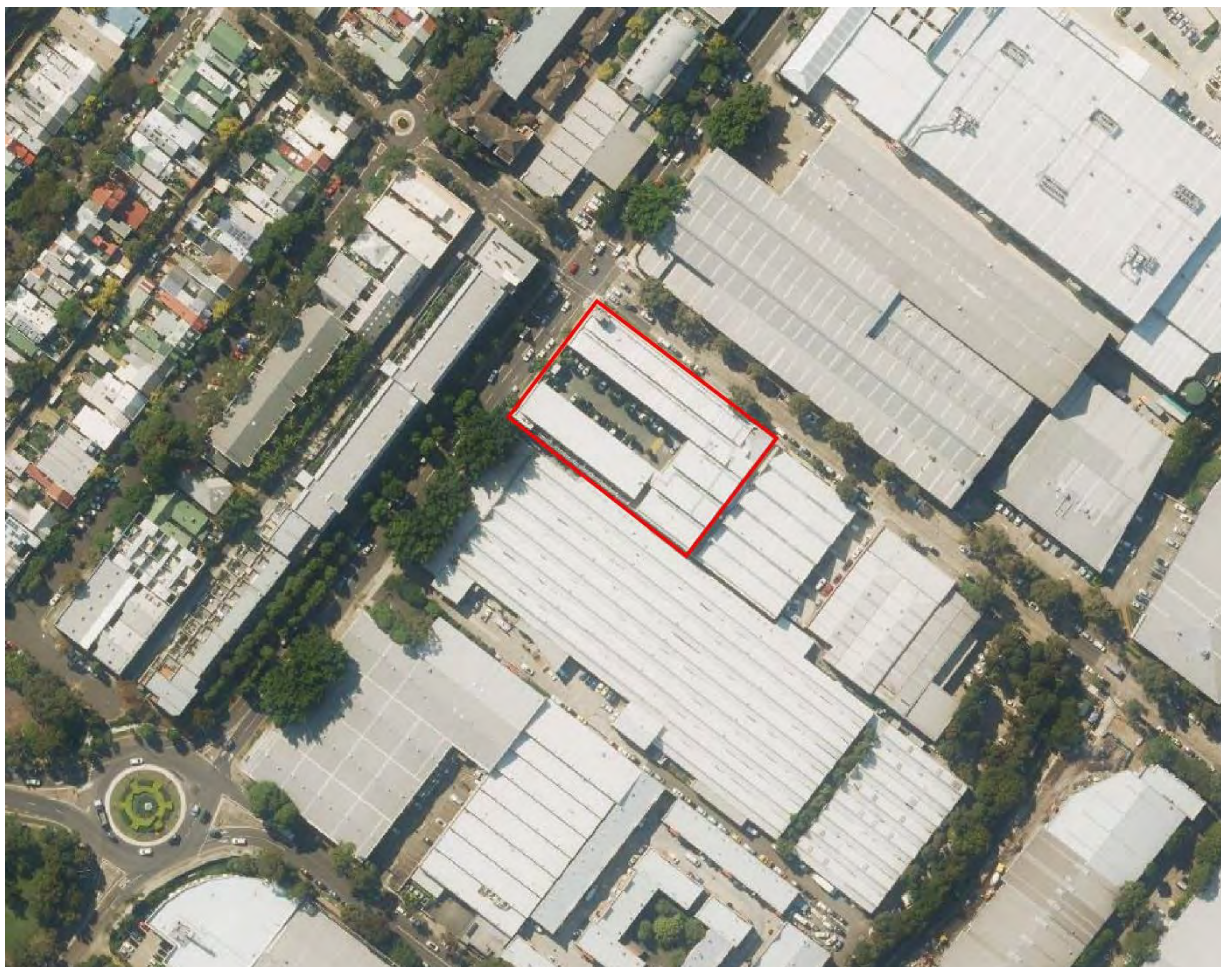


Figure 1. Aerial view of the Industrial Building “Frank G Spurway Building”, outlined in red
(Source: LPI SIX viewer, accessed June 2017).

2.2 Statement of Significance

The following Statement of Significance has been replicated from the NSW Office of Environment and Heritage listing sheet for Industrial Building “Frank G Spurway” including interior:

Constructed in 1940 for the electrical and screw manufacturers, Frank G Spurway, the building represents the industrial development of Alexandria during the mid-twentieth century. The newly constructed building was featured in a number of architectural magazines for the use of modern materials and technologies. It appeared on the front cover of Decoration and Glass, March 1940.

The Frank Spurway building is a local landmark, with its prominent corner position and architecture, contributing to the streetscapes of Euston Road and Maddox Street. Aesthetically, the building represents a good example of the inter-war functionalist architectural style and the works of architects, Stafford, Moor & Farrington, demonstrating their influence of Dudok. It features prominent original signs and a corner tower. The proportions and the detailing of this former factory show architectural merit through its multi-paned bands of windows and execution of characteristic elements of the functionalist style.

The building is of local heritage significance in terms of its historic, aesthetic and representative value.

3. Historic Context

The following history has been quoted from the NSW Office of Environment and Heritage listing sheets for 'Industrial Building "Frank G Spurway" including interior':

The building was constructed in 1940 to the design of architectural office of Stafford, Moor & Farrington for Frank Spurway, an electrical and screw factory. Stafford Moor & Farrington designed many factory buildings in Sydney, winning the 1947 Sulman Award with the Wormald's factory in Redfern (191 Cleveland Street) and the 1954 Sulman Award for the Boots factory in Eastern Valley Way (Chatswood).

Shortly after its construction, the building was published in a number of architectural magazines for the use of modern materials and technologies. It appeared on the front cover of Decoration and Glass, March 1940.

The building had great success for its design and for the use of modern technology. Its original Coldlite glass was manufactured by Australian Windows Glass Pty Ltd while the roofing was manufactured

4. Photographic Recording Sheets

INDUSTIRAL BUILDING “FRANK G SPURWAY”	
Photographer:	████████████████████
Date:	23 May 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photographed in early morning light.

Image No.	Direction	Details	Thumbnail
151_LOCAL_ROADS_2017	S	Northern corner façade of the building.	
152_LOCAL_ROADS_2017	SE	North eastern façade.	
153_LOCAL_ROADS_2017	SW	North western façade of the building.	
154_LOCAL_ROADS_2017	SE	Northern eastern façade	






Image No.	Direction	Details	Thumbnail
155_LOCAL_ROADS_2017	SW	Detail of eastern wing.	
156_LOCAL_ROADS_2017	SW	North eastern façade.	
157_LOCAL_ROADS_2017	SW	Decorative formed brick separating bands of window panels.	
158_LOCAL_ROADS_2017	SW	North eastern façade.	
159_LOCAL_ROADS_2017	W	Plantings in front of the north eastern façade.	



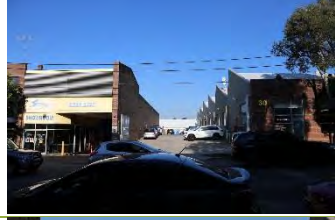




Image No.	Direction	Details	Thumbnail
160_LOCAL_ROADS_2017	SW	View of north eastern façade.	
161_LOCAL_ROADS_2017	W	View of north eastern façade.	
162_LOCAL_ROADS_2017	SW	View of access lane into 20-30 Maddox Street.	
163_LOCAL_ROADS_2017	SW	Access lane.	
164_LOCAL_ROADS_2017	W	Streetscape along Maddox street.	
165_LOCAL_ROADS_2017	NW	View of adjacent warehouse buildings on Maddox Street.	
166_LOCAL_ROADS_2017	W	Sawtooth façade on the south eastern elevation.	

Image No.	Direction	Details	Thumbnail
167_LOCAL_ROADS_2017	SW	Building number and decorative polychromatic brickwork bands.	
168_LOCAL_ROADS_2017	SW	Detail of prior brick replacement.	
169_LOCAL_ROADS_2017	NW	North eastern façade from the footpath.	
170_LOCAL_ROADS_2017	SW	Formed brick finial.	
171_LOCAL_ROADS_2017	SW	Decorative formed brick separating bands of window panels.	





Image No.	Direction	Details	Thumbnail
172_LOCAL_ROADS_2017	S	Corner façade of the Frank G Spurway building.	
173_LOCAL_ROADS_2017	S	Decorative metal window bars.	
174_LOCAL_ROADS_2017	S	Corner façade of the Frank G Spurway building.	
175_LOCAL_ROADS_2017	SW	View of the footpath along Euston Road. Paralleling the north western façade of the building.	



Image No.	Direction	Details	Thumbnail
176_LOCAL_ROADS_2017	S	Panel windows on the north western façade of the building.	
177_LOCAL_ROADS_2017	SW	Streetscape along Euston Road.	
178_LOCAL_ROADS_2017	S	Modern extension to the original building.	
179_LOCAL_ROADS_2017	S	North western façade.	
180_LOCAL_ROADS_2017	SE	North western façade.	

Image No.	Direction	Details	Thumbnail
181_LOCAL_ROADS_2017	SE	North western façade.	

5. Photographic Proof Sheets

20-30 Maddox Street, Alexandria: Industrial Building "Frank G Spurway"
Photographic Archival Recording 2017 - Photographer: [REDACTED]



151_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:25:05



152_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:25:27



153_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:25:35



154_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:27:48



155_LOCAL_ROADS_2017
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156_LOCAL_ROADS_2017
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157_LOCAL_ROADS_2017
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158_LOCAL_ROADS_2017
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161_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:33:12



162_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:35:11



163_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:35:34



164_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:36:32



165_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:42:17



166_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:42:59

20-30 Maddox Street, Alexandria: Industrial Building "Frank G Spurway"
Photographic Archival Recording 2017 - Photographer: [REDACTED]



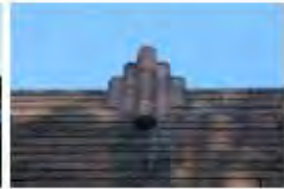
167_LOCAL_ROADS_2017
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168_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:44:23



166_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:44:31



170_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:45:02



171_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:46:36



172_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:47:52



173_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:48:57



174_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:49:31



175_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:49:42



176_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:50:34



177_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:51:47



178_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:52:45



179_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:53:33

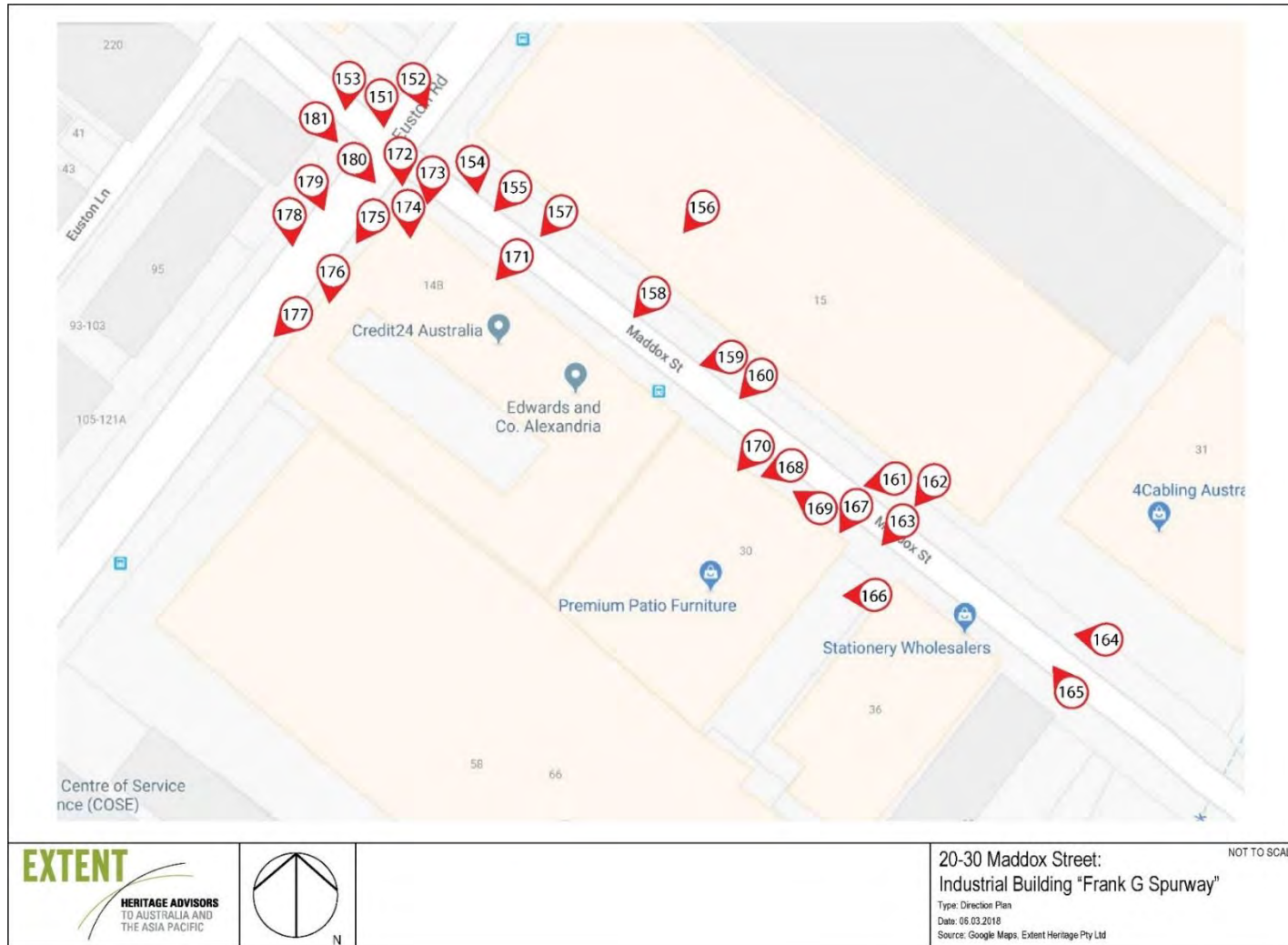


180_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:52:58



181_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:53:20

6. Photograph Direction Plans



7. Bibliography

NSW Office of Environment and Heritage listing sheets for 'Industrial Building "Frank G Spurway" including interior',

<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2420717>

APPENDIX I - SEWAGE PUMPING STATION NO. 39

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Volume 4: Sewage Pumping Station No.39

Prepared for Prepared for CPB Dragados Samsung Joint Venture

November 2018 – FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Heritage and Contributory Item Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
Ben Calvert	10 August 2018	DRAFT	10 August 2018	Kylie Christian
Ben Calvert	5 September 2018	DRAFT	5 September 2018	Kylie Christian
[Redacted]	16 November 2018	FINAL	16 November 2018	Kylie Christian

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How to Use this Report

This report has been prepared for CPB Samsung Dragados Joint Venture. It is part of a series of reports which have been prepared for the 'Local Roads Area' of the WestConnex Stage 2 New M5 project. These reports have been separated into six volumes, identified as follows:

- Volume 1: Cooper Estate Heritage Conservation Area
- Volume 2: Industrial Building "Frank G Spurway"
- Volume 3: Former Alexandria Spinning Mills
- Volume 4: Sewage Pumping Station No.39
- Volume 5: Claraville, Victorian Filigree Style Villa
- Volume 6: Bedwin Road Overbridge.

Each volume maintains the same relative photographic sequence throughout each volume. For example, Volume 1, Cooper Estate Heritage Conservation Area begins the photograph number series at 001_LOCAL_ROADS. In Volume 2, the starting photograph number of that sequence follows over from the previous volume, and so, the first number in that volume is 151_LOCAL_ROADS. This sequence continues through all six volumes.

In each volume the sequence is treated discretely for that place. This means that the photo numbers in the Photographic Proof Sheets, Photographic Recording Sheets and the Photographic Direction Plans will only relate to the identified place.

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1. Introduction

1.1 The Brief

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report for several sites in the 'Local Roads Area' for the WestConnex Stage 2 New M5 project, located within the suburbs of Alexandria and St Peters. One such site identified included the Sewage Pumping Station No.39. The purpose of this report is to record the current state of these sites prior to the modification of the area.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The subject site was inspected and photographed by [REDACTED] and [REDACTED] the 23 of May 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

[REDACTED]
[REDACTED]

Senior Associate
Heritage Advisor

Information was sourced for this report from:

- Listing Sheet for the property from www.environment.nsw.gov.au/heritage

1.5 Ownership

The subject site is owned and managed by Sydney Water

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site

2.1 Location

The Water Board Pump House, known as Sewage Pumping Station No.39 is located on the corner of Huntley Street and Burrows Road, at 48 Huntley Street, Alexandria. The site occupies the land legally defined as Lot 1 of DP 665626 and Lot 2 of DP 665627. The place is bounded by Burrows Road to the north, Huntley street to the west and industrial buildings to the south and east.



Figure 1. Aerial view of 48 Huntley Street, outlined in red (Source: LPI SIX Viewer, accessed June 2017).

2.2 Statement of Significance

The following Statement of Significance has been replicated from the NSW Office of Environment and Heritage listing sheet for 'Pumping Station No 39':

"SPS0039 Alexandria is of historic, aesthetic and technical/research significance. Historically, it is associated with the Western and Illawarra Suburbs System (and later SWSOOS No.1) which was a major inter-war period sewage development. The construction of SP0039 and the SWSOOS No.1 formed a part of the major improvement in the public health of Alexandria in the 1920's. Aesthetically it is a good example of a small scale robust and well-proportioned late Federation Free style sewage pumping station which displays excellent brickwork, and due to its prominent corner location, has streetscape significance. Technically, the station has the potential to reveal information about construction techniques and sewage pumping technologies employed during the inter-war period. SP0039 is also significant for fulfilling its role continuously after its introduction as a low-level sewage pumping station over 75 years ago as originally designed and constructed albeit with some modifications to mechanical and electrical components." (from Sydney Water Heritage Assets inventory).

3. Historic Context

The following history has been quoted from the NSW Office of Environment and Heritage listing sheets for 'Water Board Pump House Including Interior and Substructure':

In 1859 Sydney's sewerage system consisted of five outfall sewers which drained to Sydney Harbour. By the 1870's, the Harbour had become grossly polluted and, as a result, the Government created the Sydney City and Suburban Health Board to investigate an alternative means of disposing of the city's sewage. This led to the construction of two gravitation sewers in 1889 by the Public Works Department: a northern sewer being the Bondi Ocean Outfall Sewer and a southern sewer draining to a sewage farm at Botany Bay. Low lying areas around the Harbour which could not gravitate to the new outfall sewers continued to drain to the old City Council sewers. Low level pumping stations were therefore needed to collect the sewage from such areas and pump it by means of additional sewers known as rising mains, to the main gravitation system. The first comprehensive low-level sewerage system began when the Public Works Department built a group of 20 low level pumping stations around the foreshores of the inner harbour at the beginning of the 20th century and in the subsequent development of other outfall sewers greater Sydney now has over 600 low level sewage pumping stations. SP0039 originally served the Southern Outfall, which discharged at the Botany-Rockdale Sewage Farm, and later diverted to the Southern and Western Suburbs Ocean Outfall Sewer No.1 (SWSOOS No.1) in 1919.

4. Photographic Recording Sheet

SEWAGE PUMPING STATION NO.39 – ALEXANDRIA	
Photographer:	[REDACTED]
Date:	23 May 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photographed prior to the completion of Stage 2 WestConnex.





Image No.	Direction	Details	Thumbnail
198_LOCAL_ROADS_2017	SW	North eastern elevation of Pumping House No 39.	
199_LOCAL_ROADS_2017	SW	Detail of panel above the entrance.	
200_LOCAL_ROADS_2017	SW	Gable and panel on the northern eastern façade.	
201_LOCAL_ROADS_2017	SW	Metal vent on the northern side of the building.	




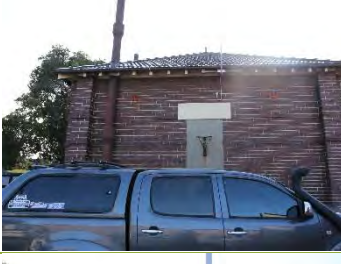




Image No.	Direction	Details	Thumbnail
202_LOCAL_ROADS_2017	W	Eastern corner of Pumping House No 39 showing a metal vent and decorative brickwork.	
203_LOCAL_ROADS_2017	NW	South eastern elevation of Pumping House No 39.	
204_LOCAL_ROADS_2017	N	Southern corner of Pumping House No 39 showing metal vents and decorative brickwork.	
205_LOCAL_ROADS_2017	NE	South western elevation of Pumping House No 39.	
206_LOCAL_ROADS_2017	E	Western corner of Pumping House No 39.	
207_LOCAL_ROADS_2017	SW	Piping adjacent the pumping house.	

Image No.	Direction	Details	Thumbnail
208_LOCAL_ROADS_2017	SW	Piping adjacent the pumping house.	
209_LOCAL_ROADS_2017	S	Ceramic piping and metal plate adjacent the pumping house.	

5. Photographic Proof Sheets

48 Huntley Street, Alexandria : Sewage Pumping Station No.39
Photographic Archival Recording 2017 - Photographer: [REDACTED]



198_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:02:44



199_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:02:52



200_LOCAL_ROADS_2017
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201_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:03:52



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203_LOCAL_ROADS_2017
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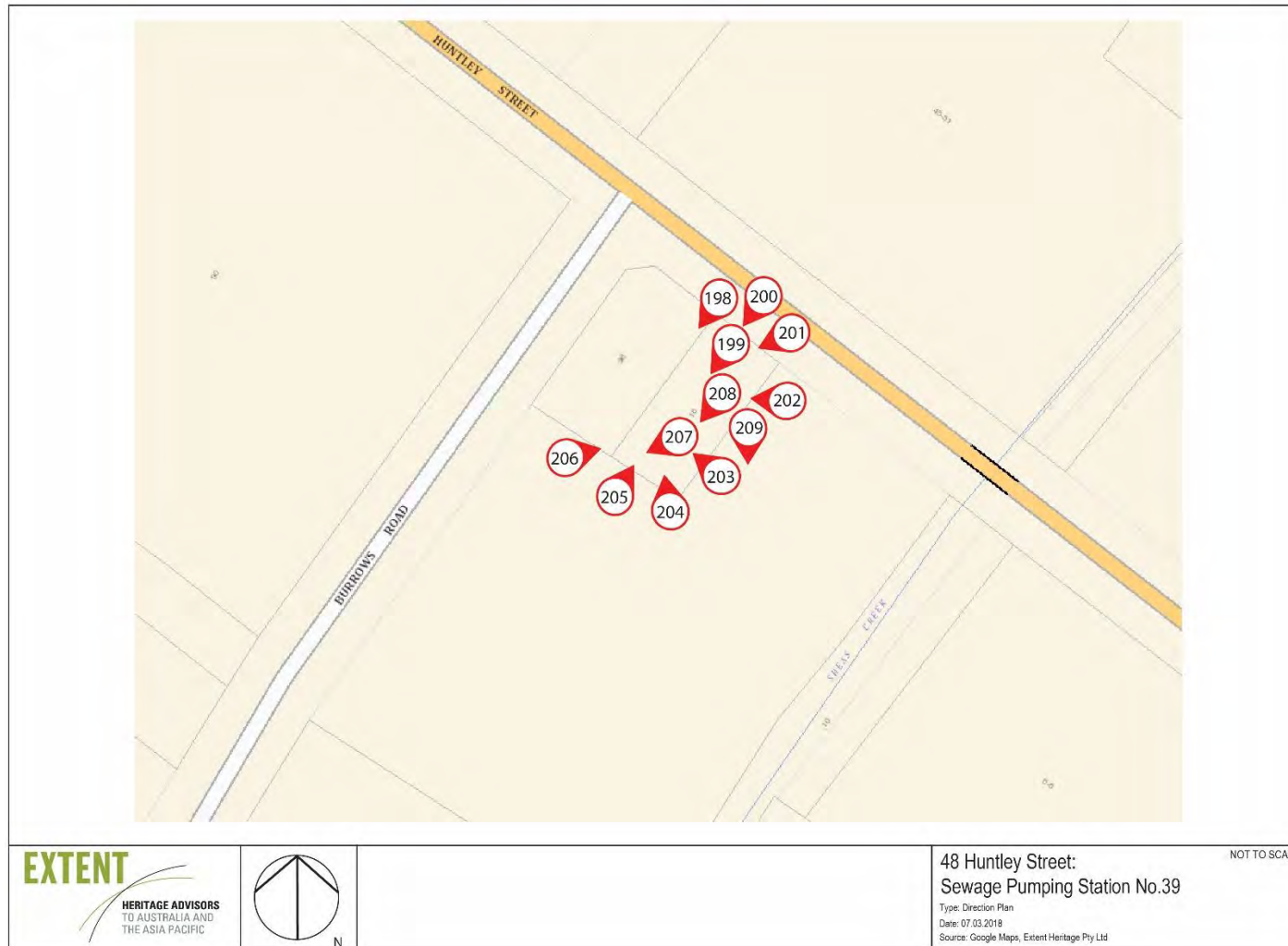


208_LOCAL_ROADS_2017
1/9 ISO 400 2017/05/23 10:08:09



209_LOCAL_ROADS_2017
1/8 ISO 400 2017/05/23 10:05:31

6. Photographic Direction Plans



7. Bibliography

NSW Office of Environment and Heritage listing sheet for 'Water Board Pump House Including Interior and Substructure',

<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2420204>

Sydney Water listing sheet for 'Sewage Pumping Station No 39',

<https://www.sydneywater.com.au/SW/water-the-environment/what-we-re-doing/Heritage-search/heritage-detail/index.htm?heritageid=4571730&FromPage=searchresults>

APPENDIX J - RUDDERS BOND STORE

EXTENT

**HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC**

Incorporating AHMS and Futurepast

'Rudders Bond Store' - Former Ralph Symonds Factory

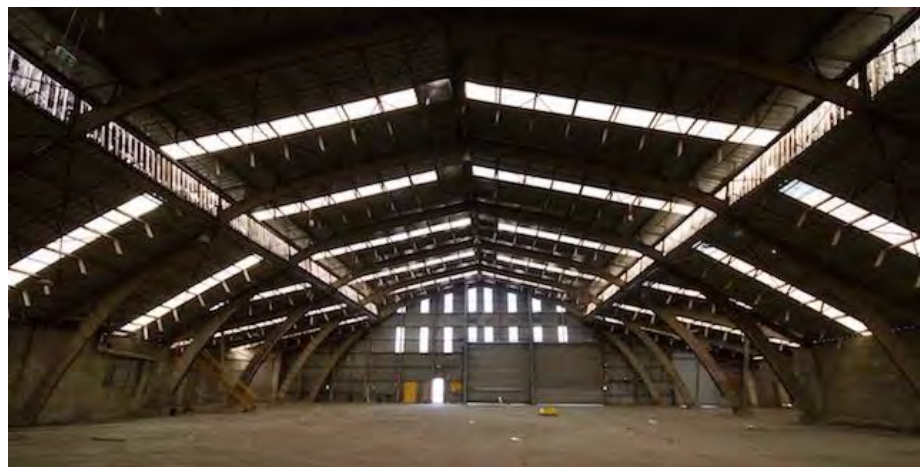
53-57 Campbell Road, St Peters

Heritage and Contributory Item Archival
Recording and Research Report

FINAL

Prepared for CPB Dragados Samsung Joint Venture

September 2016



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Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

ADDRESS: 53-57 Campbell Road, St Peters -

PROJECT: 'Rudders Bond Store' Heritage and Contributory Item Archival Recording and Research Report

[REDACTED] EXTENT HERITAGE PTY LTD INTERNAL REVIEW/S [REDACTED]				
WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
[REDACTED]	29.07.2016	DRAFT 1.0	[REDACTED]	29.07.2016
[REDACTED]	02.09.2016	FINAL 1.0	[REDACTED]	02.09.2016

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1 INTRODUCTION

1.1 Project Description

EXTENT Heritage Pty Ltd has been commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report for Rudders Bond Store, also referred to as the Former Symonds Factory, located at 53-57 Campbell Road, St Peters. The purpose of the report is to record the current state of the site prior to the demolition of the building. This report serves as a permanent record of the place prior to that work being undertaken.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

This report is in fulfilment of the reviewed environmental management measure for the Construction Management Subplan, specifically REMM NAH08 (condition underlined below):

- ***The bond store would be subject to a full archival recording following the NSW Heritage Division guidelines How to Prepare an Archival Recording 9NSW Heritage Office, 2003) and Photographic recording of heritage items using film or digital capture (NSW Heritage Office, 2006).*** This would include a comparative analysis of the Rudders Bond Stores should be prepared against other laminated truss Symonds buildings in NSW and Australia
- *Consideration would be given as to whether the selected laminated timber columns could be salvaged and re-erected and clad elsewhere within the St Peters interchange or the local area. The cladding and brick walls are not considered to be of heritage significance and are not included within the reuse proposal. The level of fabric salvage required, the appropriate methodology for salvage and identification of appropriate adaptive reuse and locations for reuses of these elements would be determined in consultation with Heritage Council, the NSW heritage Division of OEH and the New M5 Design Panel, with advice from a suitably qualified specialist informed by the full archival recording prior to the demolition.*
- Investigate options for documenting the history of the Ralph Symonds company and presenting it to a national audience, in partnership with stakeholders such as the City of Sydney and Powerhouse Museum. The focus would be on their development of innovative timber construction methods during and after World War II.

1.2 Approach and Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The surrounding area, the building and the interior of the subject property were inspected and photographed by [REDACTED] on the 9th and 29th of March 2016. The inspections were undertaken as visual studies only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this Archival Recording:

[REDACTED]	Senior Associate
[REDACTED]	Heritage Advisor
[REDACTED]	Research Assistant

1.5 Ownership

The site is owned by TNT Rudders.

2 SITE DESCRIPTION

2.1 Location

The 'Rudders Bond Store' site is located at 53-57 Campbell Road and is legally defined as both Lot 101 DP 845651 and Lot 102 DP 871150. The building is bounded by Campbell Road to the north-east and Burrows Road to the south-east. The area to the immediate north of the site comprises Sydney Park, while the streetscape to the south of the area is characterised by warehouses.

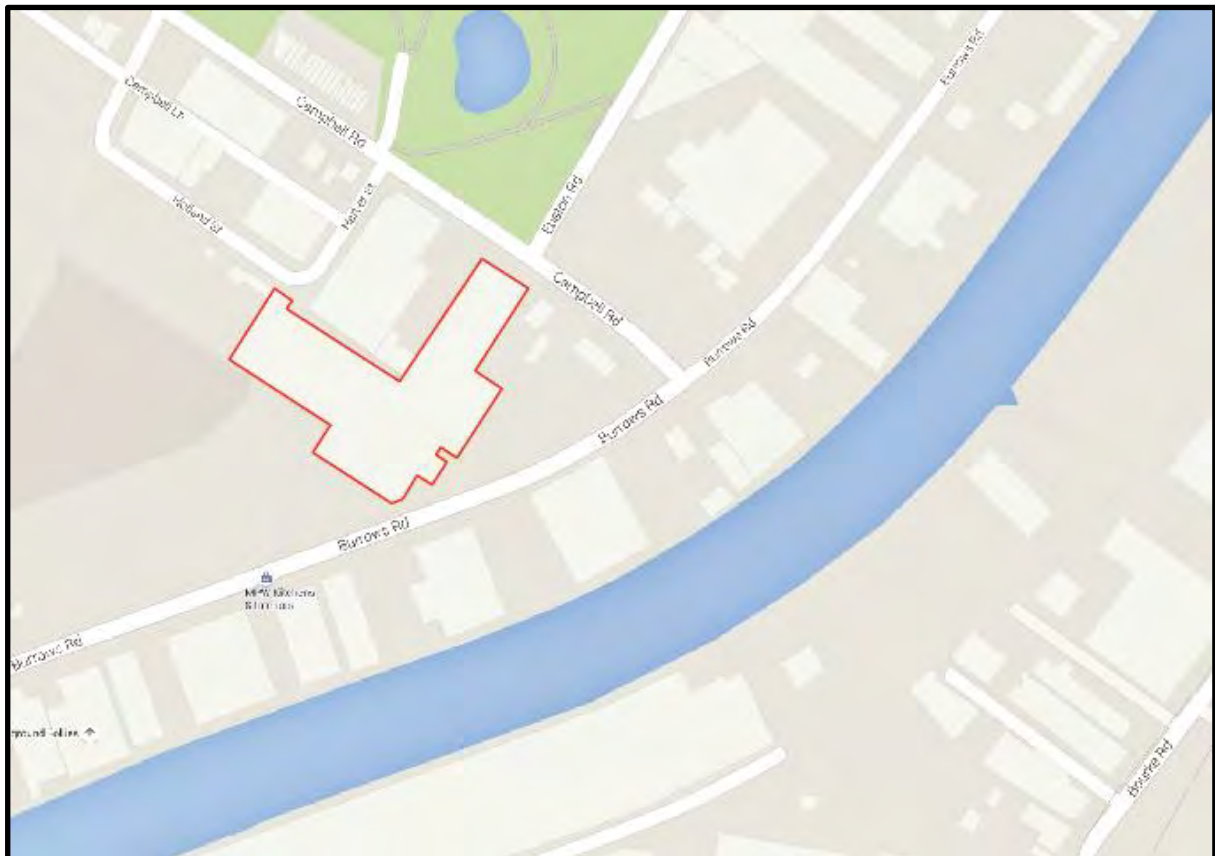


Figure 1. Map indicating location of the Rudders Bond Store (outlined in red) at 53-57 Campbell Road (Source: Google Maps, accessed 29.2.16).



Figure 2. *Aerial view of subject property (Source: Nearmap, accessed 17.11.15).*

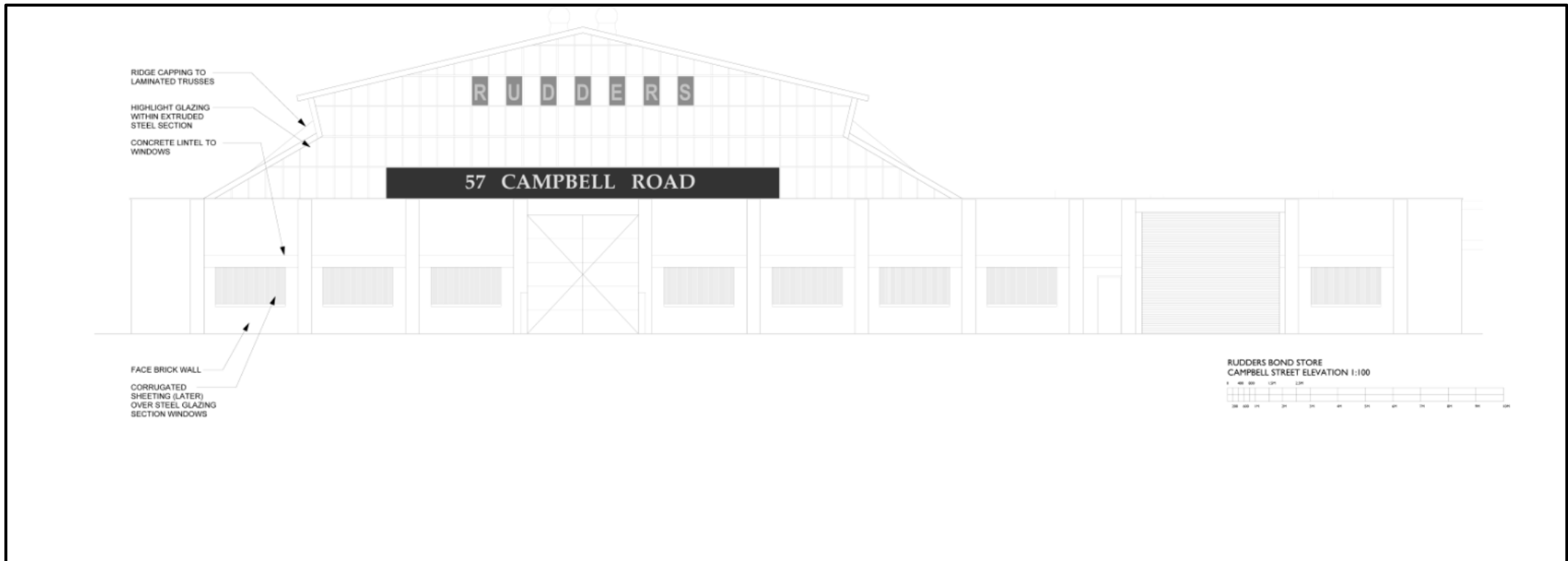


Figure 3. Elevation plan of the front façade. (Source: *The Archivist*, Drawing No RBS_MD-02, Issue 21.07.16).



Figure 4. Section plan of laminated timber arch (Source: *The Archivist*, Drawing No RBS_MD-03, Issue 21.07.16).

2.2 Statement of Significance

The following Statement of Significance is provided from the City of Sydney Local Environmental Plan (LEP) Heritage Item Inventory Sheet:

The site is of historical significance for its role in the production of engineered timber in Australia from c1946 to 1958. Symonds was a pioneering manufacturer of such timbers and the building contains a good example of the companies work in the timber frame of the building. The building has strong associations with Ralph Symonds a pioneer of laminated timber construction in the post-war era in Sydney and Melbourne whose factory this site was and who designed the laminated timber structure supporting the roof. This building is of State and Australian significance as a surviving example of the laminated arches pioneered by Ralph Symonds. As a physical example of these structures the building has great research potential for studying this innovative building technology and to some extent the production processes. Surviving early laminated timber buildings are rare. The site is significant for its role in the history of engineered timbers across Australia and is of state level of significance.¹

Additionally the comparative analysis of 53-7 Campbell Road, prepared by Extent Heritage Pty Ltd, states:

The Rudders Bond Store is rare as one of five remaining Ralph Symonds industrial buildings in Australia. It is one of three located within NSW. The building is rare as one of less than 18 known large-scale glue laminated timber structures identified as possibly remaining in Australia.²

¹ City Plan Heritage and JCIS Consultants (2013), *Former Ralph Symonds Factory, State Heritage Inventory Form*.

² *Extent Heritage* (2016), *53-7 Campbell Road - Comparative Analysis*, prepared for CPB Dragados Samsung Joint Venture

3 HISTORIC CONTEXT

The following historical overview has been extracted from Extent Heritage Pty Ltd (June 2016), *53-7 Campbell Road - Comparative Analysis* prepared for CPB Dragados Samsung Joint Venture. The following sources were consulted in the compilation of this record:

- Nolan, G. (1994). *The Forgotten Long Span Timber Structures of Australia*, A Thesis for the Degree of Master of Architecture Department of architecture University of Tasmania Launceston.
- Lewis, M. B. (2012). *Australian building a cultural Investigation* <http://www.mileslewis.net/australian-building/>.
- Honchcroft, Y. (1987). *Company History of Ralph Symonds Australia Ltd* (unpublished), Mitchell Library, Sydney.

3.1 Local History

St Peter's Cooks River Anglican Church was consecrated in 1839 and was the third Anglican Church in Sydney. When St Peters became a municipality in 1871 it had 500 residents, and seven years later built its own town hall. Before the district's famous brick works St Peters had been home to around 20 dairies. Juggling the demands of these two quite different industries proved a trial for the council and in 1888 it set up a Standing Committee on Dairies. The council finally disappeared in the spate of local government amalgamations in 1949.³

Brickmaking gradually overtook dairying as the major local industry and council regulated for the construction of tall chimneys to reduce air pollution. One of the most significant brickmakers was Josiah Gentle, who began operating in Waterloo and during the 1870s ran a number of brick works in St Peters. His Bedford Brick Works was established beside the Princes Highway in 1893. In 1933 the firm was later taken over by Austral Bricks, one of the largest brick companies in NSW, and continued operations on this site until 1979. The area is now Sydney Park, with part of the brick works and its distinctive chimneys preserved on the corner of Sydney Park Road".⁴

3.2 Site & Building Development

Various histories of the site provide a conflicting timeline of events. Given the conflicting accounts found in documentation, this history primarily relies on aerial photographs and historic maps and plans to present a history of site development.

It is presumed that Ralph Symonds acquired the site at some stage in the early 1940s. A 1943 aerial photograph shows a large rectangular building on the site fronting Campbell Street, perpendicular to Euston Road. The building looks to have an arched roof and appears to be an igloo style of building and records indicate it may have been used for aircraft works. There is evidence of arched timber in the yard to the west indicating Symonds may have had a presence here at this time.

³ Whitaker, A. M., (2002), *Pictorial History of South Sydney*, Kingsclear Books, pp. 99.

⁴ Whitaker, A. M., (2002), *Pictorial History of South Sydney*, Kingsclear Books, pp. 99.

By 1949 this building has been demolished and a new factory along Holland Street constructed (Figure). This is also shown in a plan dated 1950. Reportedly this first section was built c1946 at which point the Symonds factory is believed to have begun operating at the site. A fire also occurred here in 1946. A 1951 aerial photograph shows the Holland Street pavilion extended to near the juncture with Woodley Street.

A plan dating c1953 shows the Holland Street building along with another pavilion added fronting Campbell Street, the establishment of which is shown in building surveyors plans dated 1956. The full building at its largest extent and as it stood for approximately 40 years is shown in a 1970s aerial photograph. This is the layout of the building as it was documented in 1994, however at some stage since then the original c1946 section at the west end of Holland Street has been removed, leaving the c1953 sections of the structure. This can be seen in the recent aerial photograph.

Shortly after construction was completed, the council granted permission for the premises to be used for general storage by Rudders with the property being leased to them by Symonds.⁵



Figure 5. 1943 aerial of the subject site showing building fronting Campbell Street (red outline) and arch timber in yard (red arrow). (Source: SIX Maps, NSW Land and Property Information)

⁵ AECOM Australia Pty Ltd (November 2015) *WestConnex New M5 Environmental Impact Statement*



Figure 6. The Austral pit which was shared by The Central Brick & Tile Co Pty Ltd. The first building on the subject site can be seen in the background (indicated by red arrow).



Figure 7. 1949 aerial photograph of the subject site. Former Campbell Street building is no longer extant (green oval). New building can be seen on Holland Street (red outline). (Source: Sydney Historical Atlas).

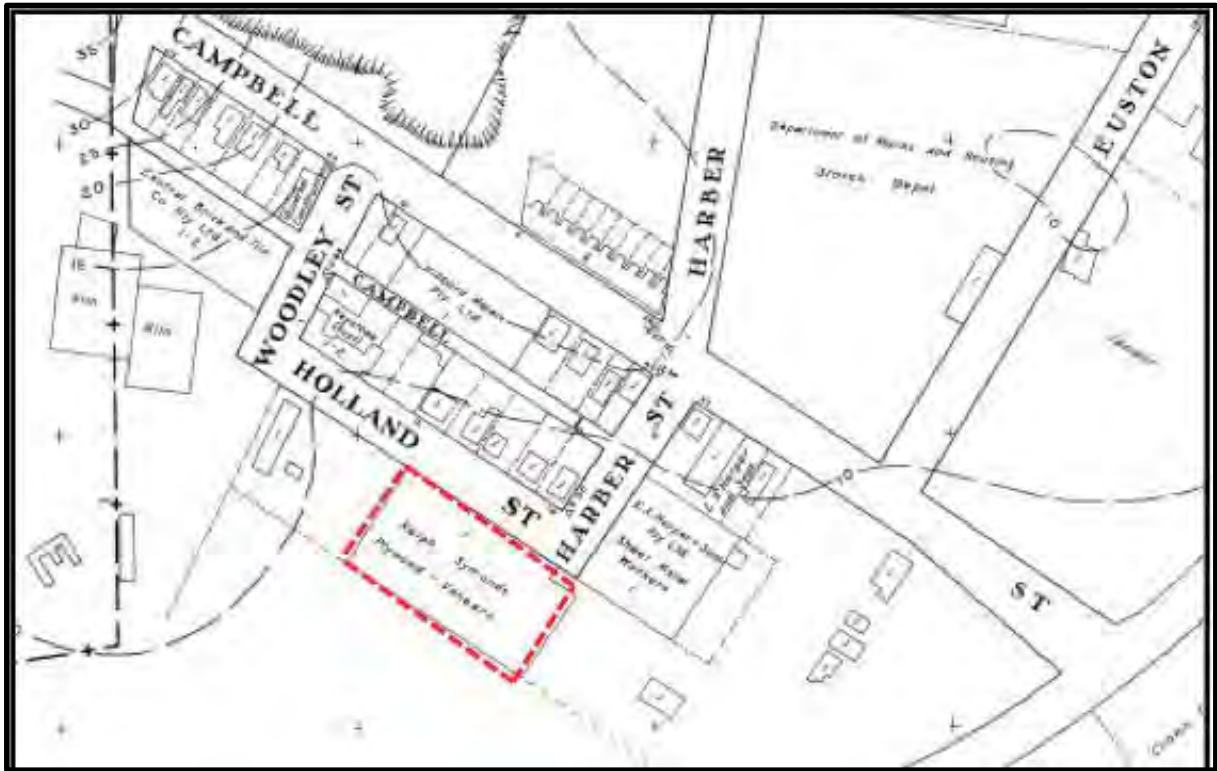


Figure 8. Excerpt of Civic Survey, c1950 – Alexandria West (Source: City of Sydney Archive).
Ralph Symonds Factory highlighted (red outline).



Figure 9. 1951 aerial photograph of the subject site. Holland Street pavilion has reached its extent (red outline) and Campbell Street site is still vacant (green oval).

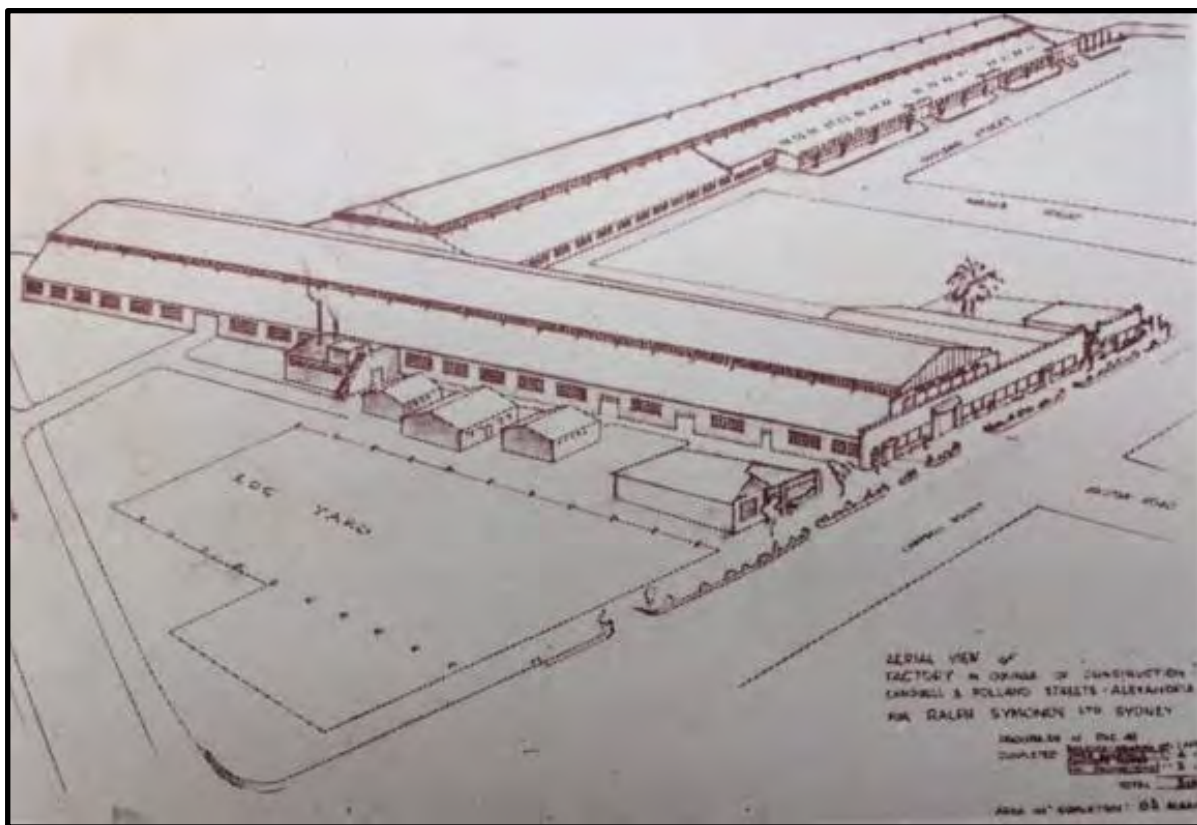


Figure 10. 'Aerial view of factory in course of construction, Campbell & Holland Streets – Alexandria for Ralph Symonds Ltd, Sydney' c1953. (Source: NSW State Library).

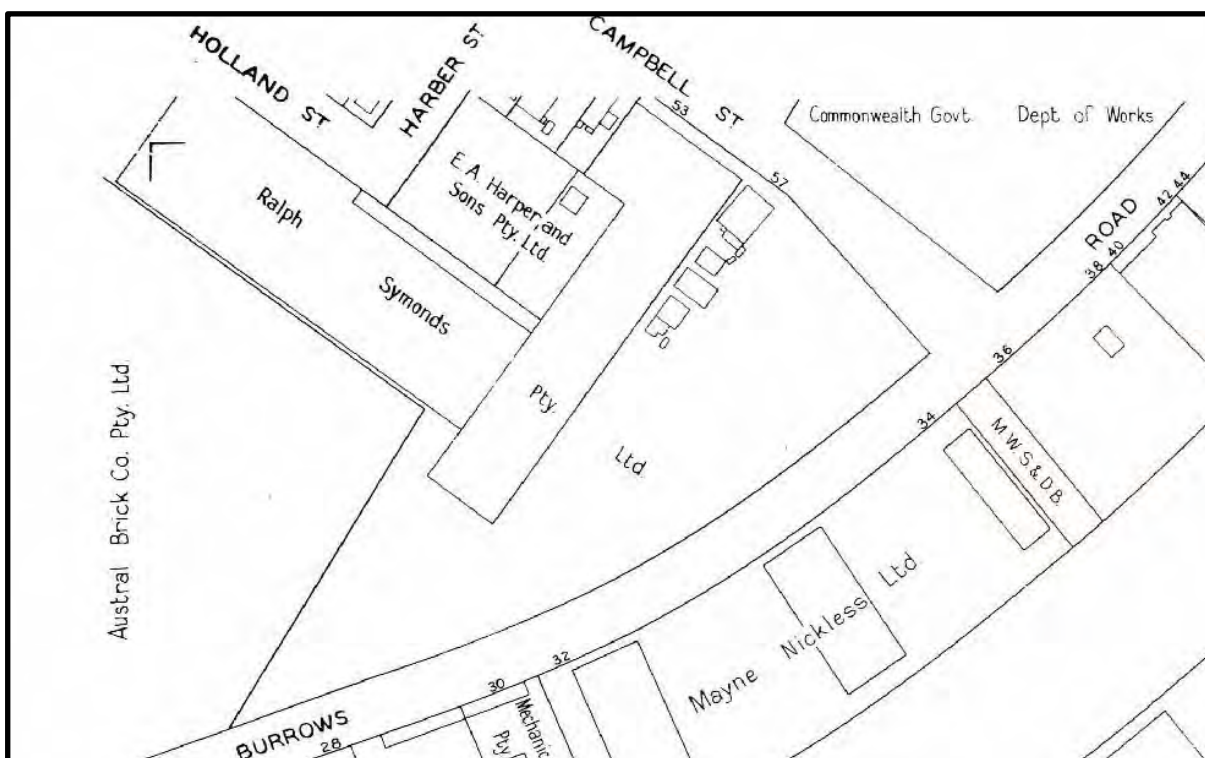


Figure 11. City Building Surveyors Detail Sheets, c1956, Sheet 26. Shows Ralph Symonds Pty Ltd with building fronting both Holland and Campbell Streets. (Source: City of Sydney Council Historic Maps).

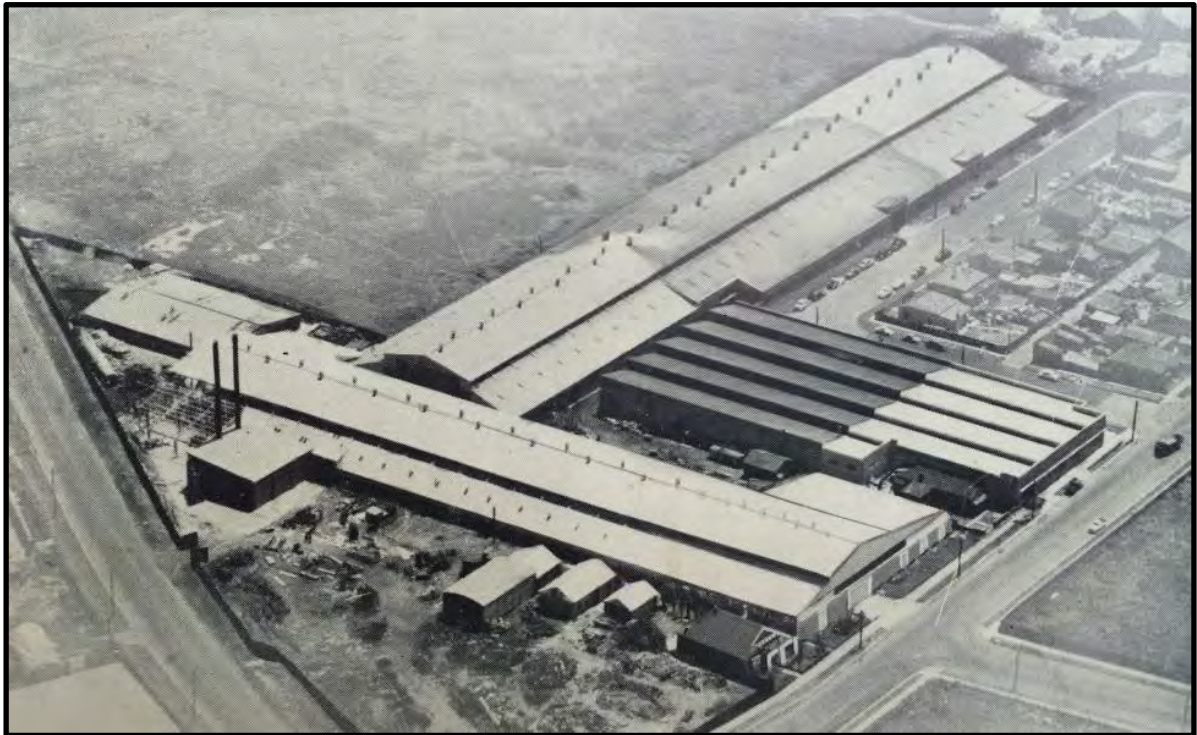


Figure 12. *Undated photograph of Symonds St Peters factory (now Rudders Bond Store), showing full structure as per 1950s layout. (Source: Ralph Symonds promotional material, NSW State Library).*



Figure 13. *Aerial photograph, 1970. Shows full building as per early 1950s planned layout. (Source: NSW Department of Lands).*

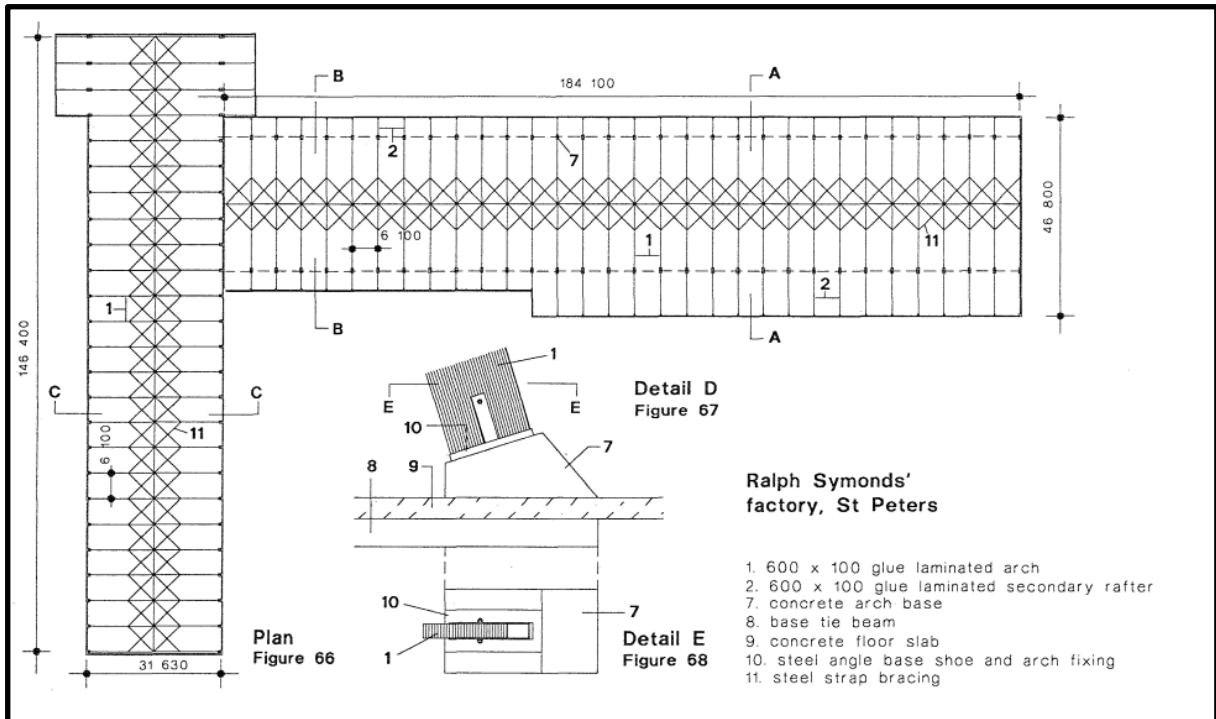


Figure 14. Plan of building 1994. Shows full extent of Holland Street arm (horizontal), which has since been shortened. (Source: Nolan, 1994).



Figure 15. Subject site 2016. Shows current extent of the building. The Holland Street arm has been shortened, reducing it in length by half. (Source: Nearmap, 2016).

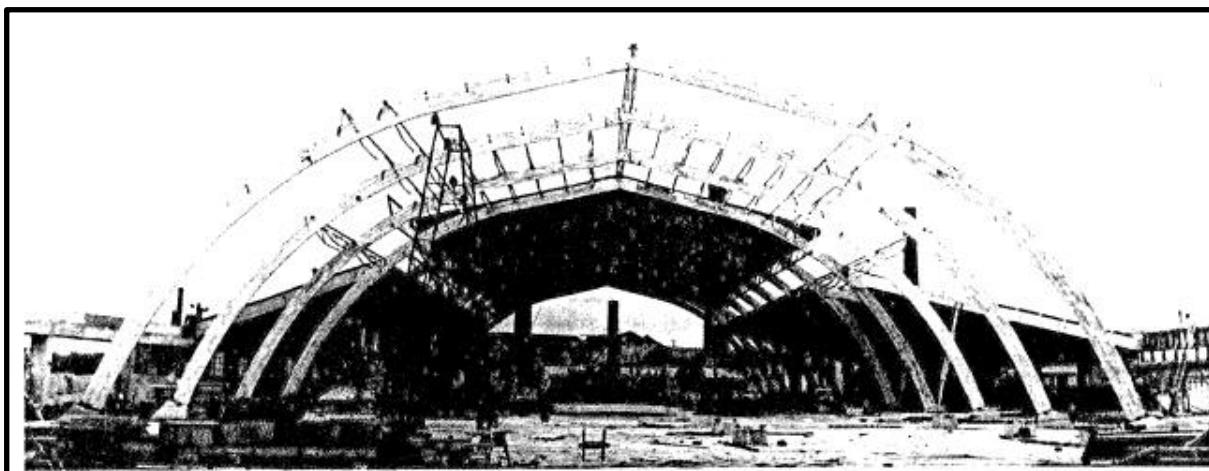


Figure 16. Arches under construction at Symonds St Peters Factory (Holland Street section), c1946. (Source: Nolan, 1994)



Figure 17. South end of the Holland Street section, Symonds St Peters Factory, c1946. (Source: Nolan, 1994).

3.3 Ralph Symonds and his Company

Ralph Symonds commenced his lifelong association with timber fabrication in 1924 with the foundation of Standardised Furniture at Marrickville in Sydney, which specialised in sliced veneer faced plywood panels.⁶ By 1942 he had registered as a proprietary company and became a public company in 1950. He moved into the design of machines for the manufacture of large sheets and incorporated these into his factories where he produced some of the first durable and fire-resistant plywoods.⁷

In 1935 Symonds rented a factory in Moreley Avenue, Rosebury and set it up with machinery for his wood manufacture. By 1943 he had added to this to have other premises at Lilyfield as well as occupying two small spaces on Regent Street, Redfern.⁸ Symonds then began construction on his own factory building at St Peters (Rudders Bond Store), which commenced operations in 1946, though the Morley Avenue plant continued to be the main site of operations until 1958.⁹

Symonds was renowned as a master of plywood who specialised in doing things that most people said could not be done. He went bankrupt more than once and built a series of one-off timber and plywood structures. He regarded these projects as essential aspects of product development and company promotion.¹⁰ Symonds maintained "that glue laminated factories were most economic for spans greater than 90ft (27.4 m). Anything less than that and it was cheaper to build in steel."¹¹ Symonds was reportedly considered a larrikin and clashed with the dominant engineering establishment.¹²

The shortage of steel during WWII created an ideal environment for the use of laminated timber and it was widely used until steel became more available following the close of the war. The advantages of laminated timber were quick construction times and the ability to create wide spans, which was suited to the war-time conditions. Symonds applied this technology for the construction of buildings as well as other projects over the WWII and post-war eras.

Thought to be Symond's first building venture is the extant former National Springs igloo building at 52-54 O'Riordan Street in Alexandria, constructed in 1941 and used for the engineering and construction of aircraft during the war.¹³ This building is credited with being the first use of glue laminated timber for large-scale building construction in Australia.

In 1959 the Symonds company moved to a new structure purpose built by Symonds at Homebush Bay. The new factory covered an area of over 14 acres and made use of a waterside location for transport. It consisted of three parallel rows of tied three pin glue laminated arches. The arches were glue laminated on the ground slab of the building and erected by Symonds' own work force. The whole work took only 18 months. Each row of arches is at 52 m centres while each arch spans 43 m. Glue laminated

⁶ Cochrane, J. *Ralph Symonds Pty Ltd and the Sydney Opera House*, Faculty of Architecture, The University of Newcastle.

⁷ Wyatt, Ken (2000) *Ralph Symonds Plywood Factory*. In: Lowe, PG (Editor); Hill, RF (Editor). *Second Australasian Conference on Engineering Heritage*, Auckland: Proceedings. Auckland, N.Z.: Institution of Professional Engineers New Zealand: 243-248.

⁸ Honchcroft, Y. (1987). *Company History of Ralph Symonds Australia Ltd* (unpublished). Mitchell Library, Sydney.

⁹ Honchcroft, Y. (1987). *Company History of Ralph Symonds Australia Ltd* (unpublished). Mitchell Library, Sydney.

¹⁰ Cochrane, J. *Ralph Symonds Pty Ltd and the Sydney Opera House*, Faculty of Architecture, The University of Newcastle.

¹¹ From an address entitled *Facts & Fallacies of Timber Design*; Reported in *Australian Timber Journal*; January, 1957; p. 103. In Nolan G. (1994) *The Forgotten Long Span Timber Structures of Australia, A Thesis for the Degree of Master Of Architecture*, Department of Architecture, University of Tasmania Launceston.

¹² Nolan G. (October 1994) *The Forgotten Long Span Timber Structures of Australia, A Thesis for the Degree of Master Of Architecture*, Department of Architecture, University of Tasmania Launceston.

¹³ AECOM Australia Pty Ltd (November 2015) *WestConnex New M5 Environmental Impact Statement*

rafters span between. There are 46 arch bays in each row at 7.6 m centres. This gives a building over 156m wide and 350m long. This is the largest timber building constructed in Australia.¹⁴

Symonds work was used in the construction of the Sydney Opera House. The technology developed by Ralph Symonds Limited was essential to architect Joern Utzon's method of design development for the structure. Utzon was an ally to Symonds in his willingness to technically develop Symonds ideas about the creative potential for plywood in architecture. Symonds and Utzon appear to have worked in collaboration, with Symonds solutions being applicable to the irregular plan and form of the building. Ralph Symonds died prematurely in 1961 and Ralph Symonds Ltd carried on the work on the Opera House under the direction of Mr Ellis Ezra.¹⁵

Symond's entrepreneurship and creative experimentation in plywood lead to a number of interesting commissions. During the war, he made plywood landing craft for the Army and decoy Kittyhawk aircraft for the Air Force. Constructed specifically for a singular event was the 'Ceremonial Arches' commemorating Queen Elizabeth II's visit to Sydney in 1954. Six arches were constructed for the event for display in Sydney as well as an additional arch manufactured for Melbourne. They were named: 'The Timber development Association's Log Arch'; 'The City Council Boomerang Arch'; 'The Insurance Companies' Arch'; 'The Bankers' Arch'; 'The Retail Traders' Arch'; 'The Agricultural Society's Arch'.¹⁶ Only documentary evidence of these arches remains.

Symonds projects also included prefabricated schools for the NSW Department of Education, roofing for the Myer music bowl, the curved copper awning for the Wentworth Hotel, Sydney, framing for the Leonard French glass ceiling at the National gallery of Victoria and an enclosure for the astronomical telescope at Mt Stromlo.¹⁷

Symonds produced at least one other major arch building before 1958. This was a 120 ft (36.6 m) span factory for Neon Industries in Melbourne. The arches for this building appear very similar to those used in Symonds St Peters factory. They were 28 x 4 ins (710 x 100 mm) members glue laminated from oregon. Symonds shipped them from St Peters to Melbourne on a special truck and bogey. He is also responsible for another Victorian building, the Turner & Burge factory built in 1945.

It is possible that Symonds constructed other glue laminated timber arch buildings in Sydney and other cities between 1942 and his death in 1961.¹⁸

¹⁴ Nolan G. (1994) *The Forgotten Long Span Timber Structures of Australia, A Thesis for the Degree of Master Of Architecture*, Department of Architecture, University of Tasmania Launceston.

¹⁵ Cochrane, J. (1998) *Ralph Symonds Pty Ltd and the Sydney Opera House*, Faculty of Architecture, The University of Newcastle.

¹⁶ Nolan G. (October 1994) *The Forgotten Long Span Timber Structures of Australia, A Thesis for the Degree of Master Of Architecture*, Department of Architecture, University of Tasmania Launceston, p.34-7

¹⁷ Cochrane, J. (1998) *Ralph Symonds Pty Ltd and the Sydney Opera House*, Faculty of Architecture, The University of Newcastle.

¹⁸ Nolan G. (October 1994) *The Forgotten Long Span Timber Structures of Australia, A Thesis for the Degree of Master Of Architecture*, Department of Architecture, University of Tasmania Launceston.

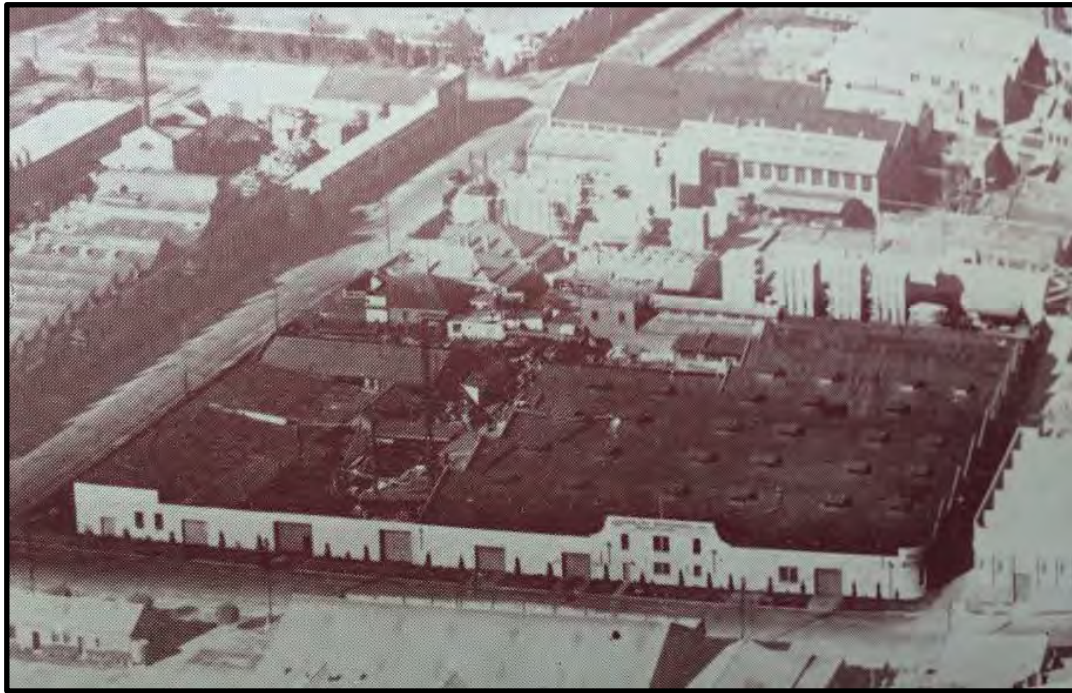


Figure 18. Photograph of Ralph Symonds Morley Avenue factory. (Source: *A School Is Born*, Ralph Symonds Ltd, Sydney. c1950. NSW State Library).

Where "Rescote" is made and
"Gypsy" Caravans Prefabricated

This is the largest factory under a single roof in the Southern Hemisphere and houses the most modern plant and equipment. By arrangement with RALPH SYMONDS LTD, all Gypsy Caravans are prefabricated by the most efficient methods and equipment available within this truly colossal structure. This is your guarantee that the product you buy is backed by the largest enterprise of its kind in Australia.

Figure 19. Symonds Homebush Bay factory. (Source: NSW State Library).



Figure 20. One of Symonds ceremonial arches, Martin Place (1954). (Source: NSW State Library)



Figure 21. *Laminated timber arches manufactured by Ralph Symonds Ltd, Sydney, for transportation to Melbourne for the Neon Industries building. (Source: "120ft Laminated Timber Arches, Transported from Sydney to Melbourne. Building Lighting Engineering, 24 March 1955 p.33. NSW State Library).*

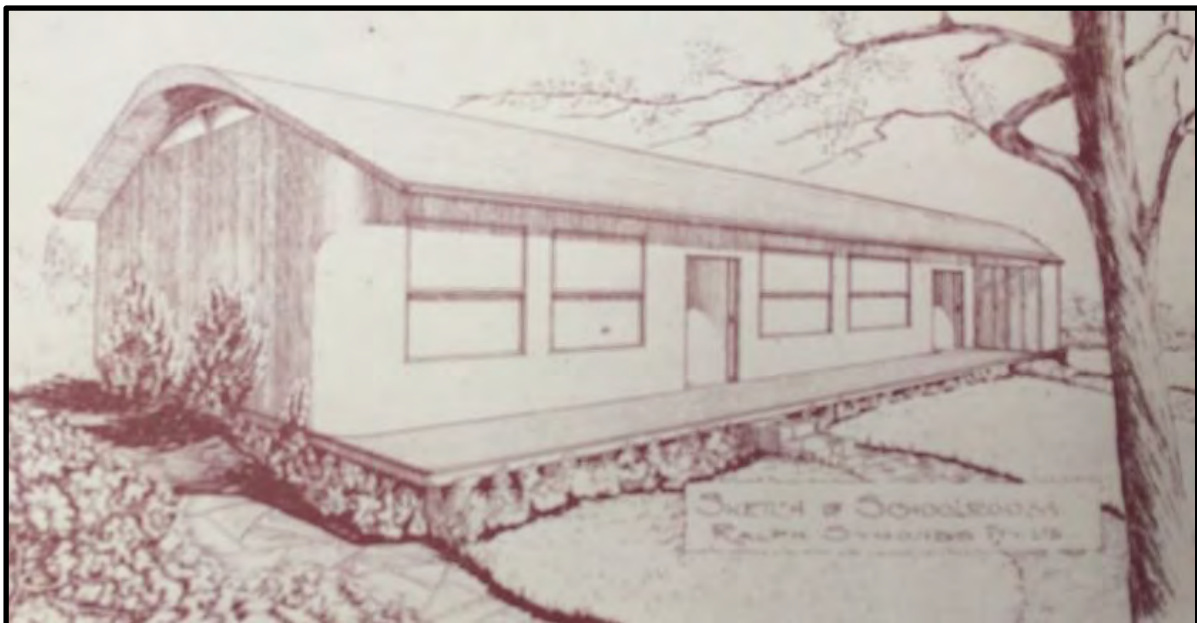
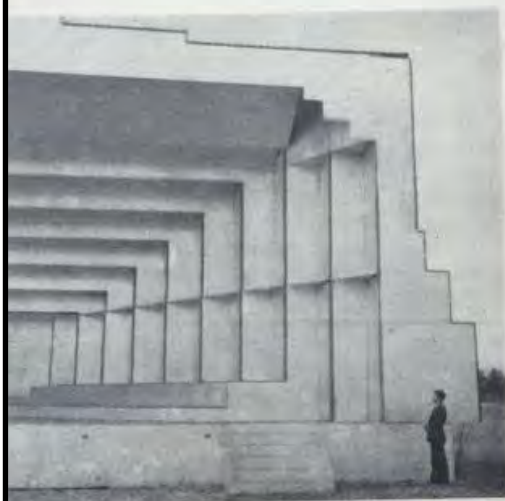


Figure 22. *Sketch of moulded school room designed by Ralph Symonds. (Source: A School Is Born, Ralph Symonds Ltd, Sydney. c1950. NSW State Library).*



Advances in Plywood Utilisation



THE largest all-plywood music shell ever built has been erected in Sydney on the E. S. Marks Oval. During the past five months the music shell has been used by the Australian Broadcasting Commission for orchestral performances and recitals, and it has been claimed that acoustically it is better than the famous Hollywood Bowl.

Prior to the availability of the plywood music shell, the Sydney Symphony Orchestra held all its outdoor concerts in a "shell" basically built from steel scaffolding and which added nothing acoustically to the performance, and consequently to the audience's pleasure.

Mr. Ralph Symonds, who could be described as the world's most prolific designer of advanced plywood structures, felt that a music shell of plywood would, under the circumstances, be most desirable, and seven months ago he set about designing and building the present structure. With the co-operation of the Sydney City Council, which owns the Marks Oval, it is to-day hired out to organisations such as the Australian Broadcasting Commission, which during the next two years will hold approximately fifteen concerts.

Top: The Sydney Symphony Orchestra rehearsing in the plywood music shell. Note amplifier pylons. — **Centre and Left:** Close-up photographs giving some indication of its size, both exterior and interior.

May, 1957

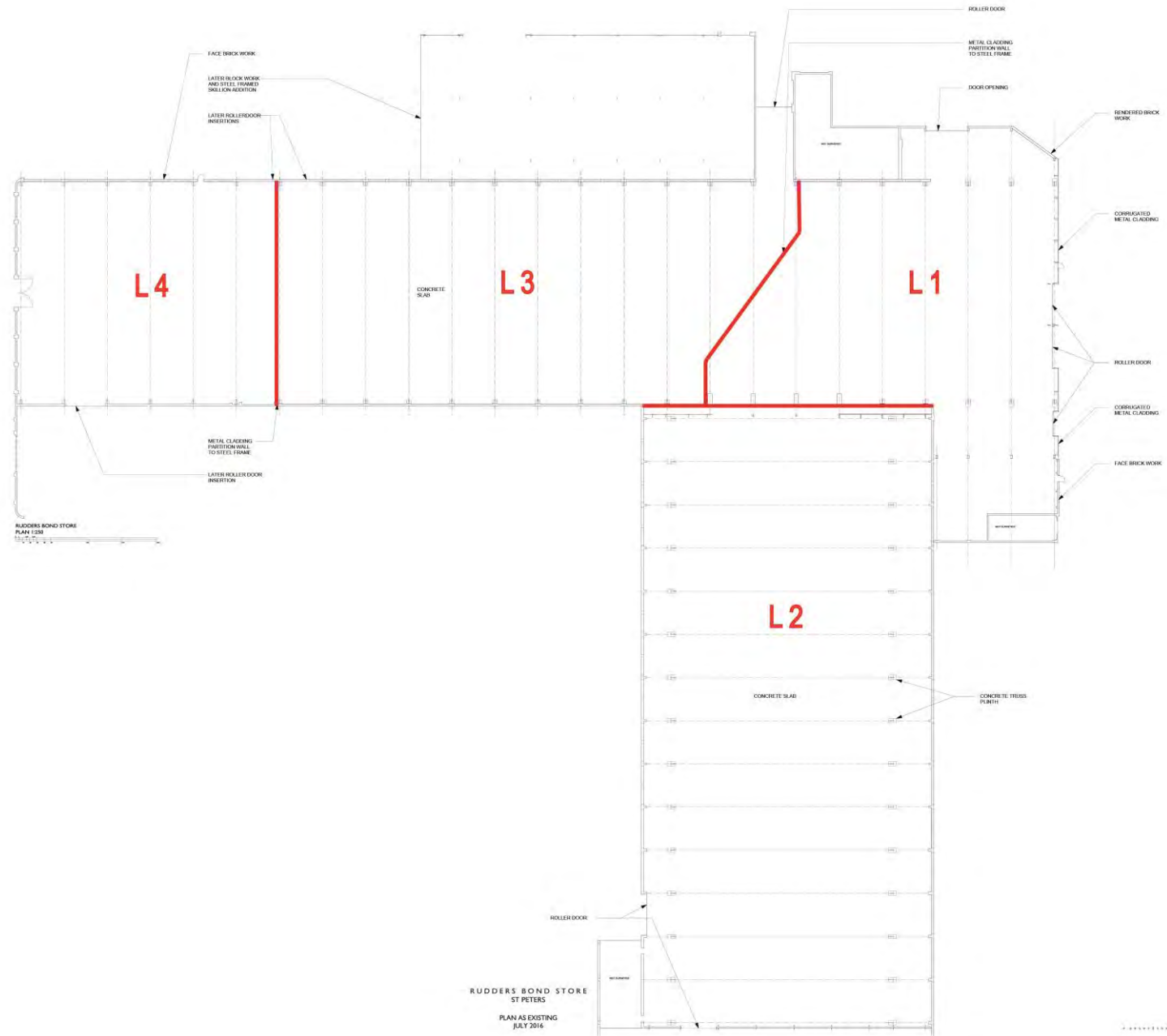
THE AUSTRALIAN TIMBER JOURNAL

50

Figure 23. Article in *The Australian Timber Journal*, May 1957, on Sydney music shell constructed by Ralph Symonds. (Source: NSW State Library).






4 PHOTO LOCATION PLAN

The subject site is comprised of a number of buildings. The primary structure on the site, and the focus of this archival recording, is the former Ralph Symonds warehouse; currently titled 'Rudders Bond Store'. Rudders Bond Store is divided into four internal sections, which for the purposes of this report will be described as locus 1, 2, 3, and 4. Each division is marked and titled in a red overlay and will relate to the floor plan below: RBS_MD.01 (provided by The Archivist Pty Ltd).



5 PHOTOGRAPHIC RECORDING SHEETS

Site Name:	Rudders Bond Store
Photographer:	[REDACTED]
Date:	09/03/16 and the 29/03/16
Camera:	Canon EOS 5D and 7D
Lens:	10-20mm, 24-80mm
Comments:	Two site visits were conducted and the photos combined.

Image N	Direction	Details	Thumbnail
001_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, view of south-western elevation, loading bay, and entrance.	
002_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, view of south-western elevation, loading bay, and entrance.	
003_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, view of south-western elevation, loading bay, and entrance.	
004_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, view of south-western elevation, loading bay and entrance.	
005_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, view of south-western ancillary room.	







<i>Image N</i>	<i>Direction</i>	<i>Details</i>	<i>Thumbnail</i>
006_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east, profile of south-eastern elevation and ancillary room against Burrows Road.	
007_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, profile of ancillary room, north western elevation.	
008_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, view of loading bay and entrance to interior loading docks.	
009_RUDDERSBOND_MARCH2016.jpg		Facing south-west, profile of southern elevation and path leading to loading docks.	
010_RUDDERSBOND_MARCH2016.jpg	SW	Facing north-east, profile of south-eastern ancillary room graffiti.	
011_RUDDERSBOND_MARCH2016.jpg	W	Facing north-west, view of south-eastern ancillary room graffiti.	



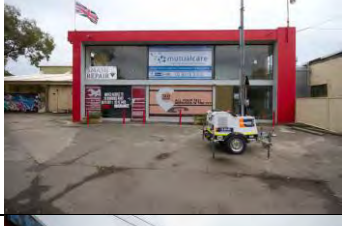


Image N	Direction	Details	Thumbnail
012_RUDDERSBOND_MARCH2016.jpg	W	Facing north-west, view of south-eastern ancillary room graffiti.	
013_RUDDERSBOND_MARCH2016.jpg	W	Facing north-west, view of south-eastern ancillary room graffiti.	
014_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west, view of Burrows Road offices.	
0015_RUDDERSBOND_MARCH2016.jpg	W	Facing west, view of Burrows Road offices.	
016_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, view of Burrows Road car park, and profile of garage	
017_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west, view of Burrows Rd car park and garage.	
018_RUDDERSBOND_MARCH2016.jpg	W	Facing west, view of Burrows Road car park and garage.	
019_RUDDERSBOND_MARCH2016.jpg	W	Facing west, view of Burrows Road car park and garage.	

Image N	Direction	Details	Thumbnail
020_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west, view of Burrows Road garage interior.	
021_RUDDERSBOND_MARCH2016.jpg	W	Facing west, view of Burrows Road garage interior.	
022_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west, view of east-side entrance.	
023_RUDDERSBOND_MARCH2016.jpg	N	Facing north, view of east-side entrance and fence.	
024_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east, view of former Campbell Road carwash.	
025_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west, view of former Campbell Road carwash.	
026_RUDDERSBOND_MARCH2016.jpg	W	Facing west, view of house at 53 Campbell Road from former carwash.	
027_RUDDERSBOND_MARCH2016.jpg	W	Facing west, view of former car wash, former garage and east-side entrance.	

Image N	Direction	Details	Thumbnail
028_RUDDERSBOND_MARCH2016.jpg	W	Facing south-west, view of former car wash, former garage and east-side entrance.	
029_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west, view of Rudders Bond Store and 53 Campbell Road house.	
030_RUDDERSBOND_MARCH2016.jpg	S	Facing south, view of north façade of 53 Campbell Road cottage.	
031_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east, view of 53 Campbell Road and former car wash.	
032_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west, view of Campbell Road streetscape.	
033_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east, view of Campbell Road streetscape.	
034_RUDDERSBOND_MARCH2016.jpg	S	Facing south, view of Rudders Bond north façade and entrance.	
035_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east, view of Rudders Bond north façade and entrance.	







Image N	Direction	Details	Thumbnail
036_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west, view between former carwash building and east elevation of Rudders Bond Store.	
037_RUDDERSBOND_MARCH2016.jpg	W	Facing west, view of 53-7 Campbell Road complex.	
038_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west, view of Burrows Road streetscape.	
039_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west, view of 53-7 Campbell Road complex and Burrows Road streetscape.	
040_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west, view of 53-7 Campbell Road complex and Burrows Road streetscape.	
041_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east, view of Holland Street, streetscape.	
042_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east, view of north-western elevation of Rudders Bond Store from Holland Street.	
043_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 1, view of interior.	







Image N	Direction	Details	Thumbnail
044_RUDDERSBOND_MARCH2016.jpg	W	Facing west in locus 1, view of interior.	
045_RUDDERSBOND_MARCH2016.jpg	E	Facing east in locus 1, view of interior.	
046_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 1, view of interior.	
047_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-west in Locus 1, detail of arch and secondary rafter.	
048_RUDDERSBOND_MARCH2016.jpg	SE	Detailing concrete foundation and arch.	
049_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view of loading dock interior.	





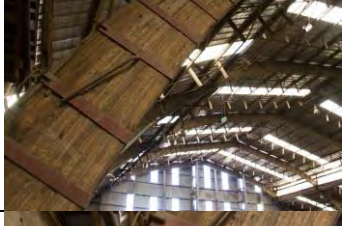
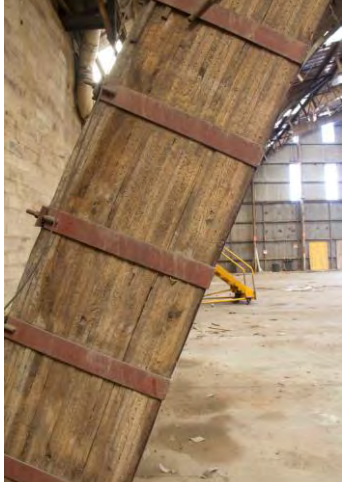
Image N	Direction	Details	Thumbnail
050_RUDDERSBOND_MARCH2016.jpg	S	Facing south in locus 1, detailing condition of internal brickwork.	
051_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 1, detailing condition of internal brickwork.	
052_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 1, view of interior.	
053_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view of arch, rafters and ceiling.	
054_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, detailing arch and bolted D-shaped brackets with welding on either side.	
055_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view detailing arch and bolted D-shaped brackets with welding on either side.	













Image N	Direction	Details	Thumbnail
056_RUDDERSBOND_MARCH2016.jpg	E	Facing east in locus 1, view of underside of arch and foundation in profile against east wall.	
057_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 1, view of interior.	
058_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 1, view of interior.	
059_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 1, view of interior.	
060_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view of south-side entrance.	
061_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view of interior and arches and rafters.	

Image N	Direction	Details	Thumbnail
062_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view of interior.	
063_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 1, view of secondary rafter foundation beams.	
064_RUDDERSBOND_MARCH2016.jpg	S	Facing south in locus 1, view of interior and welded box column of secondary rafter.	
065_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 1, view of remnant building.	
066_RUDDERSBOND_MARCH2016.jpg	N	Facing north in locus 1, view of welded box column of secondary rafter.	
067_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 1, detail outer arch steel clamp.	






<i>Image N</i>	<i>Direction</i>	<i>Details</i>	<i>Thumbnail</i>
068_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 1, detail of inner arch I-Beam and steel clamps.	
069_RUDDERSBOND_MARCH2016.jpg	N	Facing north in locus 1, detailing layers of laminated timber.	
070_RUDDERSBOND_MARCH2016.jpg	N	Facing north in locus 1, detailing layers of laminated timber and steel clamp.	
071_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view of arches.	
072_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view of arches and remnant building.	









Image N	Direction	Details	Thumbnail
073_RUDDERSBOND_MARCH2016.jpg	S	Facing south in locus 1, view of interior.	
074_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 2, view of floor tracks between locus 1 and locus 2.	
075_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 2, view arch and secondary rafter.	
076_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 2, view of arch and secondary rafter.	
077_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 1, view of concrete footing between locus 1 and locus 2.	
078_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 1, view of concrete footing between locus 1 and locus 2.	
079_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 1, view of concrete footing between locus 1 and locus 2.	
080_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 1, view of concrete footing between locus 1 and locus 2.	







Image N	Direction	Details	Thumbnail
081_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 2, view of concrete foundation between locus 1 and locus 2.	
082_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east, view of concrete footing between locus 1 and locus 2.	
083_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west between locus 1 and locus 2, detailing outside corridor.	
084_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 2, detailing gable at south-eastern end.	
085_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 2, view of laminated timber arches.	
086_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 2, detailing laminated timber arches and steel clamp with bolted I-beam.	









Image N	Direction	Details	Thumbnail
087_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 2, detailing laminated timber arches and steal clamp with bolted I-beam.	
088_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 2, detailing concrete footing with additional steal column.	
089_RUDDERSBOND_MARCH2016.jpg	E	Facing east in locus 2, detailing electrical outlet on timber laminate column.	
090_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 2, view of ceiling and sky-lighting.	
091_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 2, view of ceiling and sky-lighting.	
092_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 2 view of interior.	
093_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 2, view of interior.	
094_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 2, view of interior.	


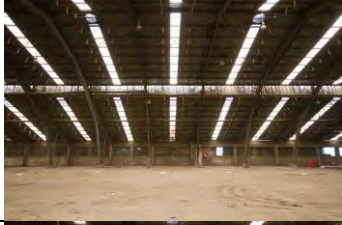






Image N	Direction	Details	Thumbnail
095_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 2, view of interior.	
096_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 2, view of interior.	
097_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 2, view of interior.	
098_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 2, view of interior.	
099_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 2, view of interior.	
100_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 2, view of interior.	
101_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 2, view of interior.	
102_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 2, view of interior.	









Image N	Direction	Details	Thumbnail
103_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 2, view of interior.	
104_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 2, view of interior.	
105_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 2, view of interior.	
106_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 2, view of interior.	
107_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 2, view of interior.	
108_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 3, view of interior.	
109_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 3, view of interior.	
110_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 3, view of interior.	
















Image N	Direction	Details	Thumbnail
111_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 3, view of interior.	
112_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 3, view of interior.	
113_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 3, view of interior and portable offices.	
114_RUDDERSBOND_MARCH2016.jpg	S	Facing south in locus 3, view of interior and corridor to garage and Burrows Rd offices.	
115_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 3, view of corridor leading to garage and Burrows Rd offices.	
116_RUDDERSBOND_MARCH2016.jpg	SW	Facing north-west in locus 3, view of interior.	
117_RUDDERSBOND_MARCH2016.jpg	SW	Facing north-west in locus 3, view of interior.	
118_RUDDERSBOND_MARCH2016.jpg	SW	Facing north-west in locus 3, view of interior.	

Image N	Direction	Details	Thumbnail
119_RUDDERSBOND_MARCH2016.jpg	SW	Facing north-west in locus 3, view of interior.	
120_RUDDERSBOND_MARCH2016.jpg	SW	Facing north-west in locus 3, view of interior.	
121_RUDDERSBOND_MARCH2016.jpg	SE	Facing north-east in locus 3, view of interior.	
122_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 3, view of interior.	
123_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 3, view of interior.	
124_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 3, detailing windows and window hatch.	
125_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 4, view of interior, gable and sky-lighting.	
126_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 4, view of interior and sky-lighting.	

Image N	Direction	Details	Thumbnail
127_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 4, view of interior and sky-lighting.	
128_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 4, view of interior and sky-lighting.	
129_RUDDERSBOND_MARCH2016.jpg	NE	Facing north-east in locus 4, view of arches.	
130_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 4, view of interior.	
131_RUDDERSBOND_MARCH2016.jpg	SW	Facing south-west in locus 4, view of interior.	
132_RUDDERSBOND_MARCH2016.jpg	SE	Facing south-east in locus 4, view of interior.	
133_RUDDERSBOND_MARCH2016.jpg	NW	Facing north-west in locus 4, view of fire extinguishing station.	

6 PHOTOGRAPHIC PROOF SHEETS

Rudder Bond Store (former Ralph Symmons Factory) 53-57 Campbell Road, St Peters
 Archival Photographic Recording - March 2016 - Photographer [REDACTED]



001_RUDDERSBOND_MARCH2016
 f6.3 1/200 s ISO 400



002_RUDDERSBOND_MARCH2016
 f7.1 1/1600 s ISO 400



003_RUDDERSBOND_MARCH2016
 f7.1 1/800 s ISO 400



004_RUDDERSBOND_MARCH2016
 f7.1 1/640 s ISO 400



005_RUDDERSBOND_MARCH2016
 f5 1/500 s ISO 400



006_RUDDERSBOND_MARCH2016
 f7.1 1/1600 s ISO 400



007_RUDDERSBOND_MARCH2016
 f7.1 1/400 s ISO 400



008_RUDDERSBOND_MARCH2016
 f7.1 1/640 s ISO 400



009_RUDDERSBOND_MARCH2016
 f7.1 1/200 s ISO 400



010_RUDDERSBOND_MARCH2016
 f7.1 1/320 s ISO 400



011_RUDDERSBOND_MARCH2016
 f7.1 1/250 s ISO 400



012_RUDDERSBOND_MARCH2016
 f7.1 1/400 s ISO 400



013_RUDDERSBOND_MARCH2016
 f7.1 1/640 s ISO 400



014_RUDDERSBOND_MARCH2016
 f7.1 1/1000 s ISO 400



015_RUDDERSBOND_MARCH2016
 f7.1 1/800 s ISO 400



016_RUDDERSBOND_MARCH2016
 f7.1 1/1600 s ISO 400



017_RUDDERSBOND_MARCH2016
 f7.1 1/1600 s ISO 400



018_RUDDERSBOND_MARCH2016
 f7.1 1/1250 s ISO 400



019_RUDDERSBOND_MARCH2016
 f7.1 1/1600 s ISO 400



020_RUDDERSBOND_MARCH2016
 f7.1 1/500 s ISO 400

Rudder Bond Store (former Ralph Symmons Factory) 53-57 Campbell Road, St Peters
Archival Photographic Recording - March 2016 - Photographer: [REDACTED]



021_RUDDERSBOND_MARCH2016
f7.1 1/160 s ISO 400



022_RUDDERSBOND_MARCH2016
f7.1 1/1000 s ISO 400



023_RUDDERSBOND_MARCH2016
f7.1 1/1600 s ISO 400



024_RUDDERSBOND_MARCH2016
f7.1 1/800 s ISO 400



025_RUDDERSBOND_MARCH2016
f7.1 1/1000 s ISO 400



026_RUDDERSBOND_MARCH2016
f7.1 1/250 s ISO 400



027_RUDDERSBOND_MARCH2016
f7.1 1/1250 s ISO 400



028_RUDDERSBOND_MARCH2016
f7.1 1/1250 s ISO 400



029_RUDDERSBOND_MARCH2016
f6.3 1/600 s ISO 400



030_RUDDERSBOND_MARCH2016
f6.3 1/500 s ISO 400



031_RUDDERSBOND_MARCH2016
f6.3 1/600 s ISO 400



032_RUDDERSBOND_MARCH2016
f6.3 1/500 s ISO 400



033_RUDDERSBOND_MARCH2016
f6.3 1/600 s ISO 400



034_RUDDERSBOND_MARCH2016
f6.3 1/600 s ISO 400



035_RUDDERSBOND_MARCH2016
f6.3 1/600 s ISO 400



036_RUDDERSBOND_MARCH2016
f6.3 1/640 s ISO 400



037_RUDDERSBOND_MARCH2016
f6.3 1/1000 s ISO 400



038_RUDDERSBOND_MARCH2016
f6.3 1/640 s ISO 400



039_RUDDERSBOND_MARCH2016
f6.3 1/600 s ISO 400



040_RUDDERSBOND_MARCH2016
f7.1 1/500 s ISO 400

Rudder Bond Store (former Ralph Symmons Factory) 53-57 Campbell Road, St Peters
 Archival Photographic Recording - March 2016 - Photographer: [REDACTED]



041_RUDDERSBOND_MARCH2016
 f7.1 1/800 s ISO 400



042_RUDDERSBOND_MARCH2016
 f7.1 1/500 s ISO 400



043_RUDDERSBOND_MARCH2016
 f6.3 1/13 s ISO 400



044_RUDDERSBOND_MARCH2016
 f6.3 1/6 s ISO 400



045_RUDDERSBOND_MARCH2016
 f6.3 1/8 s ISO 400



046_RUDDERSBOND_MARCH2016
 f6.3 1/13 s ISO 400



047_RUDDERSBOND_MARCH2016
 f6.3 0.3 s ISO 400



048_RUDDERSBOND_MARCH2016
 f6.3 1/4 s ISO 400



049_RUDDERSBOND_MARCH2016
 f8 1/6 s ISO 400



050_RUDDERSBOND_MARCH2016
 f6.3 1/5 s ISO 400



051_RUDDERSBOND_MARCH2016
 f6.3 0.4 s ISO 400



052_RUDDERSBOND_MARCH2016
 f6.3 0.3 s ISO 400



053_RUDDERSBOND_MARCH2016
 f8 1/5 s ISO 400



054_RUDDERSBOND_MARCH2016
 f8 1/5 s ISO 400



055_RUDDERSBOND_MARCH2016
 f8 0.4 s ISO 400



056_RUDDERSBOND_MARCH2016
 f8 0.4 s ISO 400



057_RUDDERSBOND_MARCH2016
 f6.3 1/15 s ISO 400



058_RUDDERSBOND_MARCH2016
 f6.3 1/13 s ISO 400



059_RUDDERSBOND_MARCH2016
 f6.3 1/8 s ISO 400



060_RUDDERSBOND_MARCH2016
 f6.3 1/30 s ISO 400

Rudder Bond Store (former Ralph Symmons Factory) 53-57 Campbell Road, St Peters
Archival Photographic Recording - March 2016 - Photographer: [REDACTED]



061_RUDDERSBOND_MARCH2016
f6.3 1/25 s ISO 400



062_RUDDERSBOND_MARCH2016
f6.3 1/20 s ISO 400



063_RUDDERSBOND_MARCH2016
f6.3 0.3 s ISO 400



064_RUDDERSBOND_MARCH2016
f6.3 1/2 s ISO 400



065_RUDDERSBOND_MARCH2016
f6.3 1/5 s ISO 400



066_RUDDERSBOND_MARCH2016
f6.3 1/8 s ISO 400



067_RUDDERSBOND_MARCH2016
f6.3 1/5 s ISO 400



068_RUDDERSBOND_MARCH2016
f6.3 0.4 s ISO 400



069_RUDDERSBOND_MARCH2016
f6.3 1/4 s ISO 400



070_RUDDERSBOND_MARCH2016
f6.3 1/4 s ISO 400



071_RUDDERSBOND_MARCH2016
f6.3 1/4 s ISO 400



072_RUDDERSBOND_MARCH2016
f6.3 1/6 s ISO 400



073_RUDDERSBOND_MARCH2016
f6.3 1/15 s ISO 400



074_RUDDERSBOND_MARCH2016
f6.3 1/15 s ISO 400



075_RUDDERSBOND_MARCH2016
f6.3 1/5 s ISO 400



076_RUDDERSBOND_MARCH2016
f6.3 1/2 s ISO 400



077_RUDDERSBOND_MARCH2016
f6.3 1/4 s ISO 400



078_RUDDERSBOND_MARCH2016
f6.3 1/5 s ISO 400



079_RUDDERSBOND_MARCH2016
f6.3 1/6 s ISO 400



080_RUDDERSBOND_MARCH2016
f6.3 1/6 s ISO 400

Rudder Bond Store (former Ralph Symmons Factory) 53-57 Campbell Road, St Peters
 Archival Photographic Recording - March 2016 - Photographs



081_RUDDERSBOND_MARCH2016
 f6.3 1/8 s ISO 400



082_RUDDERSBOND_MARCH2016
 f6.3 1/8 s ISO 400



083_RUDDERSBOND_MARCH2016
 f6.3 1/30 s ISO 400



084_RUDDERSBOND_MARCH2016
 f6.3 1/40 s ISO 400



085_RUDDERSBOND_MARCH2016
 f6.3 1/2 s ISO 400



086_RUDDERSBOND_MARCH2016
 f6.3 1/4 s ISO 400



087_RUDDERSBOND_MARCH2016
 f6.3 1/4 s ISO 400



088_RUDDERSBOND_MARCH2016
 f6.3 0.4 s ISO 400



089_RUDDERSBOND_MARCH2016
 f6.3 0.3 s ISO 400



090_RUDDERSBOND_MARCH2016
 f6.3 1/13 s ISO 400



091_RUDDERSBOND_MARCH2016
 f6.3 1/10 s ISO 400



092_RUDDERSBOND_MARCH2016
 f6.3 1/13 s ISO 400



093_RUDDERSBOND_MARCH2016
 f6.3 1/10 s ISO 400



094_RUDDERSBOND_MARCH2016
 f6.3 1/10 s ISO 400



095_RUDDERSBOND_MARCH2016
 f6.3 1/8 s ISO 400



096_RUDDERSBOND_MARCH2016
 f6.3 1/10 s ISO 400



097_RUDDERSBOND_MARCH2016
 f6.3 1/10 s ISO 400



098_RUDDERSBOND_MARCH2016
 f6.3 1/15 s ISO 400



099_RUDDERSBOND_MARCH2016
 f6.3 1/15 s ISO 400



100_RUDDERSBOND_MARCH2016
 f6.3 1/20 s ISO 400

Rudder Bond Store (former Ralph Symmons Factory) 53-57 Campbell Road, St Peters
Archival Photographic Recording - March 2016 - Photographer: [REDACTED]



101_RUDDERSBOND_MARCH2016
f6.3 1/20 s ISO 400



102_RUDDERSBOND_MARCH2016
f6.3 1/25 s ISO 400



103_RUDDERSBOND_MARCH2016
f6.3 1/20 s ISO 400



104_RUDDERSBOND_MARCH2016
f6.3 1/20 s ISO 400



105_RUDDERSBOND_MARCH2016
f6.3 1/15 s ISO 400



106_RUDDERSBOND_MARCH2016
f6.3 0.4 s ISO 400



107_RUDDERSBOND_MARCH2016
f6.3 1/6 s ISO 400



108_RUDDERSBOND_MARCH2016
f6.3 1/6 s ISO 400



109_RUDDERSBOND_MARCH2016
f6 1/5 s ISO 400



110_RUDDERSBOND_MARCH2016
f8 1/4 s ISO 400



111_RUDDERSBOND_MARCH2016
f6 0.3 s ISO 400



112_RUDDERSBOND_MARCH2016
f8 0.3 s ISO 400



113_RUDDERSBOND_MARCH2016
f6 0.4 s ISO 400



114_RUDDERSBOND_MARCH2016
f8 0.4 s ISO 400



115_RUDDERSBOND_MARCH2016
f6 1/2 s ISO 400



116_RUDDERSBOND_MARCH2016
f6 1/50 s ISO 400



117_RUDDERSBOND_MARCH2016
f6 1/4 s ISO 400



118_RUDDERSBOND_MARCH2016
f8 0.4 s ISO 400



119_RUDDERSBOND_MARCH2016
f6 0.4 s ISO 400



120_RUDDERSBOND_MARCH2016
f6 0.4 s ISO 400

Rudder Bond Store (former Ralph Symmons Factory) 53-57 Campbell Road, St Peters
Archival Photographic Recording - March 2016 - Photographer: [REDACTED]



121_RUDDERSBOND_MARCH2016
f/8 1/4 s ISO 400



122_RUDDERSBOND_MARCH2016
f/8 1/5 s ISO 400



123_RUDDERSBOND_MARCH2016
f/8 1/5 s ISO 400



124_RUDDERSBOND_MARCH2016
f/8 0.3 s ISO 400



125_RUDDERSBOND_MARCH2016
f/7.1 1/60 s ISO 400



126_RUDDERSBOND_MARCH2016
f/8 1/80 s ISO 400



127_RUDDERSBOND_MARCH2016
f/8 1/30 s ISO 400



128_RUDDERSBOND_MARCH2016
f/8 1/20 s ISO 400



129_RUDDERSBOND_MARCH2016
f/8 1/40 s ISO 400



130_RUDDERSBOND_MARCH2016
f/8 1/8 s ISO 400



131_RUDDERSBOND_MARCH2016
f/8 1/15 s ISO 400



132_RUDDERSBOND_MARCH2016
f/8 1/15 s ISO 400



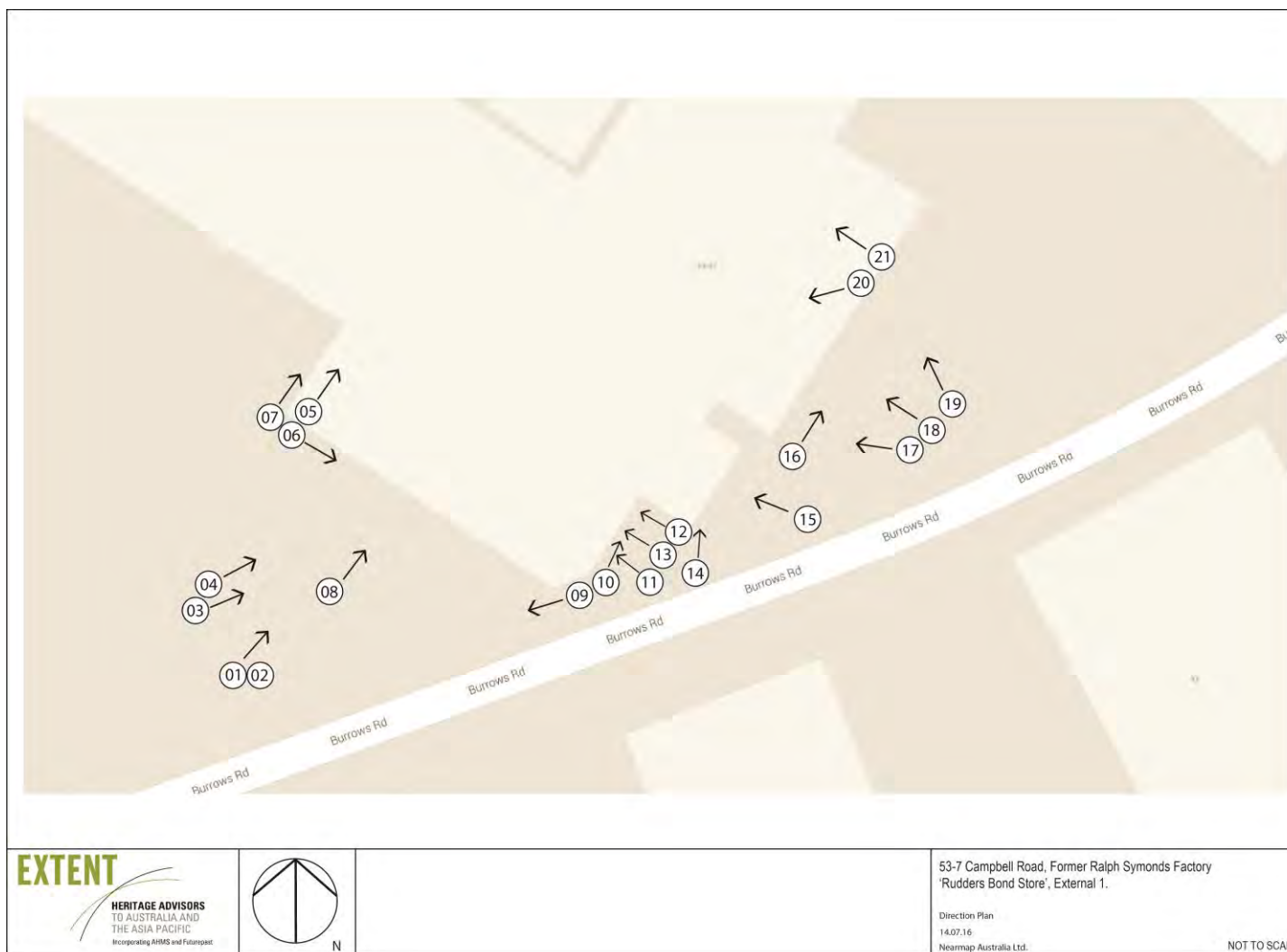
133_RUDDERSBOND_MARCH2016
f/8 1/15 s ISO 400



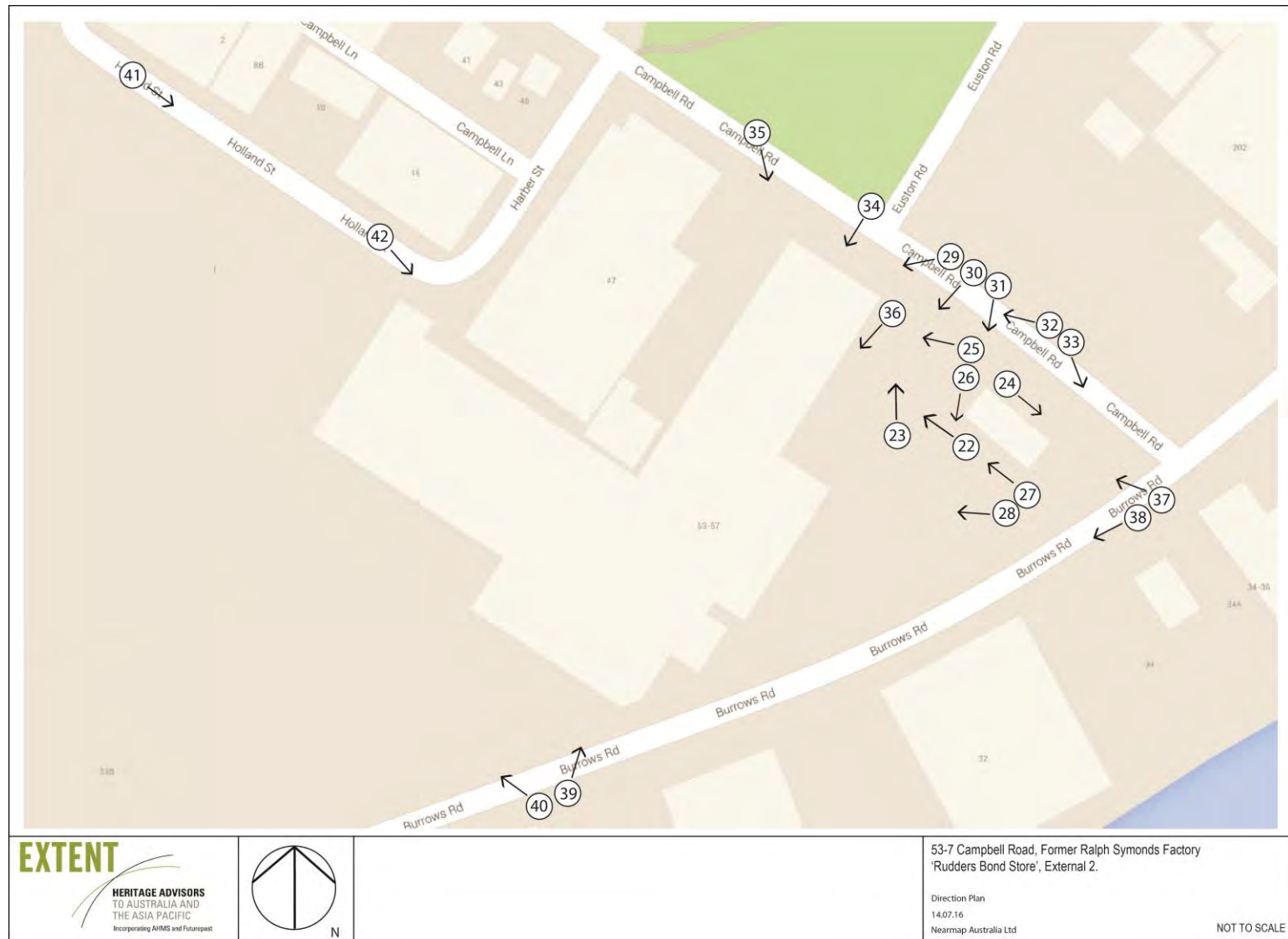
134_RUDDERSBOND_MARCH2016
f/8 1/5 s ISO 400

7 PHOTOGRAPH DIRECTION PLANS

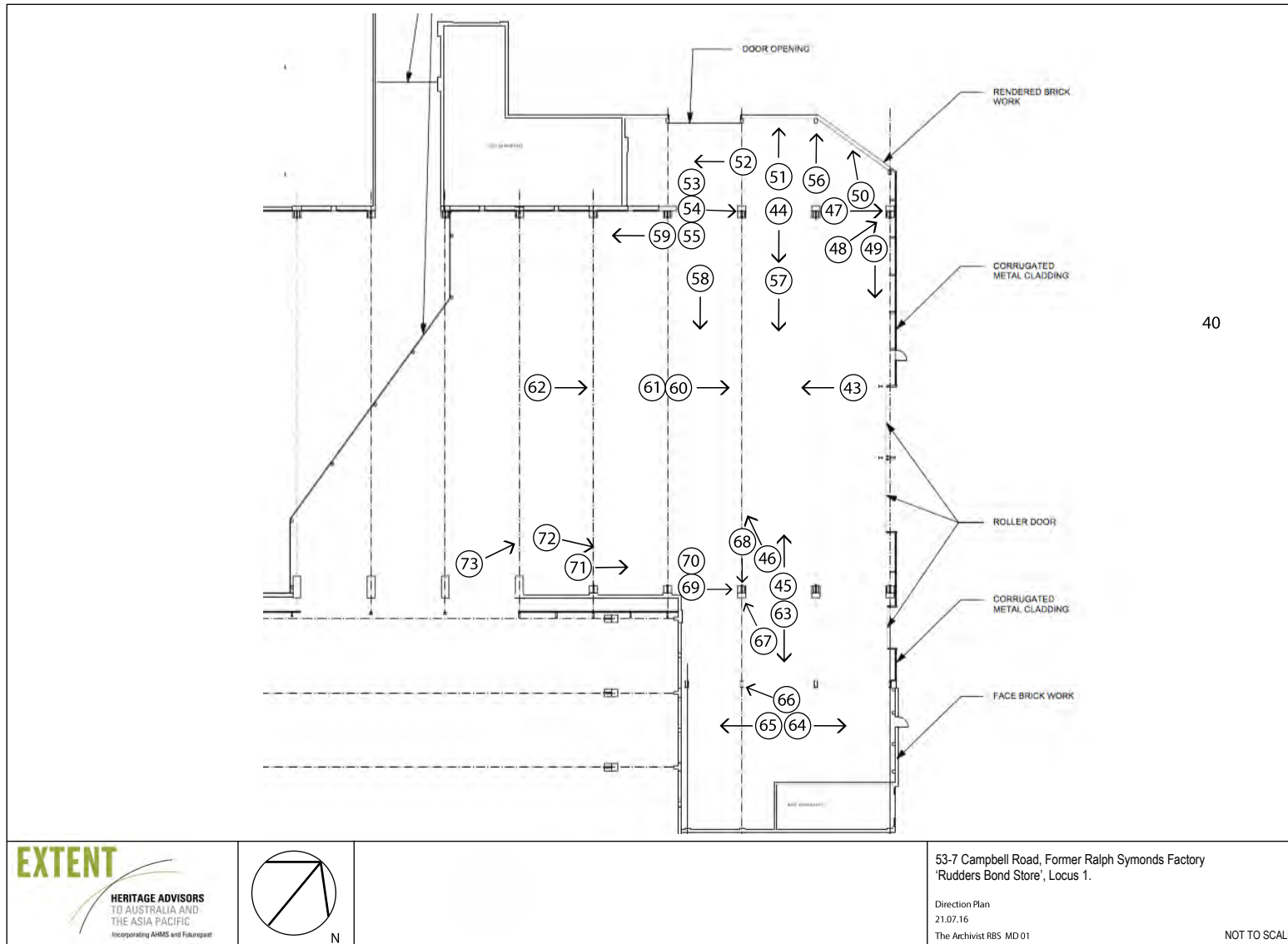
7.1 External 1



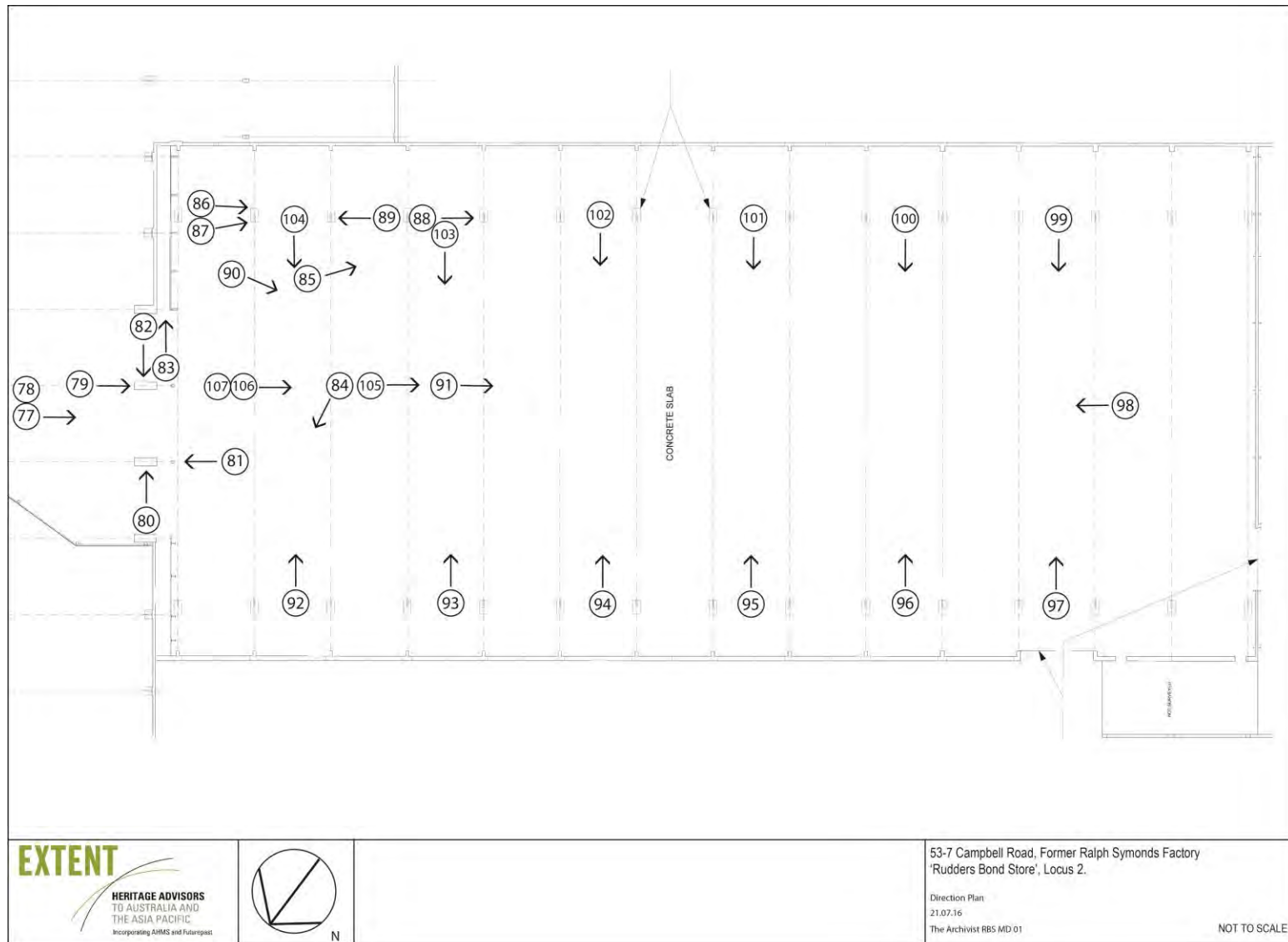
7.2 External 2



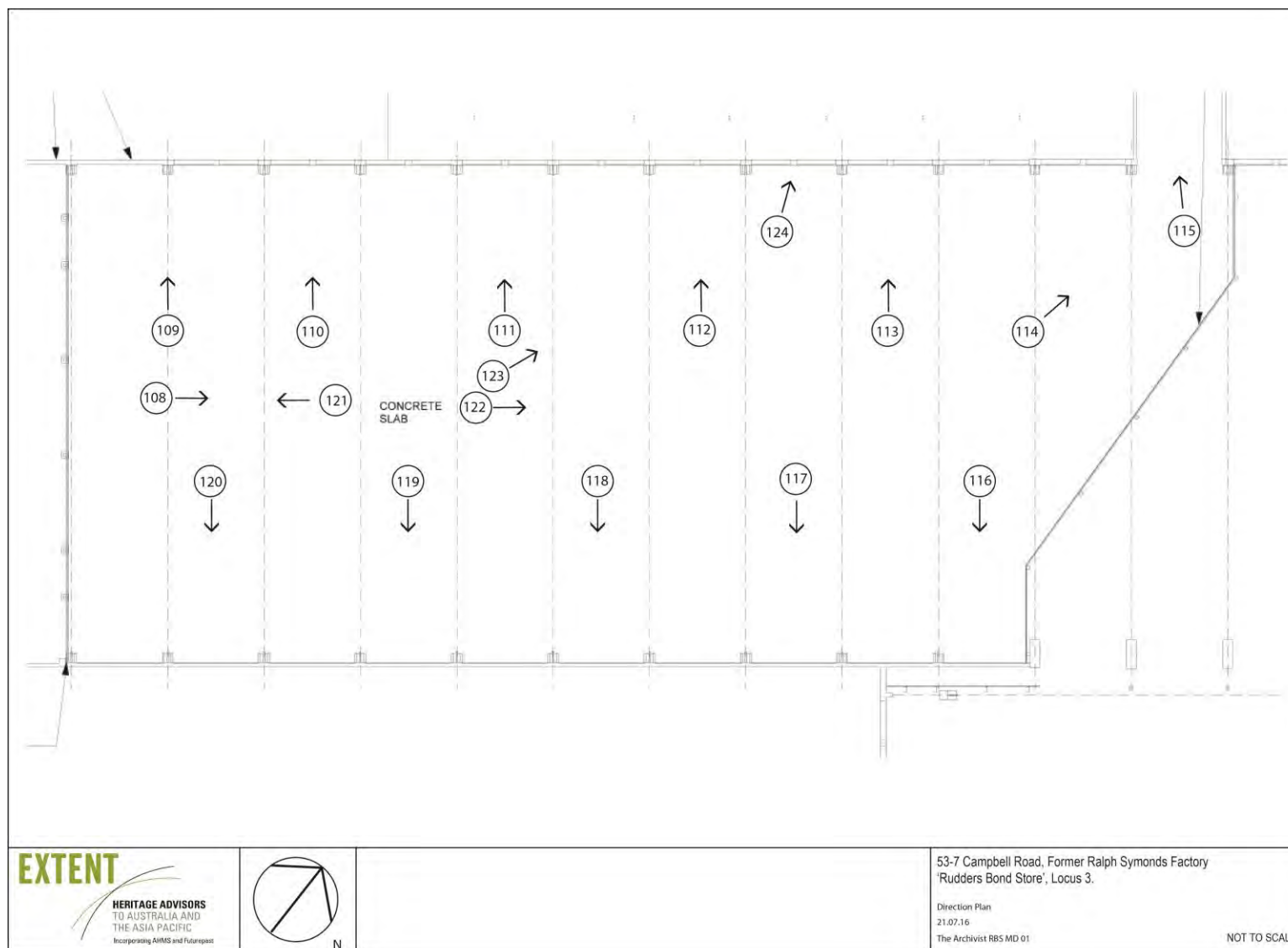
7.3 Locus 1



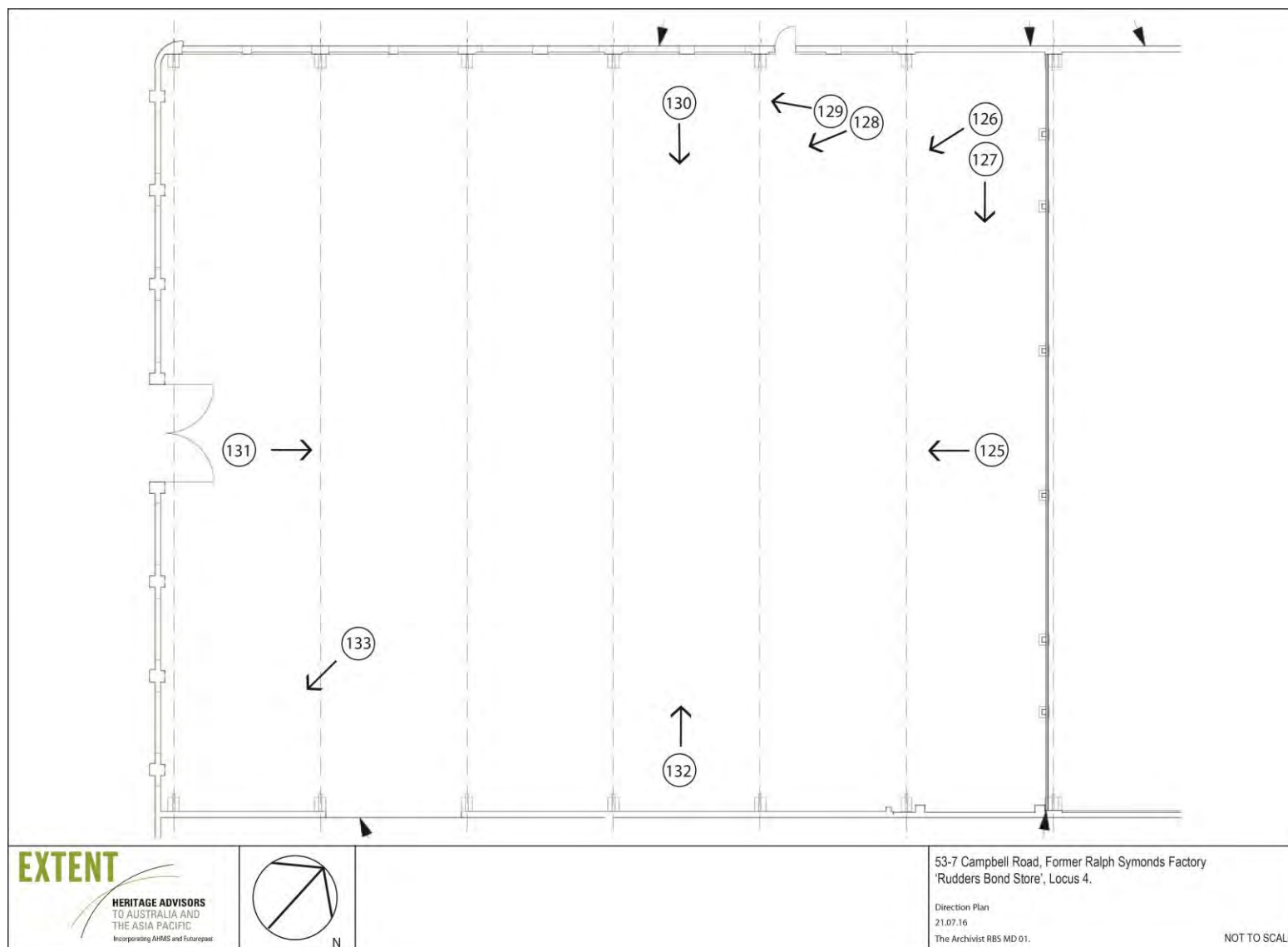
7.4 Locus 2



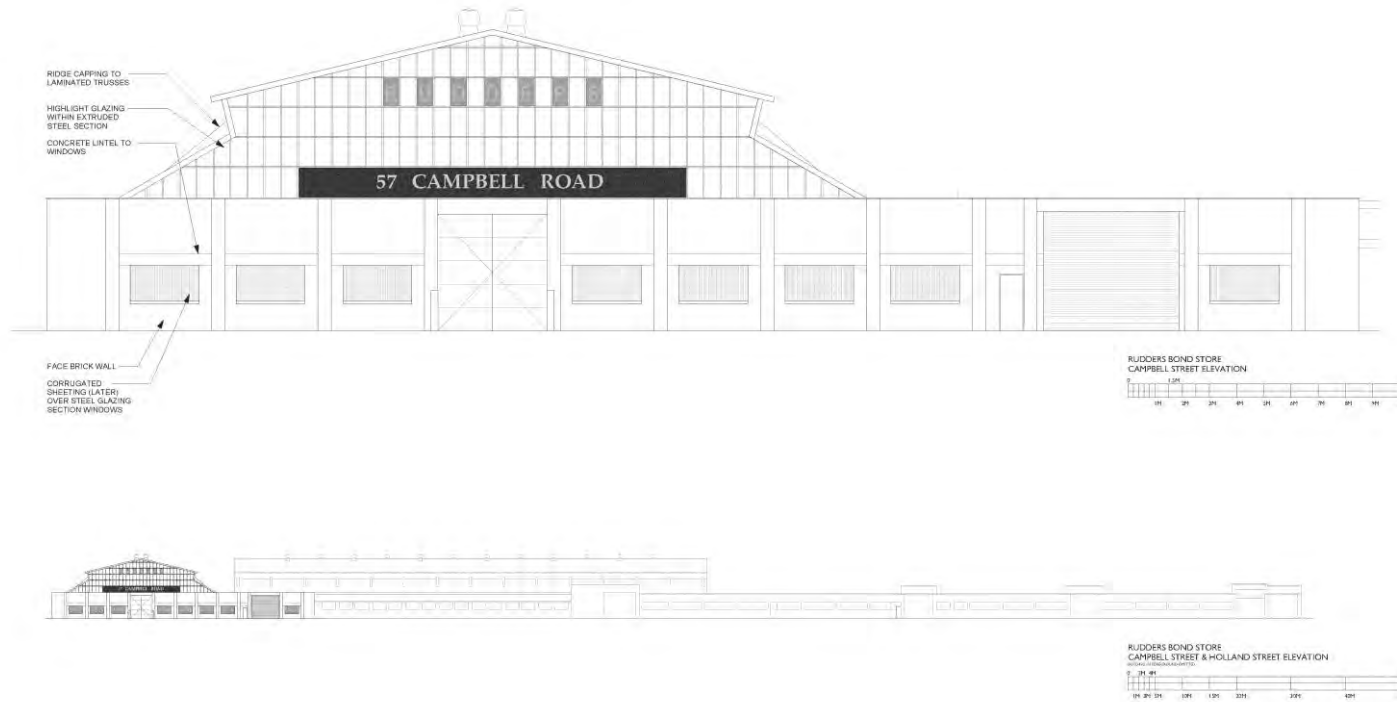
7.5 Locus 3



7.6 Locus 4



8 MEASURED DRAWINGS



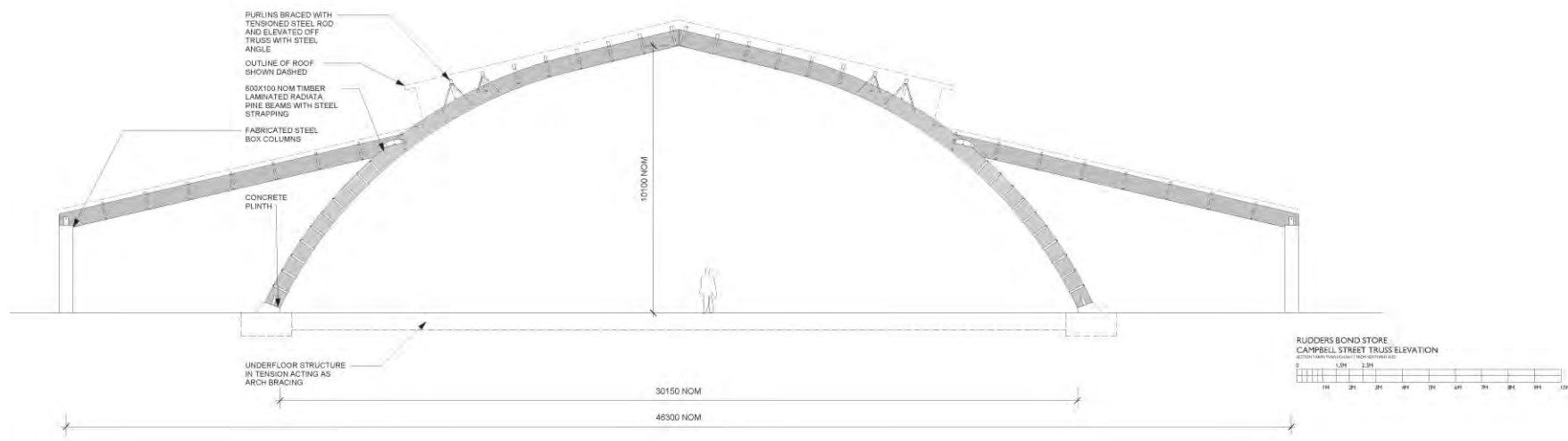
RUDDERS BOND STORE
ST PETERS

AS EXISTING
JULY 2016

RBS_MD-02

21.07.2016

PREPARED BY: RBS
DRAWN BY: RBS
CHECKED BY: RBS
DATE: 21.07.2016

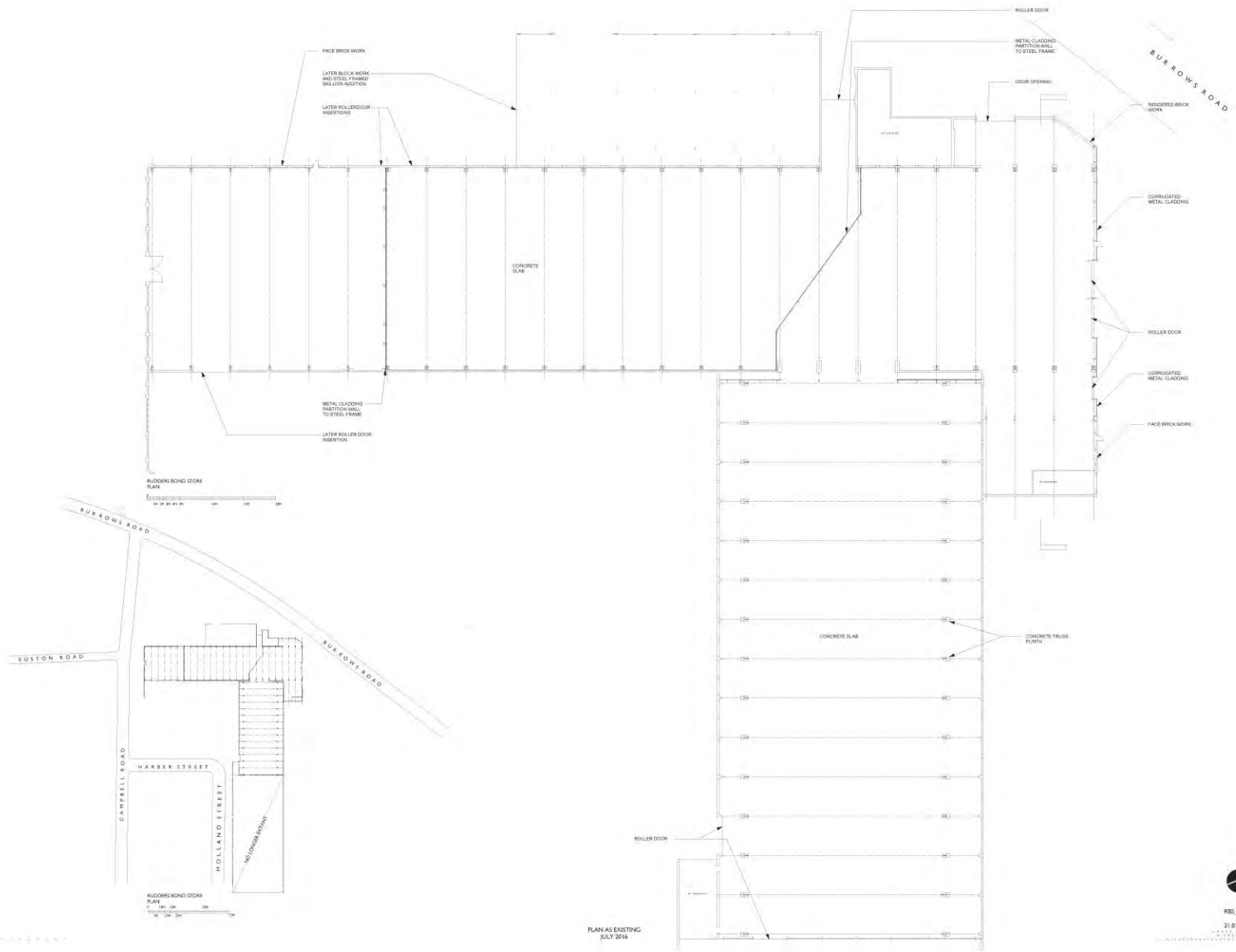


RUDDERS BOND STORE
ST PETERS
AS EXISTING
JULY 2016

RBS_MD-03

21.07.2016

WORLD ARCHITECTS
100/102 ST PETERS STREET
ST PETERS SA 5202



PLAN AS EXISTING
JULY 2014


 RRS_MD-01
 21.07.2016
ARCHITECTURAL DRAWING

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APPENDIX K - ST PETERS INTERCHANGE GEOLOGICAL SITE

EXTENT

**HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC**
Incorporating AHMS and Futurepast

St Peters Brickpit Geological Site

Heritage and Contributory Item Archival
Recording and Research Report

Final

CPB Dragados Samsung Joint Venture

February 2017

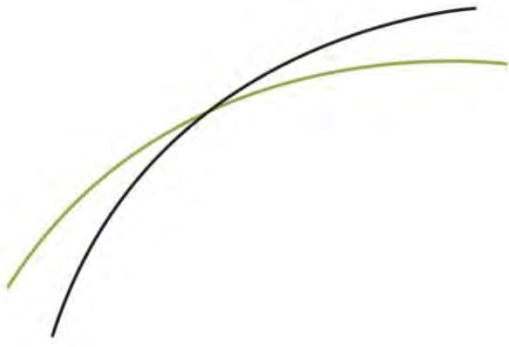


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Document Control Page

CLIENT: CBP Dragados Samsung Joint Venture

PROJECT NAME: St Peters Brickpit Geological Site Heritage and Contributory Item Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF				
WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
[REDACTED]	10.10.2016	1.0 DRAFT	[REDACTED]	10.10.2016
[REDACTED]	20.12.2016	2.0 FINAL DRAFT	[REDACTED]	20.12.2016
[REDACTED]	15.02.2017	FINAL	[REDACTED]	15.02.2017

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1 INTRODUCTION

1.1 Project Description

In 2016 EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung joint venture to prepare an Archival Recording and research report for the St Peter's Brick Pit Geological Site. The purpose of the report is to record the current state of the geological site (cliff face) prior to the modification of the area. This report serves as a permanent record of the place prior to that work being undertaken.

This report is in fulfillment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D42:

The Proponent must undertake photographic and drawn archival recordings of the geological features of the St Peters Brick Pit Geological Site prior to undertaking any works that would result in the features being obscured. The recordings should be included in the Heritage Interpretation Plan required by condition B40.

This report is in fulfillment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the proponent must complete the archival recordings, including photographic recording of the heritage item, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the proponent must submit a **heritage contributory item archival recording and research report** containing the archival and photographic recordings and historical research, to the Department, the Heritage Council of NSW, the local library, and the local historical society in the respective local government area(s).*

1.2 Approach and Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance- The Burra Charter and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines, accessed January 2016.

1.3 Limitations

The study area was inspected and photographed by [REDACTED] on the 16th August 2016. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to present the significance of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

██████████

Senior Associate

██████████

Heritage Advisor

██████████

Research Assistant

1.5 Ownership

The site is owned by CPB Dragados Samsung Joint Venture.

2 SITE

2.1 Location

The St Peters Brickpit Geological Site is located at the WestConnex Stage 2 interchange and is legally defined as Lot 2 DP1168612. The site is located within the former Austral Brick Pit. The northern boundary of the brickpit site is met by the Princes Highway, while the Eastern boundary is curtailed by Albert Street, Campbell Lane and Holland Street. The southern boundary of the Brick pit is contained by industrial buildings butting off Burrows Road with Canal Road completing the western boundary.

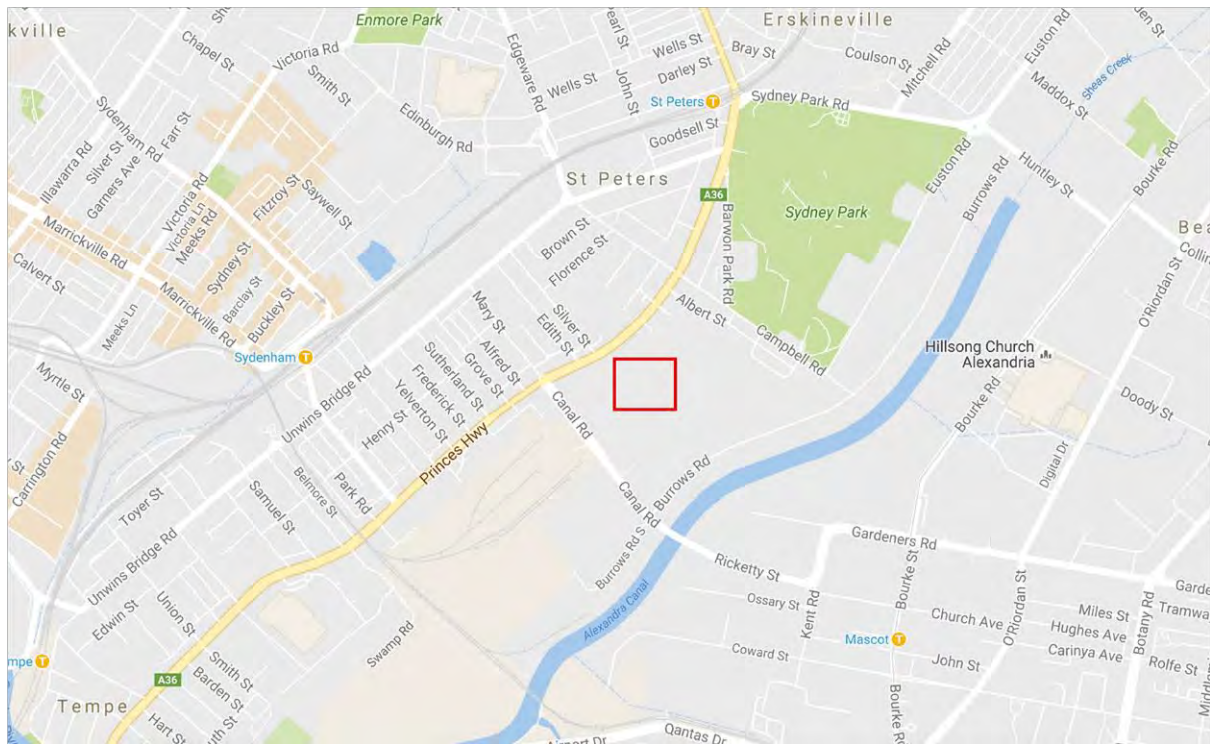


Figure 1. Map indicating location of Westconnex Stage 2 interchange outlined in red (Source: Nearmap, accessed 24th February 2016).



Figure 2. Aerial view with subject property outlined in red (Source: NearMaps accessed 12.08.16).

2.2 Statement of Significance

As per the Register of the National Estate (Non-statutory Archive), the Statement of Significance for the St Peters Brickpit Geological Site is as follows:

St Peters Brickpit contains a section of prior Botany Bay shoreline sediments of late Pleistocene/early Holocene Age (18,000 to 6,000 years bp). These sediments provide important evidence of the extent to which the waters of Botany Bay rose at the end of the last glaciation. The deposits found within the brickpit are a rare occurrence of this shoreline (Criterion A.1 and B.1). The Ashfield shale in the vicinity of the brickpit has been a rich source of fossils of upper Triassic Age (approximately 210 million years bp). With both vertebrate and invertebrate fossils identified including an amphibian named PARACYCLOTOSAURS DAVIDII, a member of the sub-class Labyrinthodontia. This species has only been identified from this site. It is one of few species of this sub-class of this age discovered in Australia to date. This species has contributed to the understanding of the evolution of the Australian amphibian fauna (Criterion A.1). The quarry is used extensively as a teaching resource by local tertiary institutions. It provides an excellent opportunity for students of geography to observe structures in fresh shale and siltstone of the Ashfield formation. These structures include joints, faults and recent mass movement on the edges of the quarry. There is also potential for significant additional fossil finds within the Ashfield formation of the former Botany Bay shoreline deposits are of research value, providing evidence of former sea levels around Botany Bay. The shell within the deposit may yield information on environmental conditions that existed as sea levels rose at the end of the last glaciation (Criterion C.1). The site contains a representative example of Ashfield shale which is the lowest formation of the upper Triassic Wianamatta group of the Sydney Basin the shoreline deposits provide an important example of the former shoreline of Botany Bay (Criterion D.1). The site is of historic interest for the way it demonstrates part of the geographical spread of the St Peters brick-shale deposits and so complements the restored Bedford Brickworks to the north (Criteria A.4 and B.2).

3 HISTORIC CONTEXT

3.1 Industrial Development at St Peters

The following history has been quoted from the Dictionary of Sydney entry for Bricks, written by Ron Ringer (2008):

In the early 1840s there was little to suggest that the area was about to be transformed into an industrial conurbation. As brickmasters trundled their families and chattels along New Town's King Street in search of the new El Dorado, the only indicators of industry was the presence of tanneries and leatherworks on the banks of Sheas Creek. Tanning, however, was a cottage industry rather than a major industrial enterprise. Brickmaking was different, and arguably constitutes the first wave of substantial industrial activity in Sydney. Certainly, with the establishment of yards on land acquired as a result of the subdivision known as the Needham Estate, and the close proximity to markets, the conditions for rapid development and industrial organisation on a larger scale were present.

Beneath the thin layer of surface clays, these early pioneers soon discovered deep bands of prime, brick-making shales belonging to the Wianamatta group, the brickmakers' equivalent of gold. Shale, which has the appearance of slate, must be crushed and ground into dirt before it can be pressed into bricks. The process requires heavy investment in plant and machinery, which had grave implications for family operations well before the end of the nineteenth century.

For the more prosperous and entrepreneurial brickmakers of the St Peters–Marrickville–Tempe district, it was only towards the end of the nineteenth century, with the formation of limited liability companies, that sufficient investment capital enabled production units to become large enough to meet the demand. Unsurprisingly, many family businesses failed, and ownership of brick firms was gradually concentrated into the hands of relatively few companies. The transition, which took nearly a century, was spurred by short-term fluctuations in the trade cycle, and catastrophic depressions (1840s, 1890s, and 1930s).

More than a century passed before houses again encroached on the brickfields and their fire and smoke-belching kilns, bringing issues of pollution to a head once more. For many residents, the end could not come soon enough. The last bricks were burnt in the main Austral yard opposite St Peters church in May 1983.

3.2 Industrial Development of the Austral Brick pit

The following history is summarised from, *The Brickmasters 1788 – 2008* and the Dictionary of Sydney entry for Bricks, both written by Ron Ringer in 2008. It is intended to be a brief history of the site's usage since its purchase by the Austral Brick Company.

In 1908 on the 25th of September, the Austral Brick Company became incorporated with a starting capital of 20 000£. Although few records exist to properly document the first years of the company, it appears to have been comprised of members from the building and real estate industries whom saw an opportunity for speculative investment in a growing industry. The first few driving members which can be tied to Austral Bricks, either by correspondence or oral history, appear to be the first managing director, Edwin 'Ted' Specman, real estate owner Ernest Alfred Turtle, company secretary W.C. Turland, and his immediate predecessor A. Grant. (Ringer, p.106-108).

In December 1908, the investing members of Austral Bricks purchased the adjoining properties of Petersleigh and Finningham located on 238 and 196 King Street (see Fig 3). Both properties covered a modest area of approximately 16 acres and consisted of what was said to be good clay and shale. In the same month the company sent a letter to council declaring their intention to construct a brick plant

and brick pit on the site. This site known formerly as the Austral Brick Pit now constitutes sections of the currently named Westconnex Stage 2 interchange (Ringer, 2008, p.109-111).

The following year (1909) saw a flurry of activity for the Austral Brick Company, with kilns, chimneys and sheds being constructed while pit boundaries were drawn and blasted. Machinery for the project was sourced both locally and abroad from England, circumscribed by availability and cost. By late 1909 The plant was in production, making good quality dry press bricks from clays and crushed hard shales (Ringer, 2008, p.109-111).

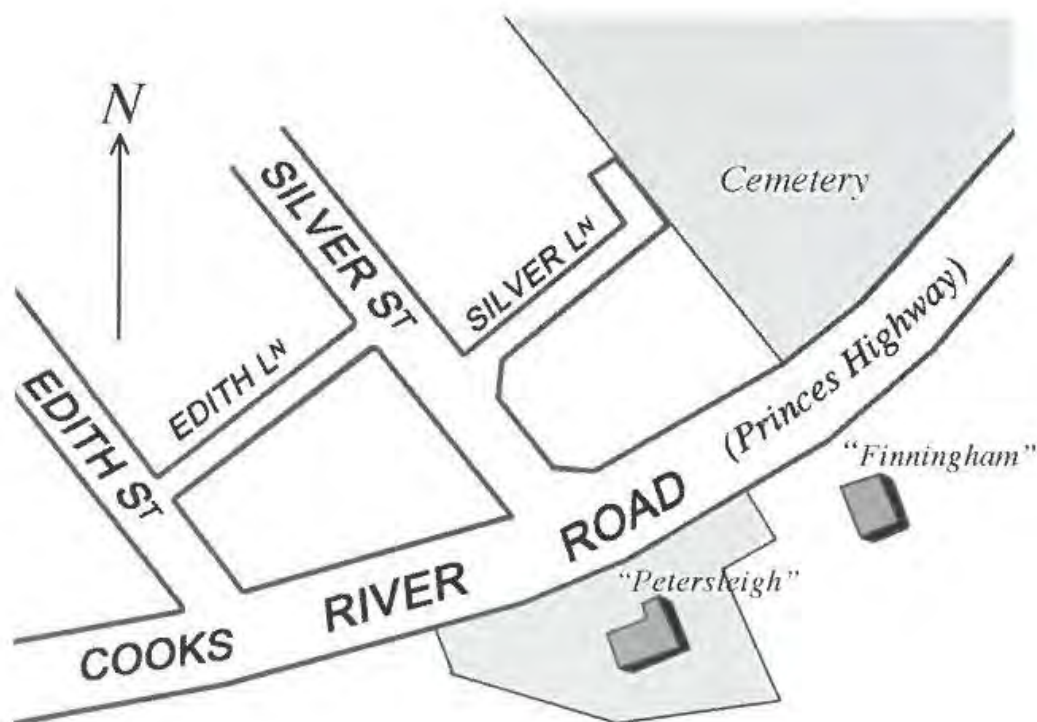


Figure 3. Location of Petersleigh” and Finningham in relation to Cook’s River Road. No photoprahps surviv of either of these two mid-Victorian buildings. (Source: Ron Ringer (2008) “The Brickmasters 1788-2008”, Dry Press Publishing, p.109)

The Austral Brick Company Ltd was one of a number of small brick making companies established during a busy 15-year window from 1900 to 1915. These companies were all buoyed by a general economic upturn due to population growth, post-federation optimism and excitement over the newly emerging ideas in urban design. In spite of archaic supply practices and a brief demand slump caused by drought, many of these middling companies were able to operate successfully in the semi-ruralised landscapes of what are currently the inner-western suburbs. The physical impact and labour intensive nature of the brick manufacturing industry came to underwrite the physical and social make up of St Peter’s and Alexandria during the course of the late nineteenth to the mid twentieth century. (Ringer, the Brickmasters, p.115-119).

In 1912, shrewd real estate decisions by the company made possible the purchasing of another parcel of land measuring 821 by 200 feet along Canal Road, enlarging the size of the Austral Brick Pit. In the preceding year of 1913, the original investors of the Austral Brick Company Ltd set up a new company under the same title and bought out its predecessor. The result was a healthy increase in the company’s start-up capital, improving it from 20 000£ to £100 000 just 5 years later. This business acumen further

established the success the brick pit and placed it among the more profitable pits in the area despite competition from the larger Bedford Brick Works. (Ringer, the Brickmasters, p.120-122)

The immediate post First World War period saw the Austral Brick Company manage long term growth by dedicating a substantial amount of time and money to attracting a number of young builders and technical professionals. Furthermore, throughout the 1920s, under Chief Engineer Bob Young, the company followed a pattern of forward-thinking management by modernising its equipment away from steam technologies and towards electricity and diesel powered machines. However, by even as early as 1927 post war growth had had created such a demand that Austral Bricks equivalent growth afforded them the opportunity to purchase three further parcels of land on King Street and expand their clay and shale holdings in the area next to equivalent competitor Central Brick and Co. (Ringer, the Brickmasters, p.134; 148).

The parcels of land acquired by the Austral Brick Company during its growth periods from 1908 through to 1927 constituted the land clay and shale holdings bounded by the Austral yards and the Ralford yards. Operating strictly as a subsidiary of The Austral Brick Company and never as an incorporated site, the Ralford yards were a small brickwork comprised of 1 patent kiln and under Austral continued to work until 1961 (see Fig 4). Throughout the 1930s, as the clays and shales at greater depth began to get harder to excavate, new machinery was installed at the Austral Brick yard ensuring several more decades of production. (Ringer, the Brickmasters, p.189; 204).

During the 1930s depression the Austral Brick Company pursued an aggressive price cutting strategy under the management of William King Dawes, driving many manufacturers to either sell or file for bankruptcy. Seizing the opportunity, Dawes purchased the preeminent Bedford Brick Works and over the next few decades would come to incorporate the Warren Brick Company, the Carrington Brick Company, St Peters Brick Company and the City Brick Company. As a result of these other holdings, by the 50s emphasis shifted away from the Austral brick pit itself until it eventually became defunct. In 1984 the last brick manufacturer in St Peters was at the Bedford Brick Yard (Ringer, Dictionary of Sydney Bricks).

Upon the closure of the Austral Brick Pit, the area was used as a dumping site for landfill. This continued up until 2015 when the site was taken over for the WestConnex New M5 project.

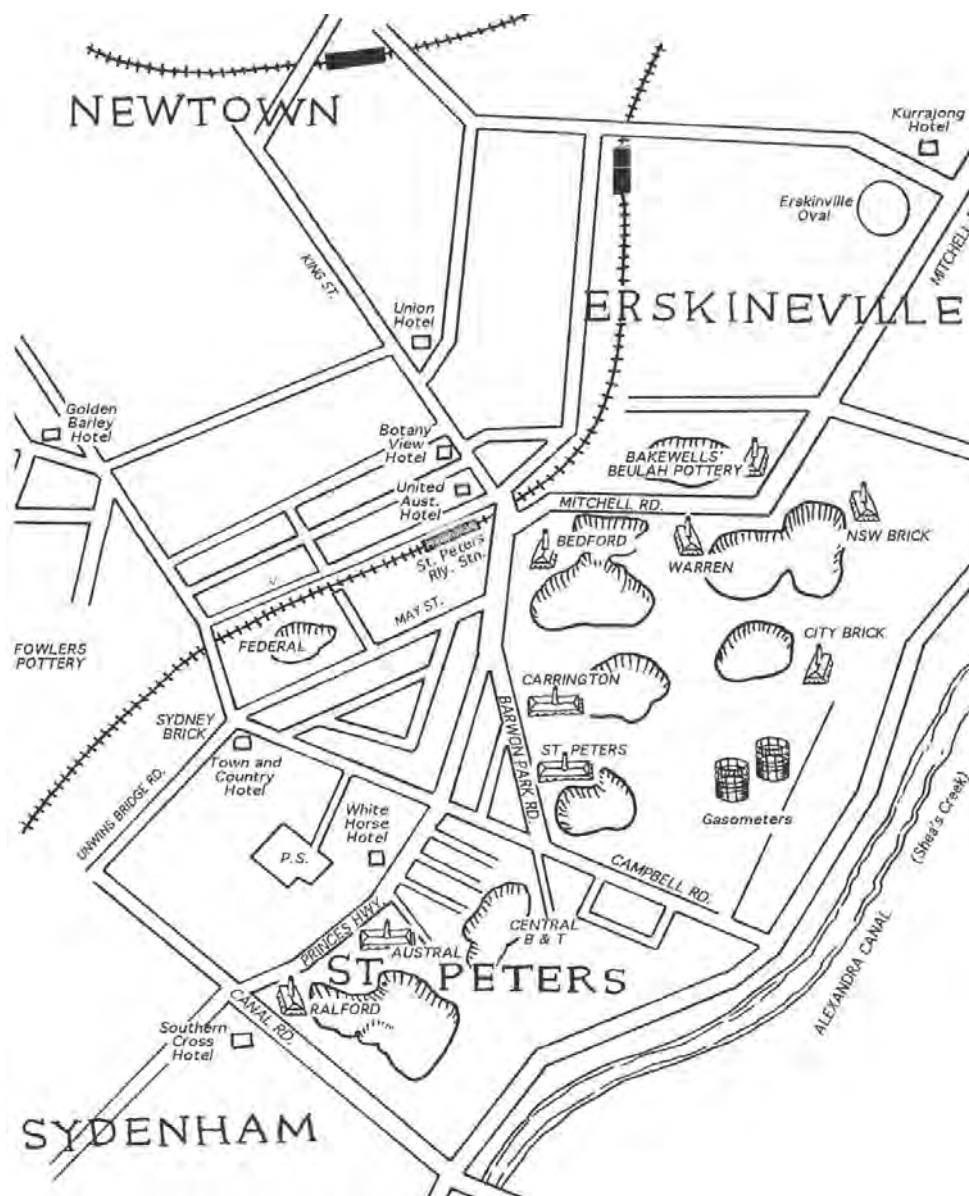


Figure 4. Brickyards and hotels in the district of St Peters, circa 1945. (Source: Ron Ringer (2008) "The Brickmasters 1788-2008", Dry Press Publishing, p. 252)

3.3 St Peters Geological Site Educational Purposes

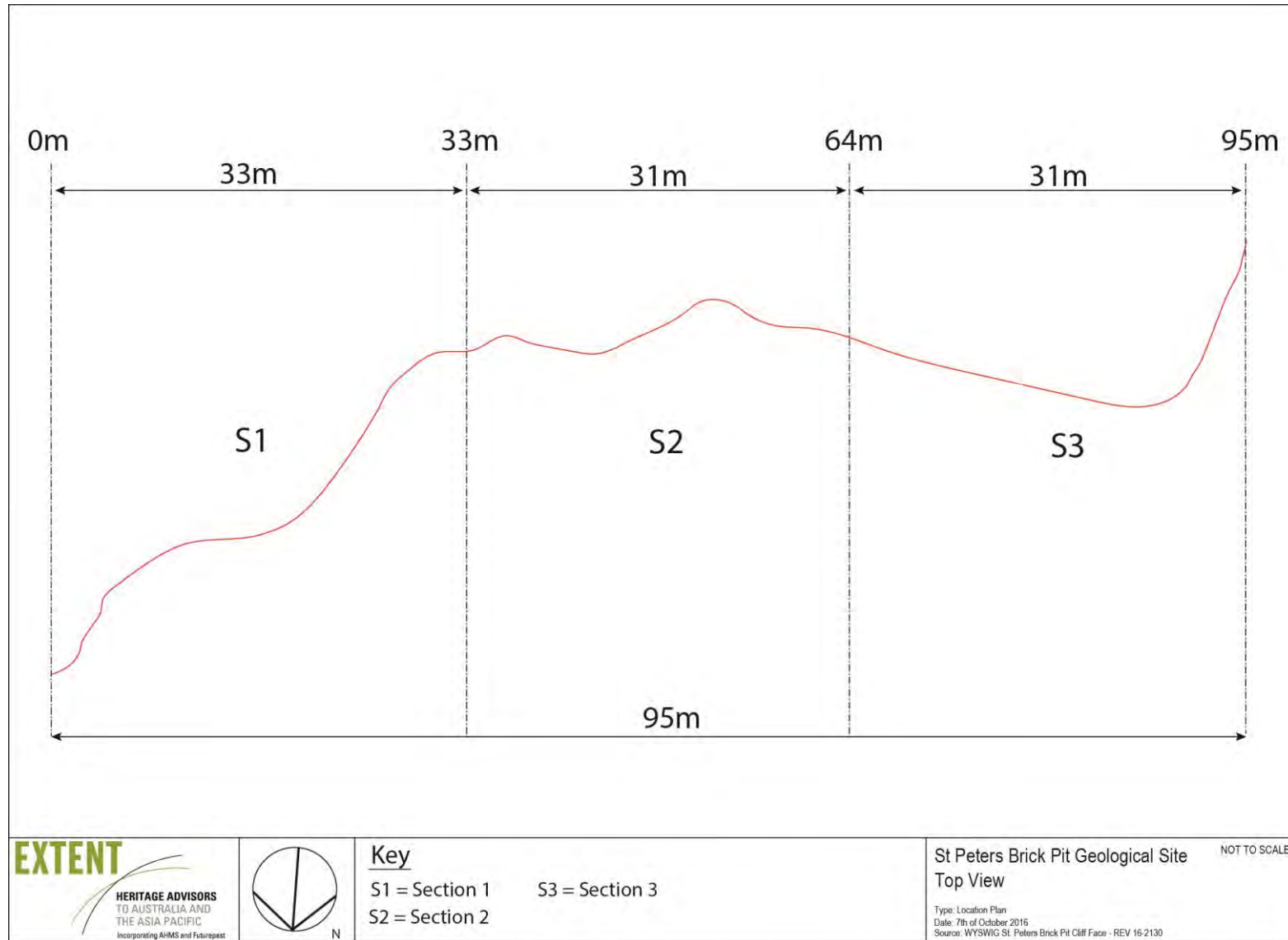
The following has been quoted from the St Peters Brick Pit Geological Site Assessment of Impact written by Dr Andrew Simpson.

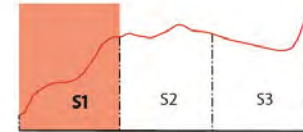
The exposure of Ashfield Shale at the St Peters site was used extensively by the Geology Department at the University of Sydney for undergraduate science education (email from D. Branagan to author 24.05.16), in particular as an exemplar for understanding the development and geological history of the Basin. This practice ceased in the 1970s but material that was produced specifically for the purposes of tertiary education of students is currently being sought. It has also been reported (Branagan 2016 pers com) that a film was made of the site and the tuition of students in the field. The correspondent is unsure if a copy of the film still exists but a search is being undertaken.

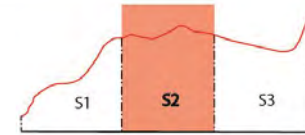
4 PHOTO LOCATION PLANS

The following location plan is derived from the WYSWIG 3D scans *Drawing No. St. Peters Brick Pit Cliff Face REV 16-2130*. These plans are indented to provide relevant dimensions of the St Peters Geological Site for the purpose of providing accurate description. For the purpose of this photographic archival recording the subject site has been divided into three sections and shall be referred to as such: each section is marked as either Section 1, Section 2, or Section 3.

The red line representing the cliff face is measured from the scree deposit at the base of cliff and not the cliff face itself.









EXTENT
 HERITAGE ADVISORS
 TO AUSTRALIA AND
 THE ASIA PACIFIC
 Incorporating AHMS and Futuropast



St Peters Brick Pit Geological Site NOT TO SCALE
 Front on view - Section 3
 Type: Section Panel
 Date: 11th of October 2016
 Source: St Peters Brick Pit Geological Site Archival Recording

5 PHOTOGRAPHIC RECORDING SHEETS

Site Name:	St Peters Brickpit Geological Site
Photographer:	[REDACTED]
Date:	16 th August 2016
Camera:	Canon EOS 5D and 7D
Lens:	10-20mm, 24-80mm
Comments:	Archival recording of site prior to Westconnex Stage 2 works






Image N	Direction	Details	Thumbnail
001_GEOLOGICAL_SITE_2016	North	Section 1 view with 5-metre measure to indicate scale.	
002_GEOLOGICAL_SITE_2016	North	Section 1 view with 5-metre measure to indicate scale.	
003_GEOLOGICAL_SITE_2016	North	Section 1 view with 5-metre measure to indicate scale.	
004_GEOLOGICAL_SITE_2016	North	Section 1 view with, 5-metre measure to indicate scale	
005_GEOLOGICAL_SITE_2016	North	Section 1, detail of overhanging vegetation on far eastern edge.	




Image N	Direction	Details	Thumbnail
006_GEOLOGICAL_ SITE_2016	North	Section 1, frontal view of scarp face.	
007_GEOLOGICAL_ SITE_2016	North	Section 1, frontal view of scarp face.	
008_GEOLOGICAL_ SITE_2016	North	Section 1, frontal view of scarp face.	




Image N	Direction	Details	Thumbnail
009_GEOLOGICAL_ SITE_2016	North	Section 1, frontal view of scarp face.	
010_GEOLOGICAL_ SITE_2016	North	Section 2, frontal view of scarp face.	
011_GEOLOGICAL_ SITE_2016	North	Section 2, frontal view of central scarp face projection.	




Image N	Direction	Details	Thumbnail
012_GEOLOGICAL_ SITE_2016	North	Section 2, frontal view of scarp face projection.	 A photograph showing a steep, dark-colored scarp face with sparse vegetation. In the foreground, there is a dirt path and a red safety fence. A small black marker is visible on the fence.
013_GEOLOGICAL_ SITE_2016	North	Section 2, frontal view of scarp.	 A photograph showing a steep, dark-colored scarp face with sparse vegetation. In the foreground, there is a dirt path and a red safety fence. A small black marker is visible on the fence.
014_GEOLOGICAL_ SITE_2016	North	Section 2, frontal view of scarp.	 A photograph showing a steep, dark-colored scarp face with sparse vegetation. In the foreground, there is a dirt path and a red safety fence. A small black marker is visible on the fence.



Image N	Direction	Details	Thumbnail
015_GEOLOGICAL_ SITE_2016	North	Section 2, frontal view of scarp.	
016_GEOLOGICAL_ SITE_2016	North	Section 2, frontal view of scarp.	
017_GEOLOGICAL_ SITE_2016	North	Section 3, frontal view of scarp.	




Image N	Direction	Details	Thumbnail
018_GEOLOGICAL_ SITE_2016	North	Section 3, view of scarp face and drainage pipe.	
019_GEOLOGICAL_ SITE_2016	North	Section 3, view of scarp face and drainage pipe.	
020_GEOLOGICAL_ SITE_2016	North	Section 3, view of scarp face and drainage pipe.	





Image N	Direction	Details	Thumbnail
021_GEOLOGICAL_SITE_2016	North	Section 3, view of scarp face and drainage pipe.	
022_GEOLOGICAL_SITE_2016	North	Section 3, frontal view of scarp face.	
023_GEOLOGICAL_SITE_2016	North-West	Section 3, view of scarp face and benched earth slope.	
024_GEOLOGICAL_SITE_2016	North-West	Section 1, view of central scarp projection from eastern side of scarp.	









Image N	Direction	Details	Thumbnail
025_GEOLOGICAL_SITĒ_2016	North	East of central scarp projection, detailing scarp face.	
026_GEOLOGICAL_SITĒ_2016	North	Section 1, detailing scarp face and overhanging vegetation.	
027_GEOLOGICAL_SITĒ_2016	North-East	Section 2, view of central scarp projection from western side of scarp	
028_GEOLOGICAL_SITĒ_2016	North-West	Section 2, view of western side of scarp face.	
029_GEOLOGICAL_SITĒ_2016	North-West	Section 2, view of western side of scarp face	
030_GEOLOGICAL_SITĒ_2016	North-West	Section 2, view of western side of scarp face.	
031_GEOLOGICAL_SITĒ_2016	North-West	Section 2, view of western side of scarp face and benched earth slope.	
032_GEOLOGICAL_SITĒ_2016	North-West	Section 2, view along western scarp face, including benched earth slope.	








Image N	Direction	Details	Thumbnail
033_GEOLOGICAL_SITĒ_2016	North-West	Section 2, detail of scarp face.	
034_GEOLOGICAL_SITĒ_2016	North-West	Section 2, detail of scarp face.	
035_GEOLOGICAL_SITĒ_2016	North-West	Section 2, detail of geological bands in scarp face.	
036_GEOLOGICAL_SITĒ_2016	North-West	Section 2, detail of geological bands in scarp face.	
037_GEOLOGICAL_SITĒ_2016	North-West	Section 2, View of geological bands in scarp face.	
038_GEOLOGICAL_SITĒ_2016	North-East	Section 3, detail of geological bands in scarp face.	
039_GEOLOGICAL_SITĒ_2016	North-East	Section 3, detail of geological bands in scarp face.	
040_GEOLOGICAL_SITĒ_2016	North	Section 3, detail of scree deposit at foot of scarp face.	








Image N	Direction	Details	Thumbnail
041_GEOLOGICAL_SITE_2016	North	Section 3, detail of geological band and scree deposit.	
042_GEOLOGICAL_SITE_2016	North	Section 3, detail of exposed scarp face degradation.	
043_GEOLOGICAL_SITE_2016	North	Section 3, detail of exposed scarp face degradation.	
044_GEOLOGICAL_SITE_2016	North	Section 3, detail of exposed scarp face degradation.	
045_GEOLOGICAL_SITE_2016	North	Section 3, detail of exposed scarp face degradations.	
046_GEOLOGICAL_SITE_2016	North-West	Section 3 detail of geological band and scree deposit at the foot of the scarp face.	
047_GEOLOGICAL_SITE_2016	North	Section 3, detail of geological band and scree deposit at the foot of the scarp face.	




Image N	Direction	Details	Thumbnail
048_GEOLOGICAL_SITE_2016	North	Section 3, view of vegetation on scarp face.	
049_GEOLOGICAL_SITE_2016	North	Section 3, view of vegetation on scarp face.	
050_GEOLOGICAL_SITE_2016	North	Section 3, frontal view of vegetation on scarp face.	







Image N	Direction	Details	Thumbnail
051_GEOLOGICAL_SITE_2016	North	Section 3, frontal view of vegetation on scarp face.	
052_GEOLOGICAL_SITE_2016	North	Section 3, view of western edge of scarp face.	
053_GEOLOGICAL_SITE_2016	North-West	Section 3, view of western edge of scarp face.	
054_GEOLOGICAL_SITE_2016	North	Section 3, view of western edge of scarp face.	
055_GEOLOGICAL_SITE_2016	North-East	Section 3, view east along scarp toward central scarp face projection.	
056_GEOLOGICAL_SITE_2016	North-West	Section 3, view of lower section of western scarp face.	









Image N	Direction	Details	Thumbnail
057_GEOLOGICAL_SITE_2016	North-West	Section 3, view of upper and lower section of western scarp face.	
058_GEOLOGICAL_SITE_2016	North	Section 3, view of geological band and scree deposit at the foot of the scarp face.	
059_GEOLOGICAL_SITE_2016	North-West	Section 3, view of vegetation and geological band.	
060_GEOLOGICAL_SITE_2016	North-West	Section 1, view toward the west scarp face projection.	
061_GEOLOGICAL_SITE_2016	North-West	Section 1, view toward the west of central scarp face projection.	
062_GEOLOGICAL_SITE_2016	North-East	Section 1, view toward the eastern edge of the scarp face.	
063_GEOLOGICAL_SITE_2016	North-East	Section 1, view of scree deposit and scarp face.	
064_GEOLOGICAL_SITE_2016	North-West	Section 2, view of scree deposit, scarp face and benched earth slope.	









Image N	Direction	Details	Thumbnail
065_GEOLOGICAL_SITĒ_2016	North-West	Section 2, view of scree deposit, scarp face and benched earth slope.	
066_GEOLOGICAL_SITĒ_2016	North-East	Section 2, eastern view of central scarp face projection.	
067_GEOLOGICAL_SITĒ_2016	North-East	View of eastern side of scarp face deposit from central scarp face projection.	
068_GEOLOGICAL_SITĒ_2016	West	Section 2, view of WestConnex Stage 2 Interchange site, from scarp face.	
069_GEOLOGICAL_SITĒ_2016	South-West	Section 2, view of WestConnex Stage 2 Interchange site, from scarp face.	
070_GEOLOGICAL_SITĒ_2016	South-East	Section 3, view of WestConnex Stage 2 Interchange site, from scarp face.	
071_GEOLOGICAL_SITĒ_2016	East	Section 3, view of WestConnex Stage 2 Interchange site, from scarp face.	
072_GEOLOGICAL_SITĒ_2016	North	Frontal view of entire Scarp face.	

Image N	Direction	Details	Thumbnail
073_GEOLOGICAL_SITE_2016	North	View of western scarp face and benched earth slope.	
074_GEOLOGICAL_SITE_2016	North	View of eastern edge of scarp face and bordering vegetation.	
075_GEOLOGICAL_SITE_2016	North-West	View of WestConnex interchange site and benched earth slope.	
076_GEOLOGICAL_SITE_2016	North	View of entire scarp face.	
077_GEOLOGICAL_SITE_2016	North	View of entire scarp face.	
078_GEOLOGICAL_SITE_2016	North	View of entire scarp face.	
079_GEOLOGICAL_SITE_2016	North-West	View of scarp face and benched earth slope.	

6 PHOTOGRAPHIC PROOF SHEETS

Geological Site, St Peters
Archival Photographic Recording - 2016 - Photographer [REDACTED]



001_GEOLOGICAL_SITE_2016
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002_GEOLOGICAL_SITE_2016
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003_GEOLOGICAL_SITE_2016
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004_GEOLOGICAL_SITE_2016
f8 ISO 200 1/125 s



005_GEOLOGICAL_SITE_2016
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006_GEOLOGICAL_SITE_2016
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007_GEOLOGICAL_SITE_2016
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008_GEOLOGICAL_SITE_2016
f8 ISO 200 1/125 s



009_GEOLOGICAL_SITE_2016
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010_GEOLOGICAL_SITE_2016
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011_GEOLOGICAL_SITE_2016
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012_GEOLOGICAL_SITE_2016
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013_GEOLOGICAL_SITE_2016
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016_GEOLOGICAL_SITE_2016
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017_GEOLOGICAL_SITE_2016
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018_GEOLOGICAL_SITE_2016
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019_GEOLOGICAL_SITE_2016
f8 ISO 200 1/125 s



020_GEOLOGICAL_SITE_2016
f8 ISO 200 1/160 s

Geological Site, St Peters
Archival Photographic Recording - 2016 - Photographer [REDACTED]



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022_GEOLOGICAL_SITE_2016
f8 ISO 200 1/125 s



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024_GEOLOGICAL_SITE_2016
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025_GEOLOGICAL_SITE_2016
f8 ISO 200 1/100 s



026_GEOLOGICAL_SITE_2016
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027_GEOLOGICAL_SITE_2016
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028_GEOLOGICAL_SITE_2016
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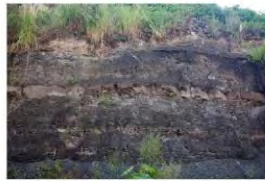
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Geological Site, St Peters
Archival Photographic Recording - 2016 - Photographer: [REDACTED]



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Geological Site, St Peters
Archival Photographic Recording - 2016 - Photographer [REDACTED]



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064_GEOLOGICAL_SITE_2016
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065_GEOLOGICAL_SITE_2016
f8 ISO 400 1/250 s



066_GEOLOGICAL_SITE_2016
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067_GEOLOGICAL_SITE_2016
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069_GEOLOGICAL_SITE_2016
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070_GEOLOGICAL_SITE_2016
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071_GEOLOGICAL_SITE_2016
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f8 ISO 200 1/400 s



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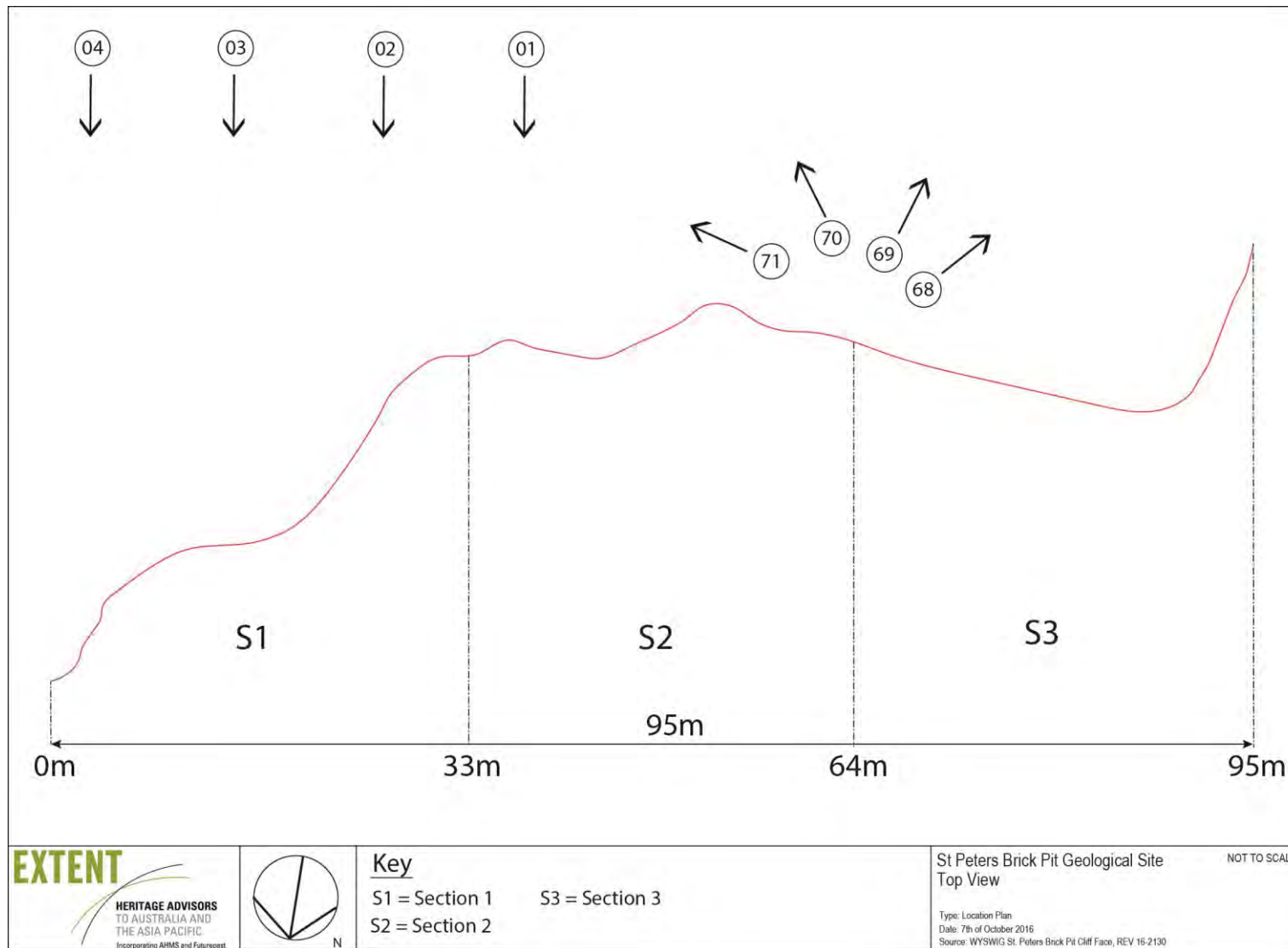


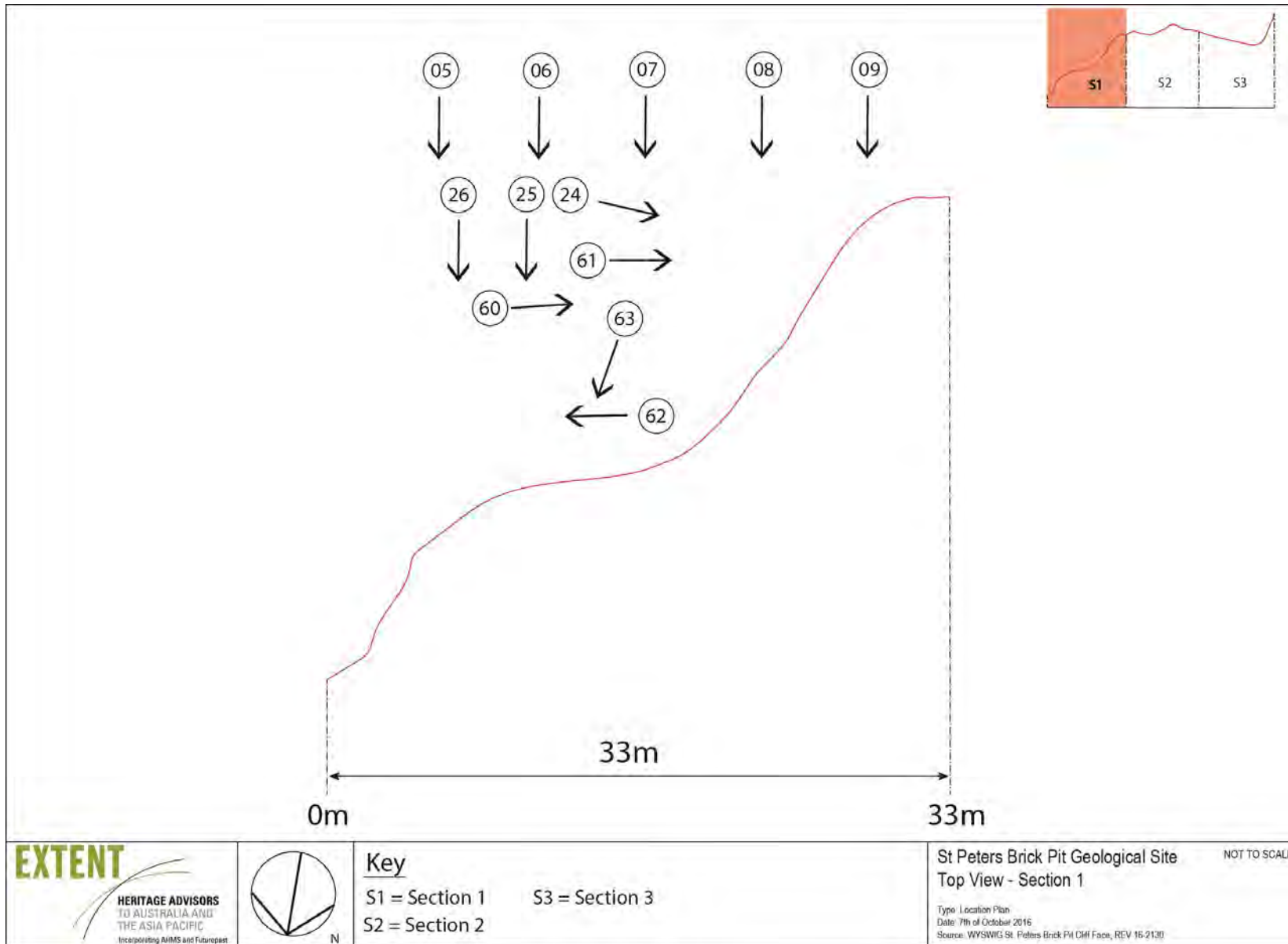
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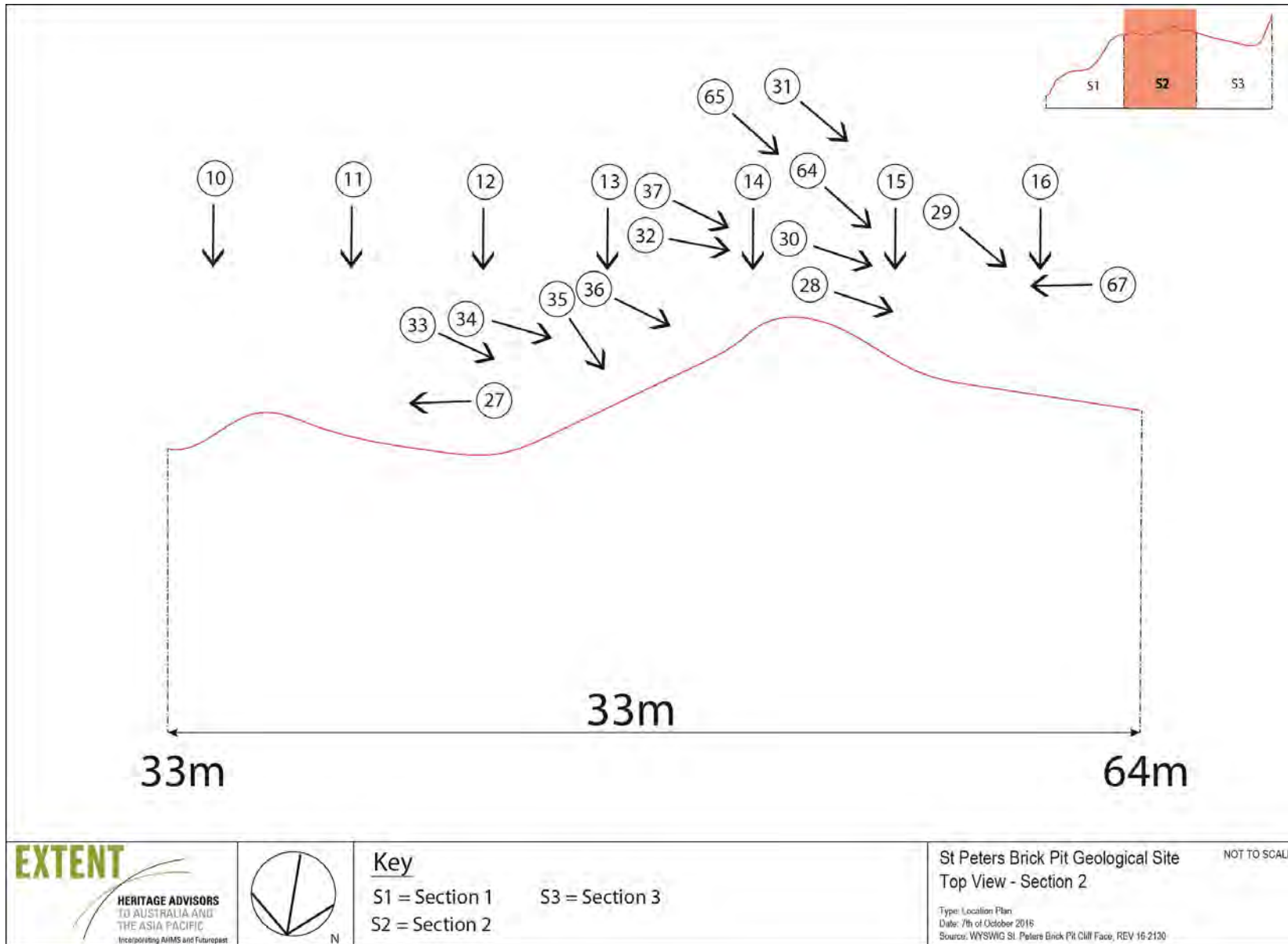


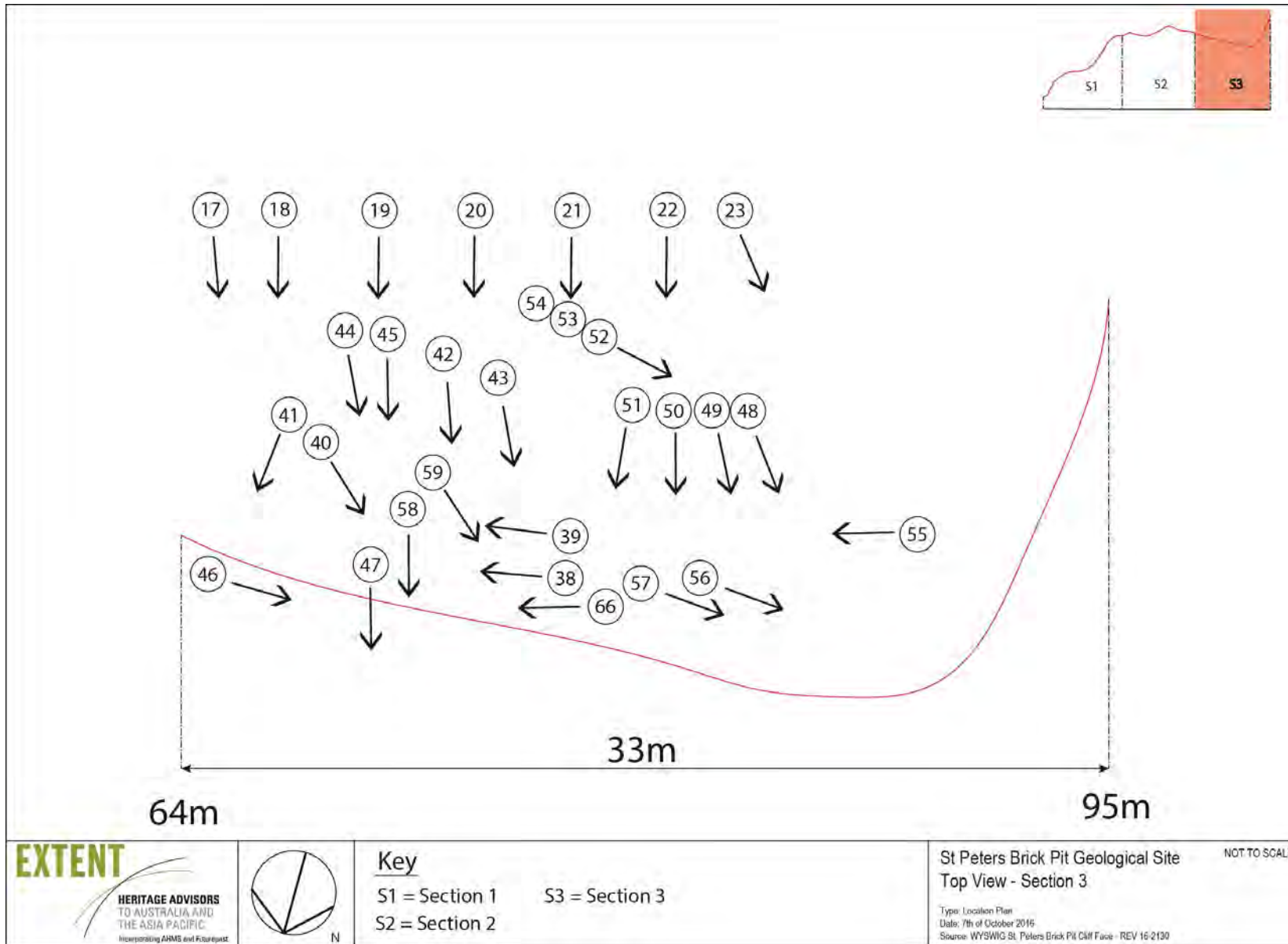
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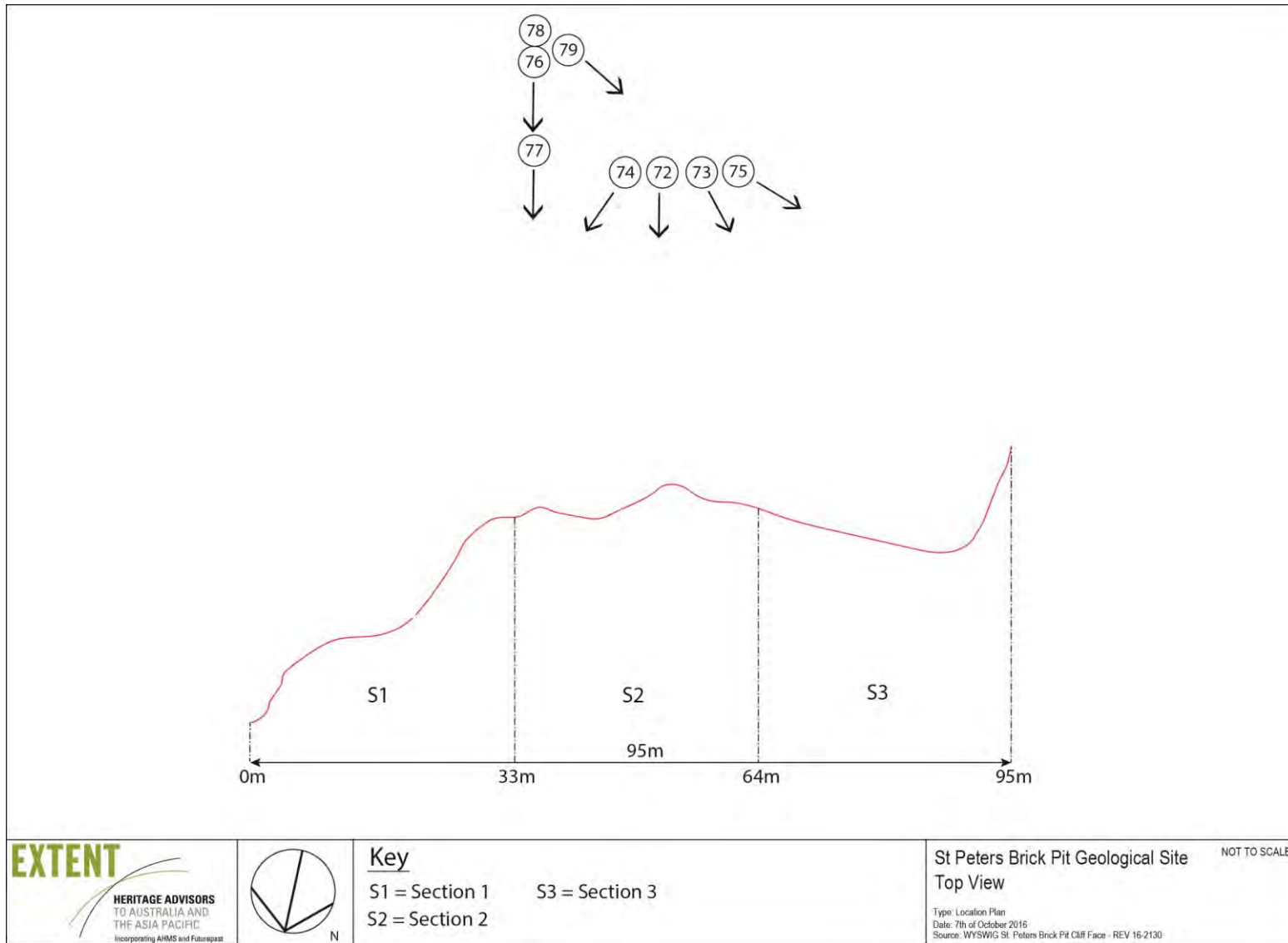
7 PHOTOGRAPH DIRECTION PLANS



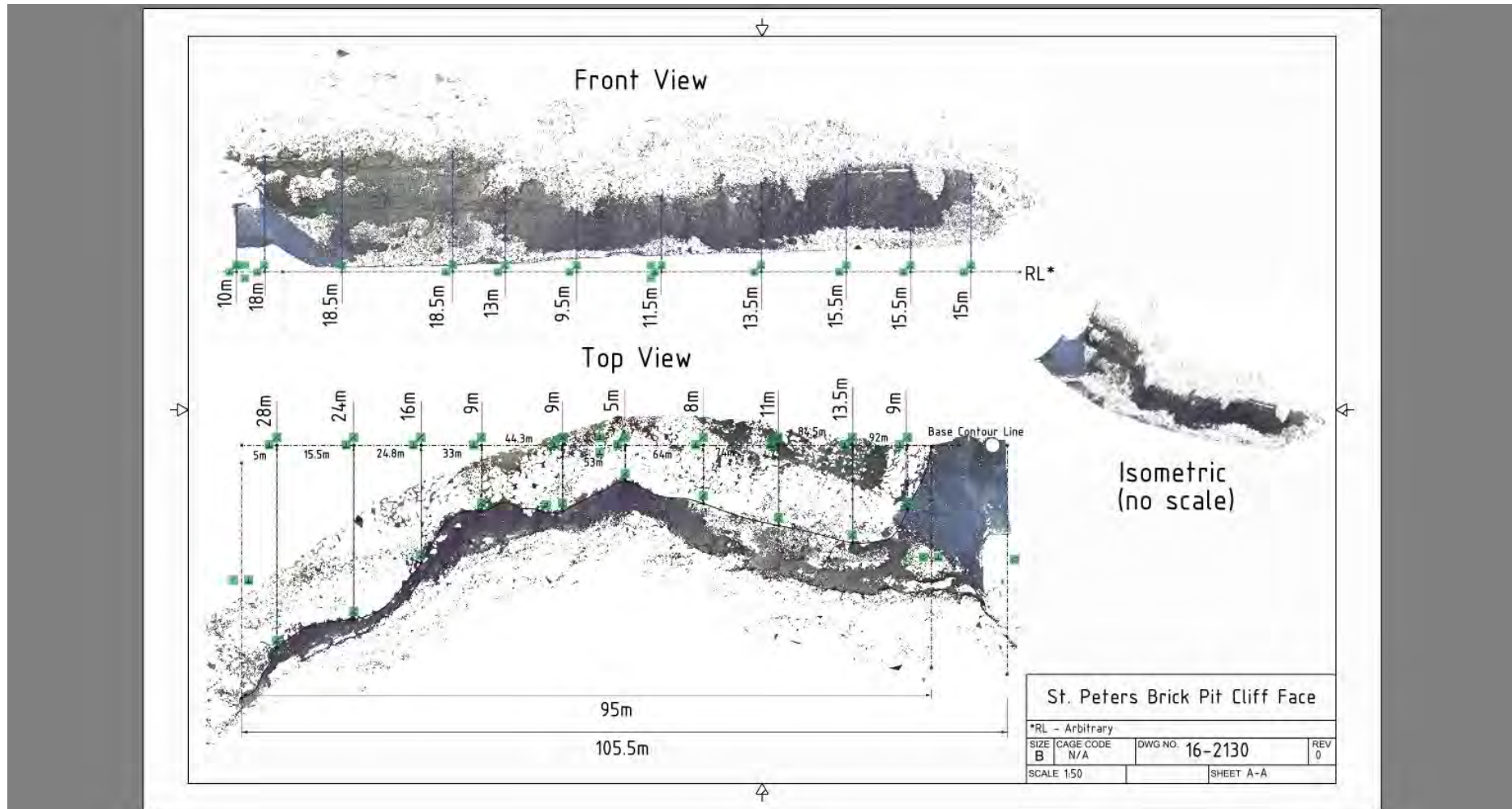


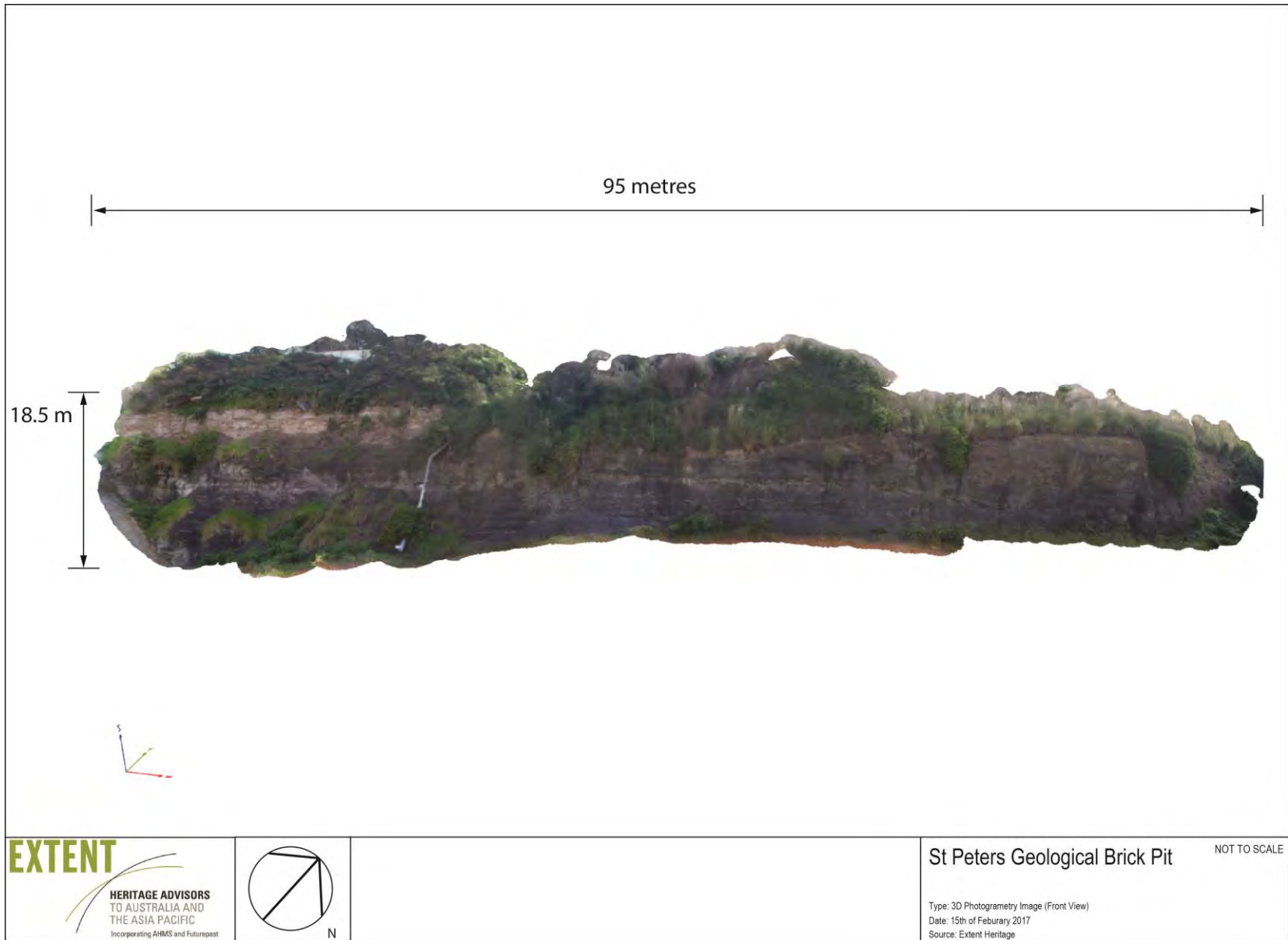






8 MEASURED DRAWINGS







EXTENT
 HERITAGE ADVISORS
 TO AUSTRALIA AND
 THE ASIA PACIFIC
Incorporating AHMS and Futurepest



St Peters Geological Brick Pit

NOT TO SCALE

Type: 3D Photogrammetry Image (Front View)
 Date: 15th of February 2017
 Source: Extent Heritage



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APPENDIX L - ARNCLIFFE CONSTRUCTION IMPACT CORRIDOR

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Arncliffe Construction Impact Corridor

Prepared for Prepared for CPB Dragados Samsung Joint Venture

September 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Arncliffe Construction Impact Corridor - Heritage and Contributory Item Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
[Redacted]	12.10.16	1.0 Draft	[Redacted]	13.10.16
[Redacted]	17.10.16	2.0 Final	[Redacted]	18.10.16

TE NAME:
[Redacted]

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1. Introduction

1.1 Brief

In 2016, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report of the general area around the proposed Arncliffe construction impact corridor which contains a number of heritage items. The purpose of the report is to record the current state of the area prior to WestConnex Stage 2 works. This report serves as a permanent record of the place prior to that work being undertaken.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the proponent must complete the archival recordings, including photographic recording of the heritage item, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the proponent must submit a **heritage contributory item archival recording and research report** containing the archival and photographic recordings and historical research, to the Department, the Heritage Council of NSW, the local library, and the local historical society in the respective local government area(s).*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The area was inspected and photographed by [REDACTED] on the 25th August 2016. The inspection was undertaken as a visual study only. As the Western Outfall Sewer (SHR Item #01647) and Southern and Western Outfall Sewer (SHR Item #4572728) are located below ground level, they have been excluded from the archival recording.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members of EXTENT Heritage Pty Ltd have prepared this report:



Senior Associate
Heritage Advisor
Heritage Advisor

1.5 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

The study area includes a large section of Arncliffe, including the residential/commercial area west of the railway line, residential area east of the railway line and the Arncliffe golf course. The general area of the photographic archival recording has been shown below in Figures 1 and 2, with the specific heritage items of interest identified in Figures 3 and 4.

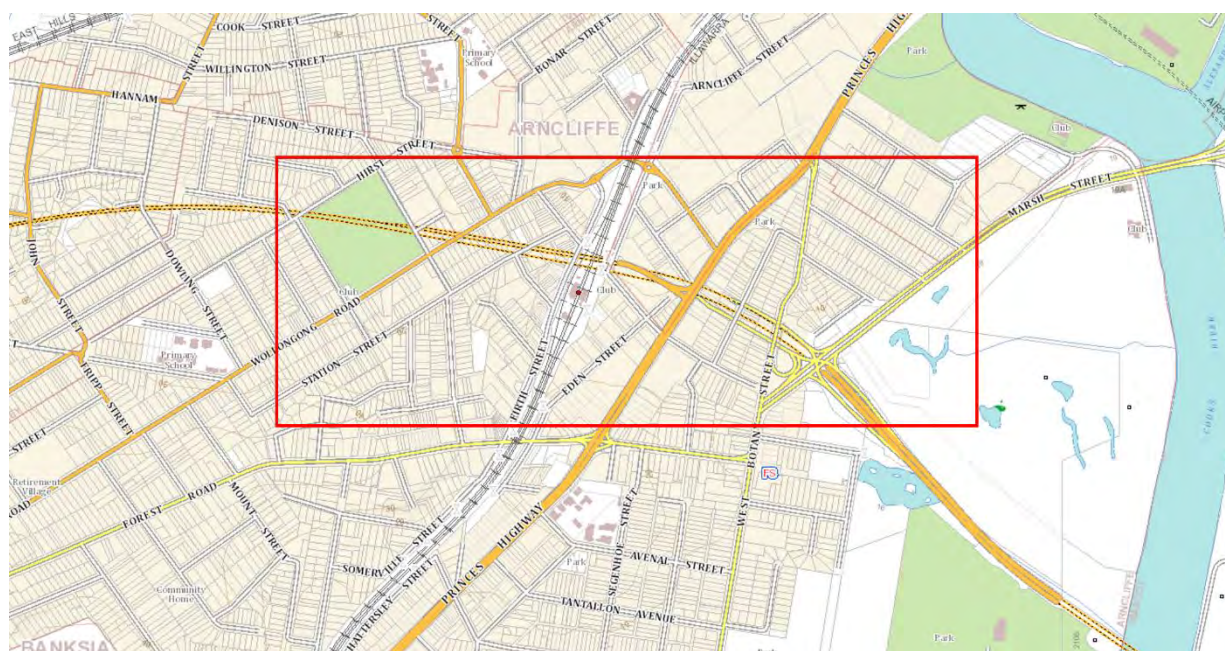


Figure 1. Map indicating location of study area outlined in red (Source: LPI SIX Maps Viewer, accessed 08.09.16).



Figure 2. Aerial view with study area outlined in red (Source: LPI SIX Maps Viewer, accessed 08.09.16)



Figure 3. Rockdale LEP heritage map showing local heritage items, outlined in red, photographed as part of this study (Source: Rockdale LEP Heritage Map Sheet HER_003).

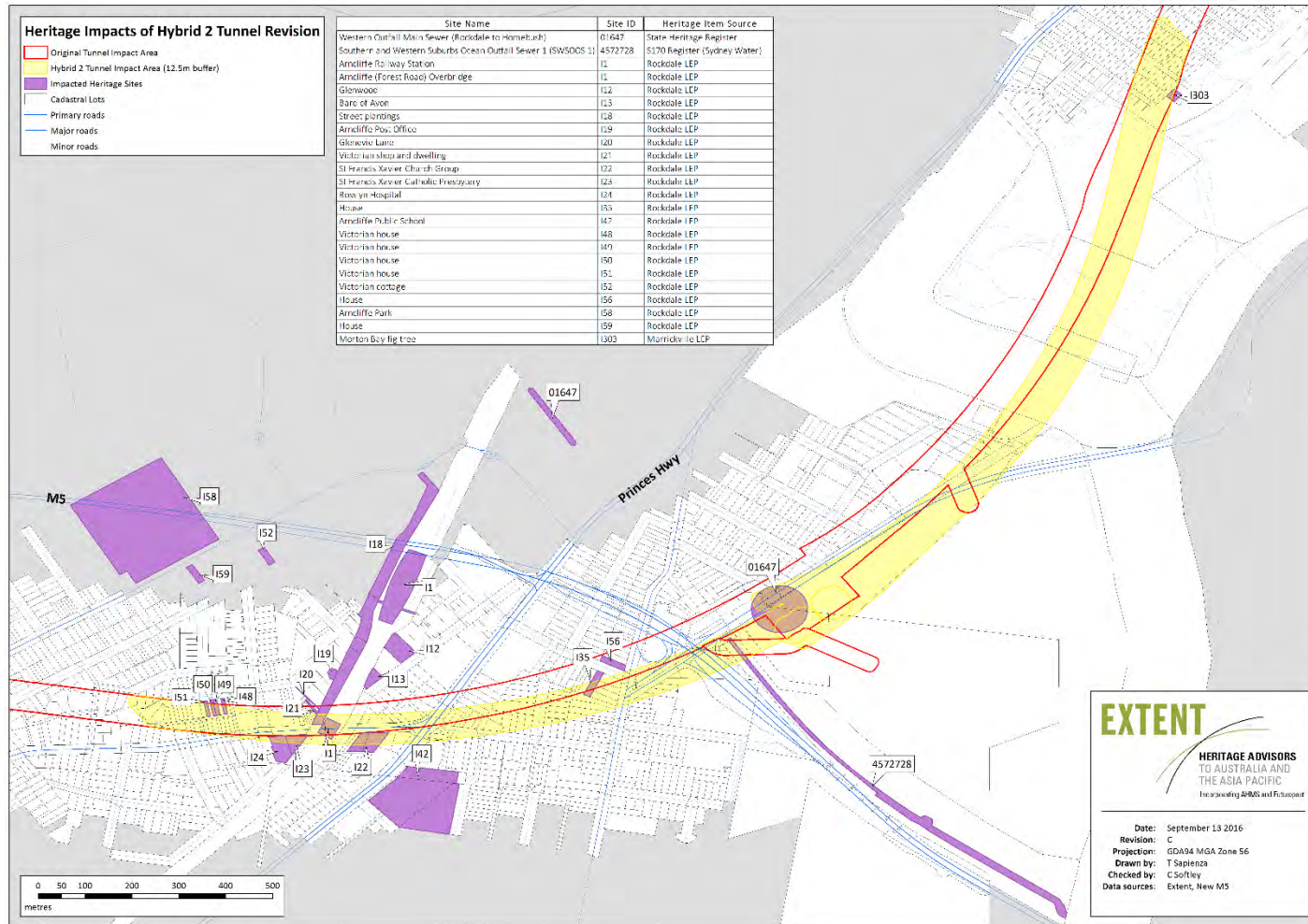


Figure 4. Heritage items in the immediate vicinity of the proposed Hybrid 2 Tunnel for the WestConnex Stage 2 works, including State listed heritage items (Source: Extent Heritage, created September 2016)

3. Historical Context

The following history is summarised from *Sydney and Suburbs a History and Description* entry for Rockdale, by Brian and Barbara Kennedy. It is not intended to provide an exhaustive history of Arncliffe, but rather a historical overview for the purpose of defining the historical character of the region.

Although the northern shoreline of Botany Bay was marked as an appropriate site for settlement by Cook in 1770, when Philip arrived in 1787 the region was considered unsuitable and did not see major settlement for several more decades. Just who the first settlers of the Northern Botany Bay area are is a contentious issue, various hunting groups and malcontents resided there for many years, but due to the swampy conditions of the land to the immediate north, the Botany area was largely inaccessible.

In 1828 Governor Brisbane granted lots of land in the region to Alexander Brodie Spark and David Hannan. Spark took up residence at his estate on the southern side of Cook River and there constructed a substantial sandstone residence which he named Tempe, later providing the name for the region. Likewise, a few months later, Hannan took up his own his own grant and named it Arncliffe, supposedly after the small village in Yorkshire from which he was born.

The 1839 Cooks River dam was the first major infrastructure program in the region and facilitated the building of a substantial road from Sydney through to the region in the form of the Rocky Point Road – also established the same year in 1839. In 1943 access to the region was furthered by the establishment of the Illawarra road. From the effects of the 1840s economic depression, many estates suffered from a devaluation and subsequently resorted to subdivision. These factors lead to a general population increase in the region. By the time Spark died at Tempe House in 1857, a substantial rural village had been established.

Throughout the 1850s and 1860s heavy storms and flooding caused the ruination of the infrastructure responsible for linking the region, including the destruction of the Cook River dam itself. Attempts were made by the NSW government to restore these links, however in effect they were unsuccessful and ultimately triggered residence in the region to resolve the problem independently. In 1870 the residences congregated at the Tempe Family Hotel and there sought to establish a municipality for the region. In 1871 they were successful and by the finish of the year had cut several new main roads and progressed onto restoring the Illawarra and Rocky Point Road.

The New Municipality took the title of West Botany and in the same proclamation also called for the establishment of two wards inside West Botany to take the names and Arncliffe and West Botany. The population of Arncliffe at this time numbered 221 inhabitants. However, in the following decades the ward of Arncliffe saw a disproportionate population dispersal, with a greater number of people choosing to settle outside of the newly bounded ward.

The improvement of infrastructure into West Botany was a persistent ambition of the new municipality and in the 1870s surveying was conducted to create the Illawarra locomotive line.

The first station for West Botany was placed at Arncliffe. This line when it was opened in 1884 was generally considered a boon to the region, seeing the institution of a daily mail service. However, during construction many of West Botany's and Arncliffe's roads were once again ruined, this time by the heavy traffic of horse and carts, causing the line's reception to be marred by some degree of ambivalence. Additionally, the arrival of the locomotive to Arncliffe caused the inflation of local goods and led to a further spate of estate subdivision.

In the early twentieth century the municipality began to expand in line with the rest of greater Sydney, changing its name from West Botany to Rockdale and proclaiming a third ward, called Scarborough. In Arncliffe the establishment of a sewerage farm by the government designed to account for the western suburbs caused unbearable living conditions for the inhabitants of Arncliffe. These afflictions included the polluting of the Muddy Creek and Brighton-Le-Sands, and the fouling of the air every time a strong north eastern wind blew. Fortunately, by the 1920 this issue was resolved when the sewerage farm line was extended and the former sewerage park was remodelled as a park.

Post World War 2 the expansion of the Kingsford Smith Airport caused concern for the residents of the Arncliffe. Noise pollution was registered at twice the volume of noise permitted over residential areas adjoining other international air ports. However, this has subsequently been reduced following flight re-routes were established.

4. Significance

To appropriately capture the urban character archived within the area of the Arncliffe Construction Impact Corridor, a table with each heritage item's Statements of Significance has been provided below. These Statements of Significance are drawn from the NSW State Heritage Register listing sheets for each item. Three items did not have listing sheets and have been noted with an "N/A" below.

Item No.	Item Name	LEP	SHR No.	Section 170	Statement of Significance
I1	Arncliffe Railway Station Group	LEP	01076	S170	Arncliffe Railway Station is of State historical significance as an important station on the Illawarra Line demonstrating its development from 1884 to 1925, including the adaptation of two wayside buildings for island use. The Arncliffe Railway Station is of historical significance as one of three remaining stations with 1880s 'second class' brick platform buildings on the Illawarra line, and is one of the best examples of suburban station architecture from the first period of construction on the Illawarra line. The platform buildings are of aesthetic significance, the Platform 1/2 building being an elaborate Victorian Italianate style building with decorative cast iron columns and brackets to awnings, and elaborate detail, the Platform 3/4 building being an 1884 wayside platform building altered in 1923 to an island platform building. The Arncliffe Railway Station 1919 steel footbridge and stairs, the 1923 overhead booking office, and the concrete and brick road overbridge are considered to be good representative examples of their types.
I12	"Glenwood"	LEP			The Victorian villa, originally named "Glenwood" , is significant as part of the original Wickham Estate, and was built in a prominent location on the original Rocky Point Road alignment. The villa is significant as a rare example of a grand, symmetrical house with an unusual captain's walk above the gabled timber entrance and highly unusual timber detailing on the veranda and balcony.
I13	"Bard of Avon"	LEP			The house known as the "Bard of Avon" has historic significance as early evidence of the Wincanton Estate and the late 19th century development of Arncliffe. The Bard of Avon retains the original aesthetic qualities of 19th century Eden Street formerly Rocky Point Road, and Arncliffe. The building is a good representative example of a two storey late Victorian house in Rockdale.

Item No.	Item Name	LEP	SHR No.	Section 170	Statement of Significance
I18	Street Plantings	LEP			The Fig trees in Firth Street are historically significant as early evidence of the beautification program of public streets in the early twentieth century. The Fig trees and Brushbox trees are aesthetically significant as contributing to the amenity of the Arncliffe shopping centre. The large Fig trees are uncommon in the Rockdale area.
I20	Glenevie Lane	LEP			Glenevie Lane is historically significant as a lane connecting an urban network of streets with Firth Street and Arncliffe Railway Station. The lane is historically associated with Thomas Firth, an engineer with the Department of Railroads when the Illawarra Railway line was built. Firth Street was named after him and Glenevie Lane was named after his home "Glenevie" adjacent to the lane.
I21	Victorian shop and dwelling	LEP			The shop and dwelling are significant historically as evidence of the economic growth of the district at the beginning of the 19th century. The building is physical evidence of the half a century of use as a grocery shop servicing the growing population in the district which accompanied the improved railway access. The building is aesthetically significant as part of a group of nine defining the corner of Forest Road and Firth Street in the Arncliffe shopping centre. The building with the shop and dwelling above is representative of strip commercial development in Rockdale in the early 20th century.
I22	St Francis Xavier Church group	LEP			St Francis Xavier Church group has high level of aesthetically significance for its architectural excellence and for its landmark qualities. St Francis Xavier Church is an excellent example of ecclesiastical design from the inter-war period, demonstrating Romanesque characteristics. St Francis Xavier Church group are historically significant as part of the early 20th century development of Arncliffe and the inter-war period. The Church group of buildings is representative of the growth of Catholicism and reflects the overall historical development of Arncliffe.
I23	St Francis Xavier Catholic Presbytery	LEP			St Francis Xavier Catholic Presbytery is historically significant as part of the early development of the northern end of Forest Road. St Francis Xavier Catholic Presbytery is aesthetically significant as a late 19th century villa on the ridge of Forest Road providing evidence of the original 19th century character of Forest Road and Arncliffe. The building has historical association with William Robson and with the Roman Catholic Church. St Francis Xavier Catholic Presbytery is a good representative example of a Victorian villa in Rockdale.

Item No.	Item Name	LEP	SHR No.	Section 170	Statement of Significance
I28	"Coburra"	LEP			The house known as Coburra, or Goburra as it was originally known, is representative of the aspirations of the merchant class and new wealthy of Arncliffe. The building has association with Theodore Williams, owner of the Reliance Knitting Company who was a pioneer in the manufacture of knitted goods in Australia', supplying the defence department with knitted goods for the AIF during WWI. Williams and his family lived at Goburra until 1946. This dwelling is aesthetically significant as a large Federation detached cottage that makes a contribution to the streetscape of Forest Road. The building has important aesthetic references to Australian themes which were becoming popular in the Federation period such as the motif of the kookaburra on the front gable end. The building is a fine example of a villa built for a gentleman and his family on a large parcel of land in Federation era Rockdale.
I35	Victorian Terrace	LEP			This Victorian house was one of the first built in Mitchell Street as part of the 1885 Grand View Estate. It provides physical evidence of the historic development of the Arncliffe area at the end of the 19th century. The house makes an aesthetically positive contribution to the setting of Arncliffe Park. The building is a good representative example of a Victorian semi-detached house.
I48	Victorian House	LEP			N/A
I49	Victorian house	LEP			N/A
I50	Victorian house	LEP			N/A
I51	Victorian semi-detached dwelling	LEP			The house at 20 Stanley Street, Arncliffe forms part of a rare group of eight semi-detached Victorian houses and sits in a prominent hillside location near the Forest Road ridgeline. The house provides evidence of the early development of the Bardens Estate of 1895. The building is a good representative example of a Victorian semi-detached house.
I56	House	LEP			This highly intact building at 73 West Botany Street has aesthetic value due to its integrity as a Victorian house. Its location in the context of other Victorian houses in Kyle Street add to its value both aesthetically and historically. The house is historically significant as one of the remaining houses which formed the village of West Botany.
I58	Arncliffe Park and monument	LEP			Arncliffe Park is significant as the site of a 19th century Chinese market garden, and as a project used a part of the Depression era Relief Works. Arncliffe Park is significant as one of two examples, along with Seaview Park, of a rare piece of urban design based on the late 19th century "village green" style of English civic design in Rockdale and in Sydney.

Item No.	Item Name	LEP	SHR No.	Section 170	Statement of Significance
159	House				The house is historically significant as part of a small number of dwellings built along Wollongong Road at the end of the 19th century. The house has aesthetic and historic significance contributing to the character of Wollongong Road, one of Rockdale's most historic streets. The building is representative of housing types built at the beginning of the twentieth century in the Rockdale area.

5. Photographic Recording Sheet

ARNCLIFFE CONSTRUCTION IMPACT CORRIDOR	
Photographers:	██████████
Date:	23 August 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording of the area and associated heritage items prior to the WestConnex Stage 2 works.





Image No.	Direction	Details	Thumbnail
001_ARNCLIFFE_2016	E	Looking towards the entrance to Arncliffe Station from Firth Street.	
002_ARNCLIFFE_2016	NE	View looking towards Arncliffe Station from Firth Street.	
003_ARNCLIFFE_2016	N	View north up Firth Street.	
004_ARNCLIFFE_2016	E	View looking towards Arncliffe Station from Firth Street.	








Image No.	Direction	Details	Thumbnail
005_ARNCLIFFE_2016	N	View north up Firth Street.	
006_ARNCLIFFE_2016	SE	View towards Arncliffe Station.	
007_ARNCLIFFE_2016	N	View north up Firth Street.	
008_ARNCLIFFE_2016	N	View north up Firth Street.	
009_ARNCLIFFE_2016	N	View south along Firth Street.	
010_ARNCLIFFE_2016	S	View south along Firth Street.	
011_ARNCLIFFE_2016	S	View south along Firth Street.	



Image No.	Direction	Details	Thumbnail
012_ARNCLIFFE_2016	W	View of 19-20 Firth Street	
013_ARNCLIFFE_2016	E	Detail of Arncliffe Station	
014_ARNCLIFFE_2016	NE	Detail of Arncliffe Station	
015_ARNCLIFFE_2016	SE	Detail of Arncliffe Station	
016_ARNCLIFFE_2016	W	Detail of 15 Firth Street, the Arncliffe Station Pharmacy	
017_ARNCLIFFE_2016	S	View south along Firth Street, showing Belmore Street to the right	
018_ARNCLIFFE_2016	W	View west up Belmore Street	

Image No.	Direction	Details	Thumbnail
019_ARNCLIFFE_2016	W	View west up Belmore Street	
020_ARNCLIFFE_2016	N	View north along Firth Street	
021_ARNCLIFFE_2016	W	Detail of commercial premises at 18-25 Firth Street	
022_ARNCLIFFE_2016	W	Detail of commercial premises at 22-25 Firth Street	
023_ARNCLIFFE_2016	S	View south along Firth Street	
024_ARNCLIFFE_2016	E	Overview of southern side of Arncliffe Station	
025_ARNCLIFFE_2016	W	Detail of commercial premises at 26-28 Firth Street	








Image No.	Direction	Details	Thumbnail
026_ARNCLIFFE_2016	NW	Detail of commercial premises at 26-28 Firth Street	
027_ARNCLIFFE_2016	W	Detail of 30 Firth Street on the corner of Queen Street	
028_ARNCLIFFE_2016	W	View west along Queen Street	
029_ARNCLIFFE_2016	S	View south along Firth Street	
030_ARNCLIFFE_2016	NE	Overview of railway line south of Arncliffe Station	
031_ARNCLIFFE_2016	SE	Overview of railway line south of Arncliffe Station	
032_ARNCLIFFE_2016	W	Detail of Arncliffe Post Office at 35 Firth Street	

Image No.	Direction	Details	Thumbnail
033_ARNCLIFFE_2016	SW	Overview of commercial premises at 33-44 Firth Street	
034_ARNCLIFFE_2016	SW	Detail of commercial premises at 33-44 Firth Street	
035_ARNCLIFFE_2016	W	Detail of commercial premises at 33-44 Firth Street	
036_ARNCLIFFE_2016	W	Detail of commercial premises at 33-44 Firth Street	
037_ARNCLIFFE_2016	N	View north along Firth Street from Forest Road	
038_ARNCLIFFE_2016	E	View along Forest Road towards St Francis Xavier Church Group	
039_ARNCLIFFE_2016	E	View along Forest Road towards St Francis Xavier Church Group	



Image No.	Direction	Details	Thumbnail
040_ARNCLIFFE_2016	E	View along Forest Road towards St Francis Xavier Church Group, showing roadway over railway line	
041_ARNCLIFFE_2016	S	View towards St Francis Xavier Catholic Prebytery at 26 Forest Road	
042_ARNCLIFFE_2016	E	View along Forest Road towards St Francis Xavier Church Group	
043_ARNCLIFFE_2016	S	View towards St Francis Xavier Catholic Presbytery at 32 Forest Road	
044_ARNCLIFFE_2016	S	Detail of former Rosslyn Hospital at 32 Forest Road	
045_ARNCLIFFE_2016	E	View along Forest Road towards St Francis Xavier Church Group	
046_ARNCLIFFE_2016	N	View north along Firth Street	


Image No.	Direction	Details	Thumbnail
047_ARNCLIFFE_2016	N	Detail of front boundary fence at 43 Firth Street	
048_ARNCLIFFE_2016	N	View north along Firth Street towards Arncliffe Post Office	
049_ARNCLIFFE_2016	N	View north along Firth Street towards Arncliffe Post Office	
050_ARNCLIFFE_2016	W	View west towards substation at 37A Firth Street	
051_ARNCLIFFE_2016	N	View north along Firth Street	
052_ARNCLIFFE_2016	N	View north along Firth Street	
053_ARNCLIFFE_2016	NW	View along Belmont Street	

Image No.	Direction	Details	Thumbnail
054_ARNCLIFFE_2016	SE	View south east towards 14-16 Stanley Street	
055_ARNCLIFFE_2016	S	View south east towards 14-16 Stanley Street	
056_ARNCLIFFE_2016	S	View south towards 18-20 Stanley Street	
057_ARNCLIFFE_2016	S	View south towards 22-24 Stanley Street	
058_ARNCLIFFE_2016	SW	View south west towards 26-28 Stanley Street	
059_ARNCLIFFE_2016	S	View south towards 26-28 Stanley Street	
060_ARNCLIFFE_2016	N	View north along Union Street	





Image No.	Direction	Details	Thumbnail
061_ARNCLIFFE_2016	N	View north along Union Street	
062_ARNCLIFFE_2016	N	View north along Union Street	
063_ARNCLIFFE_2016	W	View west along Station Street	
064_ARNCLIFFE_2016	N	View north towards 39 Station Street	
065_ARNCLIFFE_2016	E	View east along Station Street	
066_ARNCLIFFE_2016	S	View south towards 30 Station Street	
067_ARNCLIFFE_2016	S	View south towards 32 Station Street	








Image No.	Direction	Details	Thumbnail
068_ARNCLIFFE_2016	S	View south towards 78 Wollongong Road	
069_ARNCLIFFE_2016	N	View north towards Arncliffe Park from Wollongong Road	
070_ARNCLIFFE_2016	W	View west along edge of Arncliffe Park from Wollongong Road	
071_ARNCLIFFE_2016	N	View north into Arncliffe Park	
072_ARNCLIFFE_2016	E	View east along edge of Arncliffe Park from Wollongong Road	
073_ARNCLIFFE_2016	S	View south towards 78 Wollongong Road	
074_ARNCLIFFE_2016	SW	View south west along Wollongong Road	

Image No.	Direction	Details	Thumbnail
075_ARNCLIFFE_2016	SE	View south east along Wollongong Road	
076_ARNCLIFFE_2016	E	View east along edge of Arncliffe Park from Wollongong Road	
077_ARNCLIFFE_2016	W	View west towards 39 Eden Street, named 'Bard of Avon'	
078_ARNCLIFFE_2016	W	View west on Eden Street	
079_ARNCLIFFE_2016	NW	View north west towards façade of 39 Eden Street, named 'Bard of Avon'	
080_ARNCLIFFE_2016	S	View of rear of 39 Eden Street	
081_ARNCLIFFE_2016	S	View south along Eden Street	








Image No.	Direction	Details	Thumbnail
082_ARNCLIFFE_2016	W	Front façade of 27 Eden Street, named 'Glenwood'	
083_ARNCLIFFE_2016	W	Front façade of 27 Eden Street, named 'Glenwood'	
084_ARNCLIFFE_2016	W	Front façade of 27 Eden Street, named 'Glenwood'	
085_ARNCLIFFE_2016	N	View north along Eden Street	
086_ARNCLIFFE_2016	W	View west towards, 27 Eden Street	
087_ARNCLIFFE_2016	W	View west towards, 27 Eden Street	
088_ARNCLIFFE_2016	NW	View north west along Eden Street	


Image No.	Direction	Details	Thumbnail
089_ARNCLIFFE_2016	W	Front façade of 27 Eden Street, named 'Glenwood'	
090_ARNCLIFFE_2016	S	View south along Eden Street, showing 54 Eden Street to the left.	
091_ARNCLIFFE_2016	S	View south along Eden Street	
092_ARNCLIFFE_2016	NW	View north west along Kyle Street	
093_ARNCLIFFE_2016	W	Front façade of 73 W Botany Street	
094_ARNCLIFFE_2016	W	Front façade of 73 W Botany Street	
095_ARNCLIFFE_2016	N	View north along W Botany Street	

Image No.	Direction	Details	Thumbnail
096_ARNCLIFFE_2016	S	View south along W Botany Street	
097_ARNCLIFFE_2016	S	View towards 31 Kyle Street	
098_ARNCLIFFE_2016	S	View towards 31 Kyle Street	
099_ARNCLIFFE_2016	S	View towards 31 Kyle Street	
100_ARNCLIFFE_2016	NW	View north west along Kyle Street	
101_ARNCLIFFE_2016	NW	View north west along Kyle Street	
102_ARNCLIFFE_2016	SE	View south east along Kyle Street	

6. Photographic Proof Sheets

Arncliffe Construction Impact Corridor, Arncliffe
Archival Photographic Recording - 2016 - Photographer [REDACTED]



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040_ARNCLIFFE_2016
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Arncliffe Construction Impact Corridor, Arncliffe
Archival Photographic Recording - 2016 - Photographs



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Arncliffe Construction Impact Corridor, Arncliffe
Archival Photographic Recording - 2016 - Photographer: [REDACTED]



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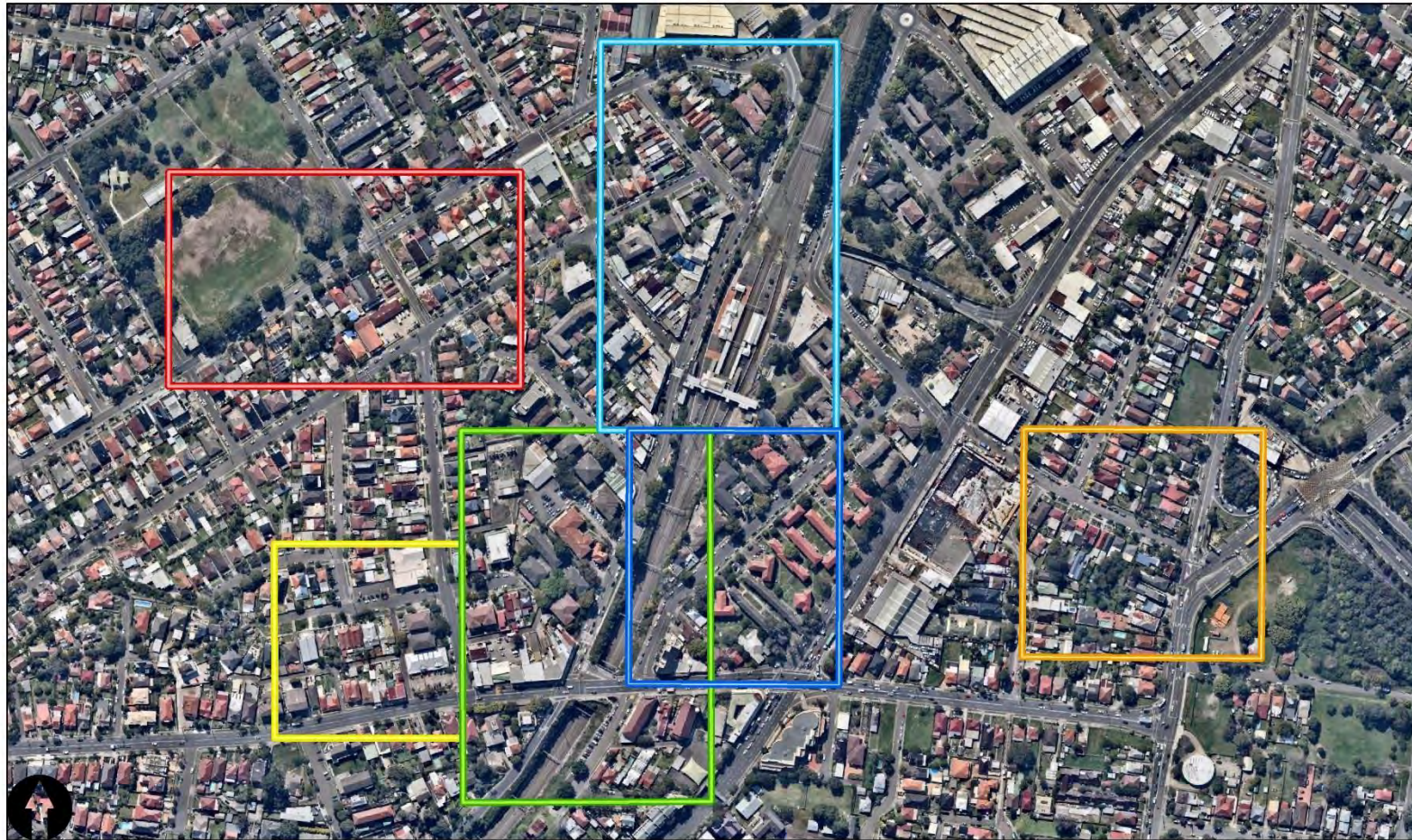


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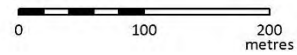
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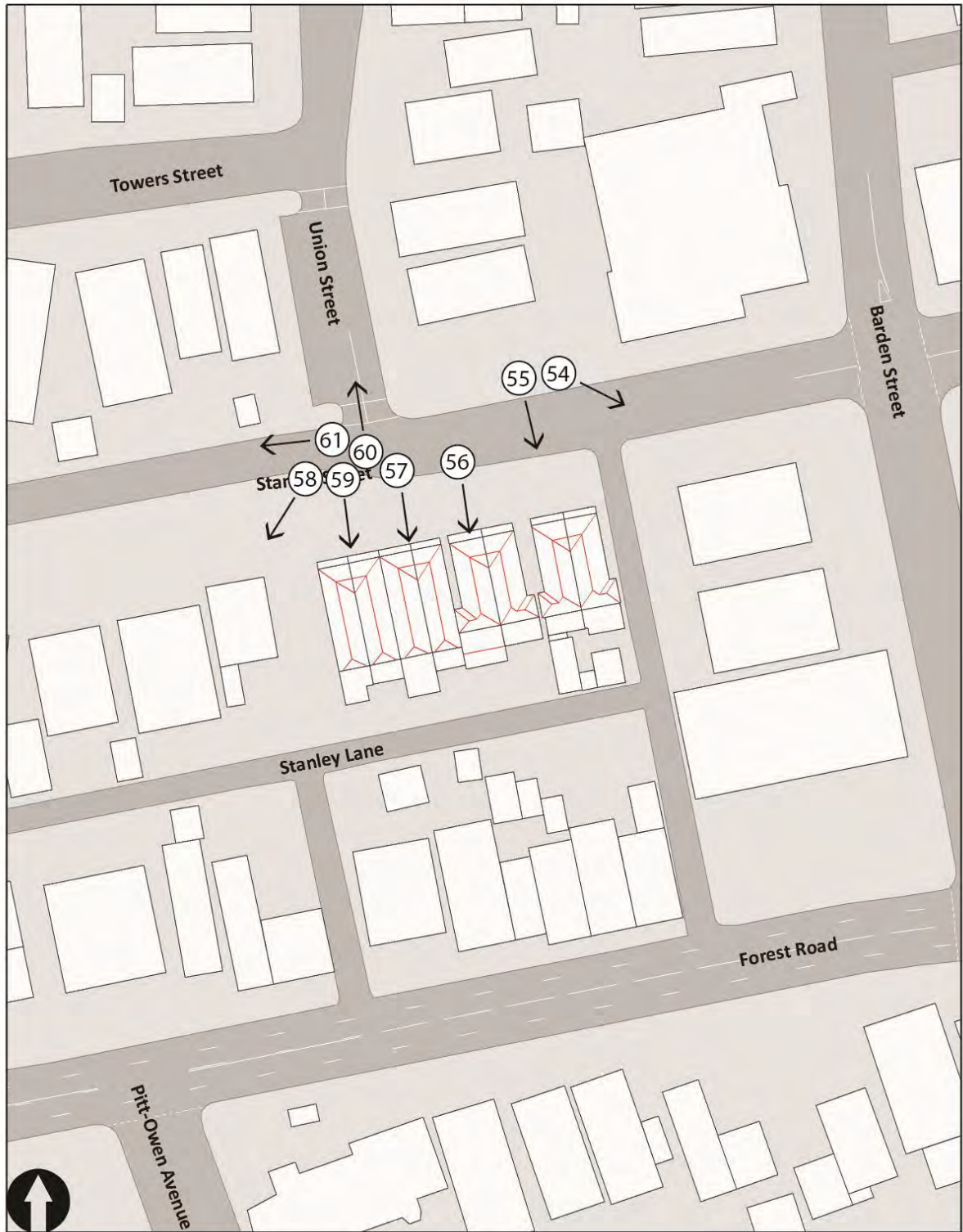
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Arncliffe Detail Plan Areas

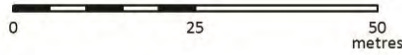
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- P1
- P3
- L2
- P2
- P4





Arnccliffe Detail Plan P1

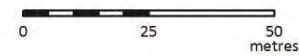
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- Structures
- Roads

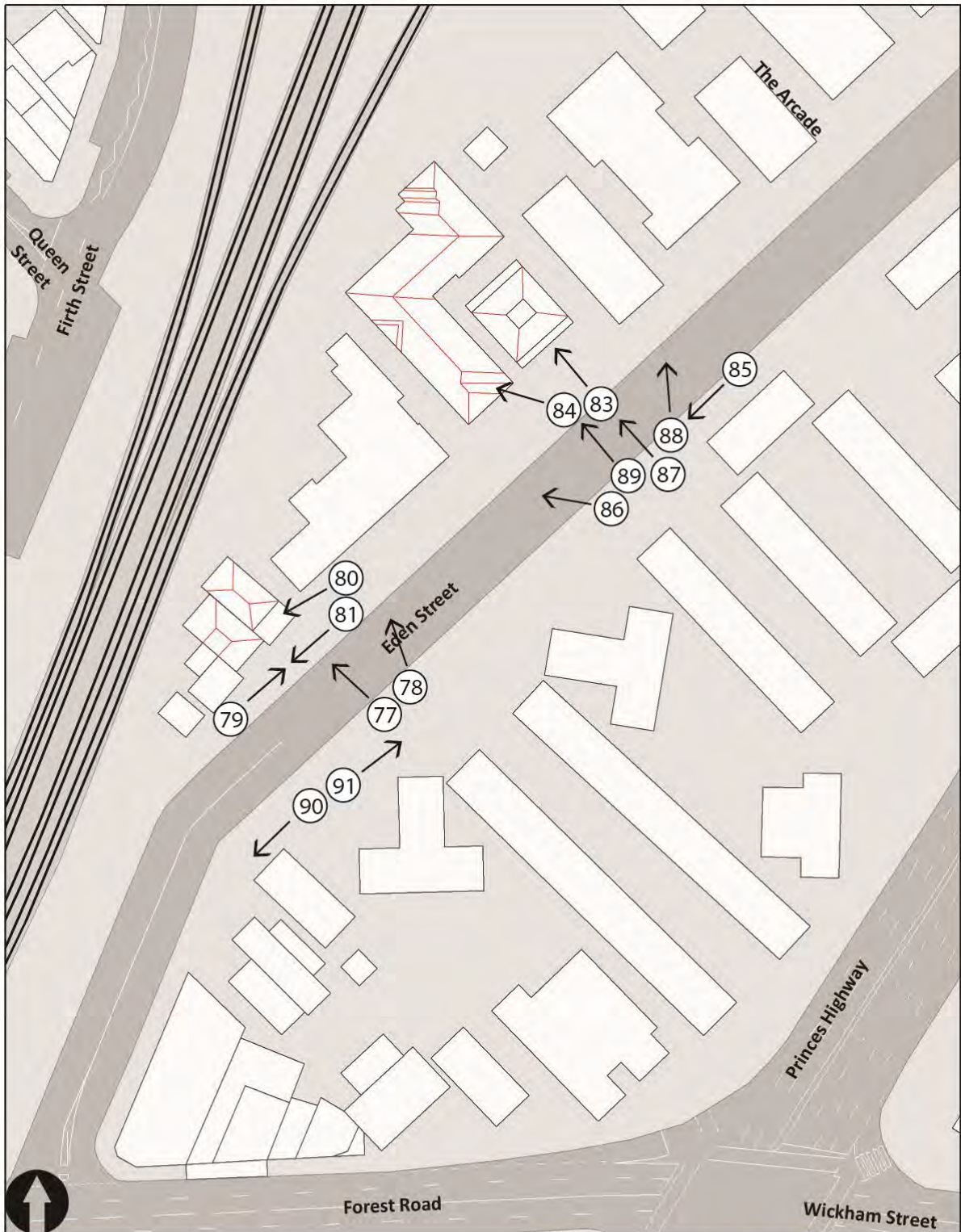









Arncliffe Detail Plan L1

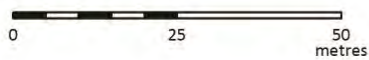
- | | | | |
|---|----------------------|---|------------|
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|  | Rooflines |  | Footpaths |
|  | Parks and greenspace |  | Roads |





Arncliffe Detail Plan P4

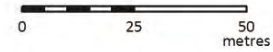
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-  Rooflines
-  Railway tracks
-  Structures
-  Roads





Arncliffe Detail Plan L2

- Rooflines
- Parks and greenspace
- Structures
- Roads



8. Bibliography

Brian Kennedy; Barbara Kennedy (1982), *Sydney and Suburbs A History and Description*, published by AH & AW Reed Pty Ltd.

NSW Office of Environment and Heritage, SHI Database, heritage listing sheet for each heritage item identified in this report,

<http://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx>

APPENDIX M - BEXLEY AND KINGSGROVE HERITAGE CONSERVATION AREAS

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

North Bexley and West Kingsgrove Heritage
Conservation Areas

Prepared for Prepared for CPB Dragados Samsung Joint Venture

September 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Heritage and Contributory Item Archival Recording and Research Report

SITE NAME: Bexley North and Kingsgrove West Heritage Conservation Areas – Heritage Conservation Area

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
[Redacted]	12.10.16	1.0 Draft	[Redacted]	13.10.16
[Redacted]	17.10.16	2.0	[Redacted]	18.10.16
[Redacted]	01.09.18	2.0 Final	[Redacted]	01.09.18

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1. Introduction

1.1 Brief

In 2016, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage Conservation Area and Heritage and Contributory Item Archival Recording and Research Report for the North Bexley Heritage Conservation Area and Kingsgrove West Heritage Conservation Area. This process is being conducted in the context of the proximity of the sites to:

- Clemton Park Urban Conservation Area, in the context of Bexley North
- Pallamanna Parade Urban Conservation Area and Kingsgrove East Urban Conservation Area, in the context of Kingsgrove West

Each one of these HCA's has been deemed a sensitive site by the non-statutory Register of the National Estate (now archived). The purpose of the report is to record the current state of the sites prior to their modification for the WestConnex New M5 project. This report serves as a permanent record of those places prior to that work being undertaken.

This Archival Recording is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the proponent must complete the archival recordings, including photographic recording of the heritage item, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the proponent must submit a **heritage contributory item archival recording and research report** containing the archival and photographic recordings and historical research, to the Department, the Heritage Council of NSW, the local library, and the local historical society in the respective local government area(s).*

This Archival Recording is in fulfilment of the conditions of consent for the WestConnex Stage 2 new M5, specifically D38:

The proponent must complete archival recordings for any impacted part of the heritage conservation area prior to the commencement of construction within a respective heritage conservation area. Consultation with the Heritage Council of NSW (or its delegate) and the relevant council is to be carried out to determine the objectives and approaches to the archival recording. The archival recording of heritage conservation areas is to include, but not be limited to: (a) comprehensive photographic recording of buildings, structures, open spaces, public realm, architecture, urban design, landscaping and streetscapes; (b) surveying and mapping of land use arrangements, street patterns and layouts, subdivision layouts, landscape design and street tree plantings; and (c) any other feasible recording

*requested and agreed to following consultation with the aforementioned stakeholders. The archival recording of heritage conservation areas must be undertaken by a qualified and experienced heritage consultant, and should be undertaken in a manner generally reflective of the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **heritage conservation area archival recording and research report**, for each relevant heritage conservation area, containing the archival and photographic recordings, mapping and historical research, to the Department, the Heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The heritage conservation areas were inspected and photographed by [REDACTED] on the 17 May 2016. Additional photographs of Kingsgrove were photographed by [REDACTED] and [REDACTED] on the 8 June 2017. The inspections were undertaken as visual studies only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the sites.

1.4 Authorship

The following staff members of EXTENT Heritage Pty Ltd have prepared this report:

[REDACTED]

Senior Associate
Heritage Advisor
Heritage Advisor

1.5 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Bexley North

The subject area in Bexley North include a series of compounds labelled C4, C5, C6 by the City of Sydney WestConnex New M5 Environmental Impact Statement, however as a part of the same project, all are treated as a whole. In totally, the subject area occupies land legally defined as Lot 9-18, DP1069225; Lot 1-7, DP1070237; and Lot 1, DP123743.

Section C4 is located to the north of the M5. It is bounded to the north-east by Bexley Road, while to the south it is bounded by a short footpath connecting Bexley to Flat Rock Rd. To the north-east it is bounded by residential dwellings from Flatrock Rd and Jones Ave, while on the northern edge it is bounded by Poole Street. Section C5 is located to the south of the M5. It is curtailed by Wolli Creek to the south and south-east, while to the north it follows the boundary of the Kingsgrove Avenue Reserve footpath. To the east it is bounded by Bexley Rd. Section 6 is located above the M5 tunnel. To the south-east it is bounded by Wolli Creek, while to the northeast it is curtailed by residential dwellings on Johnston St and Wolli Ave. To the east it is bounded by Wolli Ave while to the south-east it is restricted by walkways and a pedestrian overpass, beyond which lays Bexley road.

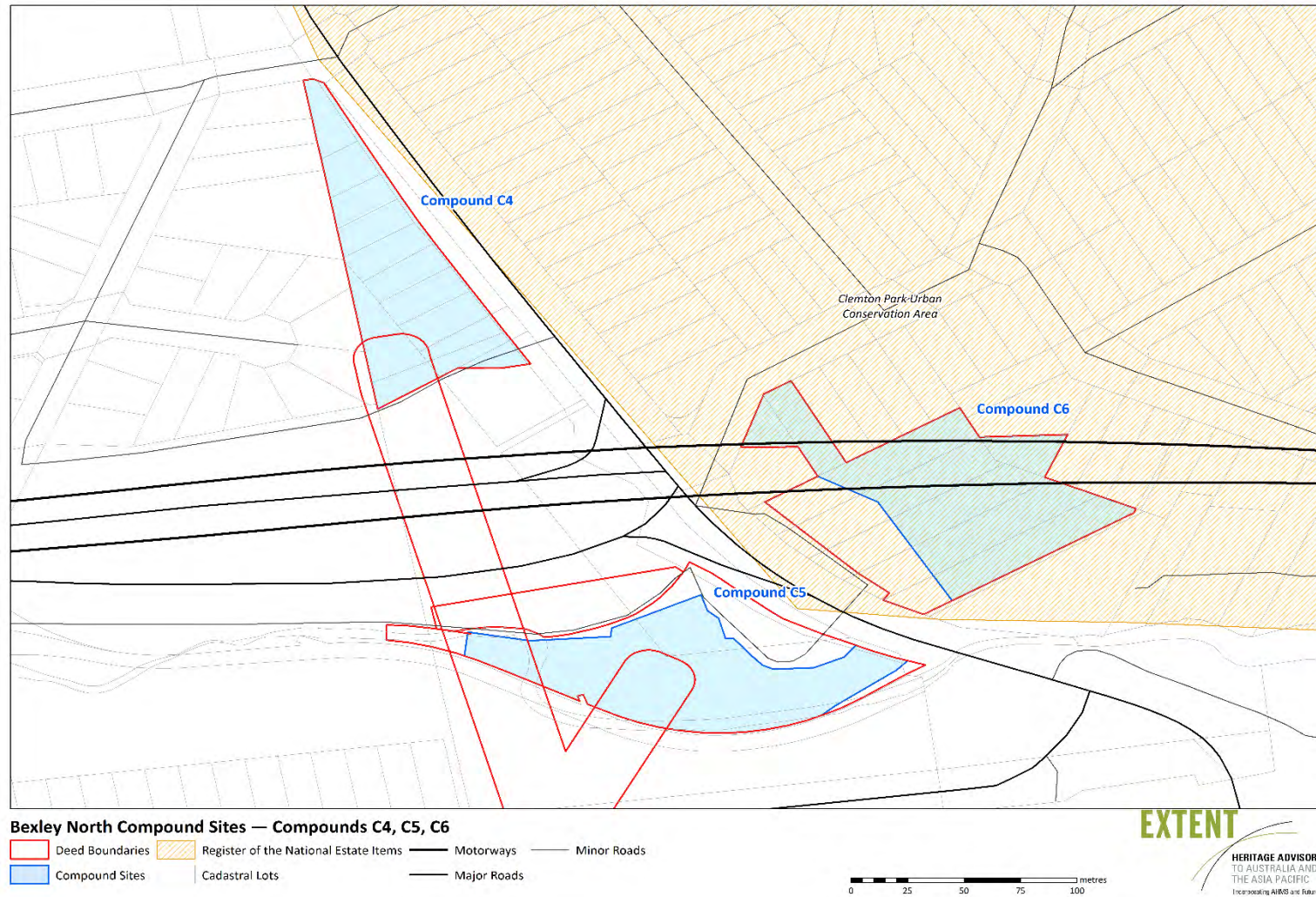


Figure 1: Rockdale LEP heritage map showing local heritage items, outlined in red, photographed as part of this study (Source: Rockdale LEP Heritage Map Sheet HER_003).

2.2 Kingsgrove West

The subject area in Kingsgrove West include a series of compounds labelled C1, C2, C3 by the WestConnex New M5 Environmental Impact Statement, however as a part of the same project, all are located within Kingsgrove West and so shall be treated as a whole. In totally, it is known as:

- Lot 3-11 DP1038625;
- Lot 46, 713, 714 of DP 13496;
- Lot 1-2, of DP1077303,
- Lot 1, 2, 5, 6, 7, 14, 15, 16, 18, 19, 20, 55, 83, 84 of DP1077303;
- Lot 183, 184, 185, 186 DP14705;
- Lot 1, 2 DP566805;
- Lot 201, DP1030293;
- Lot 5,6, DP1079064, and
- Lot 1, DP1177674.

Straddling both sides of the M5 East in the Kingsgrove suburb, Beverly Grove Park curtails the residential dwellings of Rosebank Avenue, Armitree Street and Glamis Street on its northern side. To the south and east it curtails industrial buildings on The Crescent, Garima Circuit and Vanessa Street. To the west it borders the Kingsgrove Canterbury Golf course while the south-western side of the park is cornered by Tallawalla street.

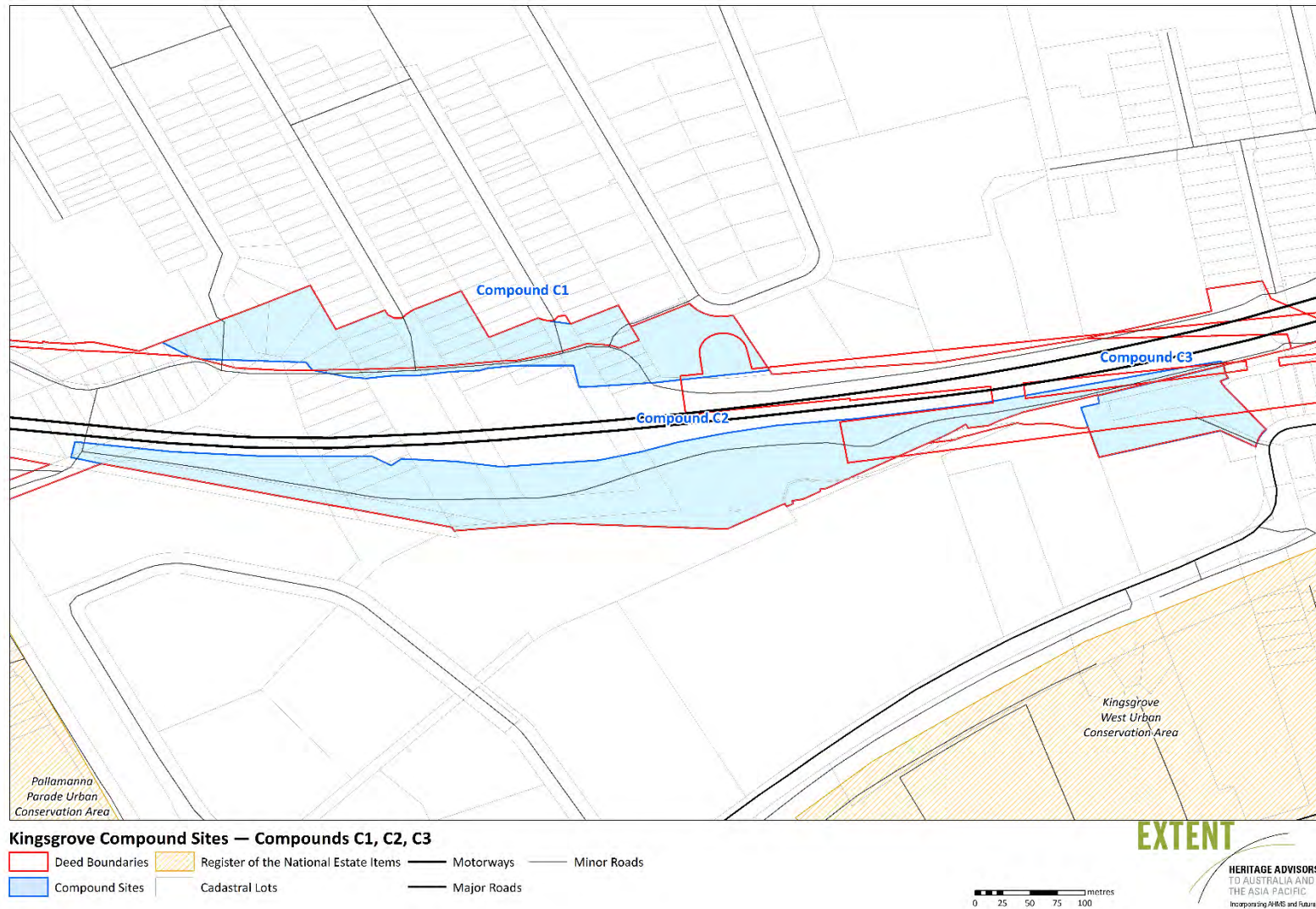


Figure 2: Map indicating location of Beverly Grove Park.

3. Historical Context

3.1 Bexley North

This history is presented with the intention of providing a context to the Urban Conservation Area of Clemton Park, for the purpose of placing into perspective the impact of works on the sites outlined above. This brief historical summary is sourced from the Register of the National Estate, in the Australian Government Department of the Environment, Australian Heritage Database.

Much of Canterbury depended on road transport and settlement was encouraged by the extension of the tramway from Huristone Park to Canterbury in 1921 and from Undercliffe to Earlwood three years later. But Canterbury's greatest growth occurred in the late 1920s with a 'spectacular surge of building' mainly brick cottages and bungalows on subdivisions created before 1919 around the villages of Canterbury, Belmore and Lakemba. Similar growth occurred in parts of Wylie Park and Punchbowl with access to the railway where the houses were mainly timber. This was assisted by the establishment of private motor bus services in the 1920s and the introduction of government feeder buses in 1933. The opening of the East Hills Line in 1931 promoted new subdivisions which were chiefly serviced by the new railway and the tram link to Earlwood which expanded greatly in the 1930s to create 'a highly uniform landscape of brick bungalows.

The War Service Homes Commission was very active in the Canterbury municipality acquiring land previously occupied by sawmills, timberyards, brickpits and tile works and employing its own staff for construction. The Commission built on one estate near the Towers in South Belmore and on the Great Railway Estate, Belfield. Utilising eight different house styles of the type considered ideal for worker accommodation, the latter precinct includes Bazentin, Boronia, Persic and Linda Streets as well as Linda Parade. Distinctive features include roughcast walls with lattice decorations, six-paned windows, low-pitched roof and decorated timber gable. In 1921 the Commission ceased its building activities and subsequently provided funds for construction on the exserviceman's own land.

The interwar period was the time of Canterbury's greatest growth. In the 1920s, together with Bankstown, Canterbury experienced the greatest proportional increase in the Sydney metropolitan area, jointly accounting for one fifth of the population increase. Having reached a total of 37,639 by 1921, Canterbury's population more than doubled in the 1920s to 79,050. A further 20,000 settling there between 1933 and 1947 brought the total to 99,396. Described by Peter Spearritt as a mixed class district, Canterbury's 8,000 plus houses were evenly divided between brick and timber in 1921 and their average price was 869 Pounds in 1928. In Canterbury too, the level of owner occupation was a high 71 per cent, (close to that of Ku-ring-gai) although the depression reduced this to 60 per cent in 1933. By that year, however, brick houses predominated over timber at a ratio of about 12 to 5. Fibro dwellings, which numbered 404 in 1933,

increased to 2,199 by 1947 but, at 16,519 the overwhelming majority of Canterbury's houses were brick. In the same period the number of timber homes increased marginally from 5,131 to 5,494.¹

3.2 Kingsgrove West

This history is presented with the intention of providing a context to the Urban Conservation Area of Clemton Park, and Kingsgrove West Urban Conservation Area for the purpose of placing into perspective the impact of works on the sites outlines above. The information for these two Urban Conservation areas is sourced from the Register of the National Estate, in the Australian Government Department of the Environment, Australian Heritage Database.

The name Hurstville was adopted in 1876 when the public school was erected. Travel to the city relied on coach until the first stage of the Illawarra railway reached Hurstville, opening on 15 October 1884. Rapid subdivision followed and municipality was incorporated in 1887. As soon as it was formed the council arranged for gaslighting in the principal. The Illawarra line was electrified in 1926. A railway link between Tempe and East Hills opened in 1931 led to further development of the Wollli Creek area stretching from Kingsgrove to Herne Bar.

Significant growth of the Hurstville district occurred in the interwar period when suburban infrastructure was improved and gas and water services greatly extended. Electric power was provided from 1923 by the St George County Council, established through collaboration of the councils of Bexley, Hurstville, Kogarah and Rockdale, the first municipal enterprise of this kind in Australia. The year 1923 was also remarkable for the large number of estates subdivided in Hurstville creating the new suburban allotments that ushered in a building boom that peaked in 1927-28.

In the interwar period the population increased from 13,394 in 1921 to 22,663 in 1933 and housing stock almost doubled, rising from 2,975 to 5,431. The 1933 census records that timber houses slightly outnumbered brick (2,585 to 2,400) but only 304 were constructed of fibro. Four years later its council described Hurstville as a modern suburb with no dilapidated buildings or mean class of residence and many attractions which included the health-giving open space provided by the Georges River on its boundary and several parks. Its homes were 75 per cent owner-occupied, a fact demonstrated by its well-kept gardens and lawns. However, Hurstville was poorly served with sewerage at this time, having only 36 per cent of its properties connected. By the census of 1947 there were 33,939 people living in Hurstville and the number of occupied dwellings was 8,684. Of these 4,049 were brick, 2,767 were timber and 1,677 were fibro.²

¹ Department of Environment and Energy, Australian Heritage Database, Bexley, <https://www.environment.gov.au/heritage/publications/australian-heritage-database>, accessed 18.05.16.

² Department of Environment and Energy, Australian Heritage Database, named in listing sheet as 'Kingsgrove West Urban Conservation Area'

4. Photographic Recording Sheet

4.1 Bexley North

BEXLEY HERITAGE CONSERVATION AREA	
Photographers:	██████████
Date:	11 May 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording of the area and associated heritage items prior to the WestConnex Stage 2 works.

Image N	Direction	Details	Thumbnail
001_BEXLEY_HCA_2016	N	Facing north, capturing view of Kingsgrove Avenue Reserve	
002_BEXLEY_HCA_2016	NW	Facing north-west, capturing view of Kingsgrove Avenue Reserve	
003_BEXLEY_HCA_2016	E	Facing East, capturing view of Kingsgrove Avenue Reserve	

<https://www.environment.gov.au/heritage/publications/australian-heritage-database>, accessed 18.05.16.








Image N	Direction	Details	Thumbnail
004_BEXLEY_HCA_2016	NE	Facing north-east, capturing view of Kingsgrove Avenue Reserve	
005_BEXLEY_HCA_2016	NE	Facing north-east, view of Wolli Creek	
006_BEXLEY_HCA_2016	SE	Facing south-east, view of Wolli Creek	
007_BEXLEY_HCA_2016	SW	Facing south-west, view of Kingsgrove Avenue Reserve path	
008_BEXLEY_HCA_2016	SW	Facing south-west, view of Kingsgrove Avenue Reserve path	
009_BEXLEY_HCA_2016	SW	Facing south-west, view of Kingsgrove Avenue Reserve	
010_BEXLEY_HCA_2016	SW	Facing south-west, view of Kingsgrove Avenue Reserve	








Image N	Direction	Details	Thumbnail
011_BEXLEY_HCA_2016	SW	Facing south-west, view of Kingsgrove Avenue Reserve	
012_BEXLEY_HCA_2016	NW	Facing north-west, view of Kingsgrove Avenue Reserve and path	
013_BEXLEY_HCA_2016	W	Facing east, view of Kingsgrove Avenue Reserve and path	
014_BEXLEY_HCA_2016	SE	Facing south-east, view of Kingsgrove Avenue Reserve	
015_BEXLEY_HCA_2016	S	Facing south, view of Kingsgrove Avenue Reserve	
016_BEXLEY_HCA_2016	E	Facing east, view of Kingsgrove Avenue Reserve path	
017_BEXLEY_HCA_2016	SE	Facing south-east, view of Kingsgrove Avenue Reserve	








Image N	Direction	Details	Thumbnail
018_BEXLEY_HCA_2016	SE	Facing south-east, view capturing along the western side of Bexley Road	
019_BEXLEY_HCA_2016	SE	Facing south-east, view across Poole Street onto vacant block	
020_BEXLEY_HCA_2016	SW	Facing south-west, view of Poole Street	
021_BEXLEY_HCA_2016	SE	Facing south-east, view of intersection between Poole Street and Bexley Road	
022_BEXLEY_HCA_2016	SE	Facing south-east, view of vacant block adjacent the western side of Bexley Road	
023_BEXLEY_HCA_2016	W	Facing west, view of vacant block adjacent the western side of Bexley Road	
024_BEXLEY_HCA_2016	E	F Facing east, view from vacant block adjacent the western side of Bexley Road	








Image N	Direction	Details	Thumbnail
025_BEXLEY_HCA_2016	E	Facing east, view from vacant block adjacent the western side of Bexley Road	
026_BEXLEY_HCA_2016	E	Facing east, view from vacant block adjacent the western side of Bexley Road	
027_BEXLEY_HCA_2016	W	Facing west, view of vacant block adjacent the western side of Bexley Road	
028_BEXLEY_HCA_2016	SW	Facing south-west, view of southern edge of vacant block	
029_BEXLEY_HCA_2016	NW	Facing north-west, view of south-eastern edge vacant block	
030_BEXLEY_HCA_2016	N	Facing north, view of vacant block	
031_BEXLEY_HCA_2016	NW	Facing south-west, view of vacant block	








Image N	Direction	Details	Thumbnail
032_BEXLEY_HCA_2016	SW	Facing south-west, view of path connecting Bexley Road and Flat Rock Road	
033_BEXLEY_HCA_2016	NE	Facing north-east, view of path connecting Bexley Road and Flat Rock Road	
034_BEXLEY_HCA_2016	NE	Facing north-east, view of path connecting Bexley road and Flat Rock road	
035_BEXLEY_HCA_2016	NW	Facing north-west, northern view of Bexley Road intersecting with M5	
036_BEXLEY_HCA_2016	SE	Facing south-east, southern view of Bexley Road intersecting with M5	
037_BEXLEY_HCA_2016	NE	Facing north-east, view of Bexley Rod and M5 intersection	
038_BEXLEY_HCA_2016	SE	Facing south-east, view of Bexley Rod and M5 intersection	









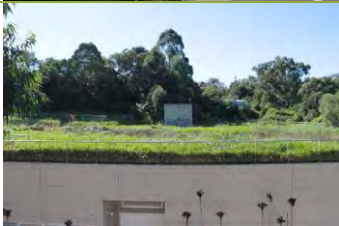



Image N	Direction	Details	Thumbnail
039_BEXLEY_HCA_2016	SE	Facing south-east, view of Bexley Road and Vacant Block on the eastern side of Bexley Road	
040_BEXLEY_HCA_2016	NE	Facing north-east, view of Wolli Avenue	
041_BEXLEY_HCA_2016	SW	Facing south-west, view of Wolli Avenue and vacant block on eastern side of Bexley Road	
042_BEXLEY_HCA_2016	SE	Facing south-east, view of road leading into vacant block	
043_BEXLEY_HCA_2016	NE	Facing north-east, view of Wolli Avenue	
044_BEXLEY_HCA_2016	NE	Facing north-east, view from eastern Bexley Road vacant block	
045_BEXLEY_HCA_2016	E	Facing east, view from eastern Bexley road vacant block	

Image N	Direction	Details	Thumbnail
046_BEXLEY_HCA_2016	SE	Facing south-east view of Bexley road and M5 intersecting	
047_BEXLEY_HCA_2016	NE	Facing north-east, view of vacant block from Bexley Road	
048_BEXLEY_HCA_2016	E	Facing east, view of vacant block from Bexley road	
049_BEXLEY_HCA_2016	SW	Facing south-west, view of Bexley Road from vacant block	
050_BEXLEY_HCA_2016	SW	Facing south-west, view of Woolli Creek	

4.2 Kingsgrove West

KINGSGROVE HERITAGE CONSERVATION AREA	
Photographers:	██████████
Date:	11 May 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording of the area and associated heritage items prior to the WestConnex Stage 2 works.

Image N	Direction	Details	Thumbnail
001_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
002_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	
003_KINGSGROV E_HCA_2016	N	Facing north, view of Glamis Street	
004_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	

Image N	Direction	Details	Thumbnail
005_KINGSGROV E_HCA_2016	N	Facing north, view of Beverly Grove Park	
006_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly grove Park	
007_KINGSGROV E_HCA_2016	N	Facing north, view of Beverly Grove Park	
008_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	
009_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
010_KINGSGROV E_HCA_2016	N	Facing north, view of Beverly Grove Park	
011_KINGSGROV E_HCA_20016	E	Facing east, view of Beverly Grove Park	
012_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	









Image N	Direction	Details	Thumbnail
013_KINGSGROV E_HCA_2016	S	Facing south, view of Beverly Grove Park	
014_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
015_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
016_KINGSGROV E_HCA_2016	NE	Facing north-east, view from path on Beverly park to Armitree Street	
017_KINGSGROV E_HCA_2016	SE	Facing south-east, path in Beverly Grove Park	
018_KINGSGROV E_HCA_2016	N	Facing north, view into Beverly Grove Park from southern side	
019_KINGSGROV E_HCA_2016	NE	Facing north-east, view into Beverly Grove Park from southern side	
020_KINGSGROV E_HCA_2016	NE	Facing north-east, view into Beverly Grove Park from southern side	







Image N	Direction	Details	Thumbnail
021_KINGSGROV E_HCA_2016	NW	Facing north-west, view into Beverly Grove Park from southern side	
022_KINGSGROV E_HCA_2016	NW	Facing north-west, view into Beverly Grove Park from and path from southern side	
023_KINGSGROV E_HCA_2016	SE	Facing south-east, view from Amritree Circuit into Beverly Grove Park	
024_KINGSGROV E_HCA_2016	SW	Facing south-west, view of streetscape adjoining Beverly Grove park paving	
025_KINGSGROV E_HCA_2016	SW	Facing South-west, view of streetscape adjoining Beverly Grove Park paving	
026_KINGSGROV E_HCA_2016	SW	Facing south-west, view of streetscape adjoining Beverly Grove Park	
027_KINGSGROV E_HCA_2016	E	Facing east, view of Armitree circuit streetscape	
028_KINGSGROV E_HCA_2016	E	Facing east, view of Armitree circuit streetscape	

Image N	Direction	Details	Thumbnail
029_KINGSGROVE_HCA_2016	NE	Facing north-east, view of Commercial Road streetscape	
030_KINGSGROVE_HCA_2016	N	Facing north, view of block on the corner of Vanessa Street and Commercial Road	
031_KINGSGROVE_HCA_2016	NE	Facing north-east, view of Tallawalla Street path onto Beverly Grove Park	
032_KINGSGROVE_HCA_2016	N	Facing north, view of M5 motorway underbridge in Beverly Grove Park	
33_KINGSGROVE_HCA_2016	E	Facing east, view of Beverly Grove Park	
034_KINGSGROVE_HCA_2016	E	Facing east, view of Beverly Grove Park	
035_KINGSGROVE_HCA_2016	S	Facing south, view of Beverly Grove Park	
036_KINGSGROVE_HCA_2016	E	Facing east, view of Beverly Grove Park	

Image N	Direction	Details	Thumbnail
037_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
038_KINGSGROV E_HCA_2016	E	Facing east view of Beverly Grove Park	
039_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	
040_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
041_KINGSGROV E_HCA_2016	S	Facing south, view of Beverly Grove Park	
042_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
043_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	
044_KINGSGROV E_HCA_2016	S	Facing south, view of Beverly Grove Park	

Image N	Direction	Details	Thumbnail
045_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
046_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	
047_KINGSGROV E_HCA_2016	E	Facing east, view of Beverly Grove Park	
048_KINGSGROV E_HCA_2016	SE	Facing south-east, view of Beverly Grove Park	
049_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	
050_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly Grove Park	
051_KINGSGROV E_HCA_2016	SW	Facing south-west, view of Beverly Grove Park	
052_KINGSGROV E_HCA_2016	SW	Facing south-west, view of Beverly Grove Park	









Image N	Direction	Details	Thumbnail
053_KINGSGROV E_HCA_2016	W	Facing west, view of Beverly grove park	
054_KINGSGROV E_HCA_2016	NW	Facing north-west, view of Beverly Grove Park up to M5	
055_KINGSGROV E_HCA_2016	SE	Facing south-east, view of Wolli Creek bridge	
056_KINGSGROV E_HCA_2016	SW	Facing south-west, view of Wolli Creek curtilage	
057_KINGSGROV E_HCA_2016	S	Facing south, view of bank and scrub on northern side of Woolli Creek	
058_KINGSGROV E_HCA_2016	NE	Facing north-east, view of M5 retaining wall from Beverly Grove Park	
059_KINGSGROV E_HCA_2016	SW	Facing south-west, view of Beverly park	
060_KINGSGROV E_HCA_2017	NW	Facing north-west, view of the east side of King Georges Road	







Image N	Direction	Details	Thumbnail
061_KINGSGROV E_HCA_2017	NE	Facing north-east, view of King Georges Road streetscape	
062_KINGSGROV E_HCA_2017	N	Facing north, view of King Georges Road streetscape	
063_KINGSGROV E_HCA_2017	NW	Facing north-west, view of King Georges Road streetscape	
064_KINGSGROV E_HCA_2017	NE	Facing north-east, view of M5 exit onto King Georges Road	
065_KINGSGROV E_HCA_2017	N	Facing north, view of M5 exit onto King Georges Road	
066_KINGSGROV E_HCA_2017	NW	Facing north-west, view of M5 exit onto King Georges Road	
067_KINGSGROV E_HCA_2017	W	Facing west, view of M5 exit onto King Georges Road	








Image N	Direction	Details	Thumbnail
068_KINGSGROV E_HCA_2017	E	Facing east, view of M5 exit onto King Georges Road	
069_KINGSGROV E_HCA_2017	S	Facing south, view of M5 exit onto King Georges Road	
070_KINGSGROV E_HCA_2017	NE	Facing north-east, view of M5 exit onto King Georges Road	
071_KINGSGROV E_HCA_2017	E	Facing east, view of M5 from King Georges Road overbridge	
072_KINGSGROV E_HCA_2017	NE	Facing north-east, view of entrance to M5 from King Georges Road overbridge	
073_KINGSGROV E_HCA_2017	NW	Facing north-west, view of intersection of M5 and King Georges Road	
074_KINGSGROV E_HCA_2017	E	Facing east, view of entrance to M5 from King Georges Road	

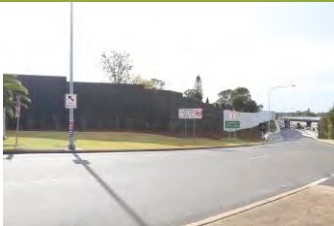






Image N	Direction	Details	Thumbnail
075_KINGSGROV E_HCA_2017	NE	Facing north-east, view of entrance to M5 from King Georges Road	
076_KINGSGROV E_HCA_2017	E	Facing east, view of bike path running east along the northern side of the M5	
077_KINGSGROV E_HCA_2017	NE	Facing north-east, view of park to the north-east of the M5/King Georges Road junction	
078_KINGSGROV E_HCA_2017	NW	Facing north-west, view of park to the north-east of the M5/King Georges Road junction	
079_KINGSGROV E_HCA_2017	NW	Facing north-west, view of King Georges Road	
080_KINGSGROV E_HCA_2017	NE	Facing north-east, view of park to the north-east of the M5/King George's Road junction	
081_KINGSGROV E_HCA_2017	E	Facing east, view of park to the north-east of the M5/King George's Road junction	








Image N	Direction	Details	Thumbnail
082_KINGSGROV E_HCA_2017	SE	Facing south-east, view of park to the north-east of the M5/King George's Road junction	
083_KINGSGROV E_HCA_2017	S	Facing south, view of park to the north-east of the M5/King George's Road junction	
084_KINGSGROV E_HCA_2017	E	Facing east, view of bike path running along the northern side of the M5	
085_KINGSGROV E_HCA_2017	E	Facing east, view of bike path running along the northern side of the M5	
086_KINGSGROV E_HCA_2017	NE	Facing north-east, view of Allambee Crescent cul-de-sac	
087_KINGSGROV E_HCA_2017	NW	Facing north-west, view of Allambee Crescent cul-de-sac	
088_KINGSGROV E_HCA_2017	W	Facing west, view of bike path from Allambee Crescent cul-de-sac	








Image N	Direction	Details	Thumbnail
089_KINGSGROV E_HCA_2017	W	Facing west, view of bike path from Booragul Street	
090_KINGSGROV E_HCA_2017	NW	Facing north-west, view of Booragul Street	
091_KINGSGROV E_HCA_2017	E	Facing east, view of Booragul Street and bike path	
092_KINGSGROV E_HCA_2017	SE	Facing south-east, view of Cooloongatta Road from Booragul Street	
093_KINGSGROV E_HCA_2017	E	Facing east, view of Cooloongatta Road from Booragul Street	
094_KINGSGROV E_HCA_2017	S	Facing south, view of Cooloongatta Road bridge over M5	
095_KINGSGROV E_HCA_2017	N	Facing north, view of Booragul Street from Cooloongatta Road	














Image N	Direction	Details	Thumbnail
096_KINGSGROV E_HCA_2017	E	Facing east, view of Cooloongatta Road from Booragul Street	
097_KINGSGROV E_HCA_2017	E	Facing east, view of Cooloongatta Road bridge over M5	
098_KINGSGROV E_HCA_2017	S	Facing south, view of Cooloongatta Road bridge over M5	
099_KINGSGROV E_HCA_2017	SW	Facing south-west, view of M5 from Cooloongatta Road	
100_KINGSGROV E_HCA_2017	NE	Facing north-east, view of bike path from the corner of Booragul Street and Cooloongatta Road	
101_KINGSGROV E_HCA_2017	E	Facing east, view of M5 from the corner of Booragul Street and Cooloongatta Road	
102_KINGSGROV E_HCA_2017	E	Facing east, view of M5 from the corner of Booragul Street and Cooloongatta Road	

Image N	Direction	Details	Thumbnail
103_KINGSGROVE_HCA_2017	N	Facing north, view of Cooloongatta Road towards Booragul Street	
104_KINGSGROVE_HCA_2017	NE	Facing north-east, view of bike path from the corner of Cooloongatta Road and Allambee Crescent	
105_KINGSGROVE_HCA_2017	W	Facing west, view of Allambee Crescent from Cooloongatta Road	
106_KINGSGROVE_HCA_2017	SW	Facing south-west, view of Allambee Crescent from Cooloongatta Road	
107_KINGSGROVE_HCA_2017	SW	Facing south-west, view of Allambee Crescent	
108_KINGSGROVE_HCA_2017	SW	Facing south-west, view of Allambee Crescent	

5. Photographic Proof Sheets

Bexley Heritage Conservation Area
Photographic Archival Recording 2016 - Photographs [REDACTED]



001_BEXLEY_HCA_2016 1/6.3 ISO 400 2016/05/17 11:23:01
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Bexley Heritage Conservation Area
 Photographic Archival Recording 2016 - Photographer: Kylie Christian



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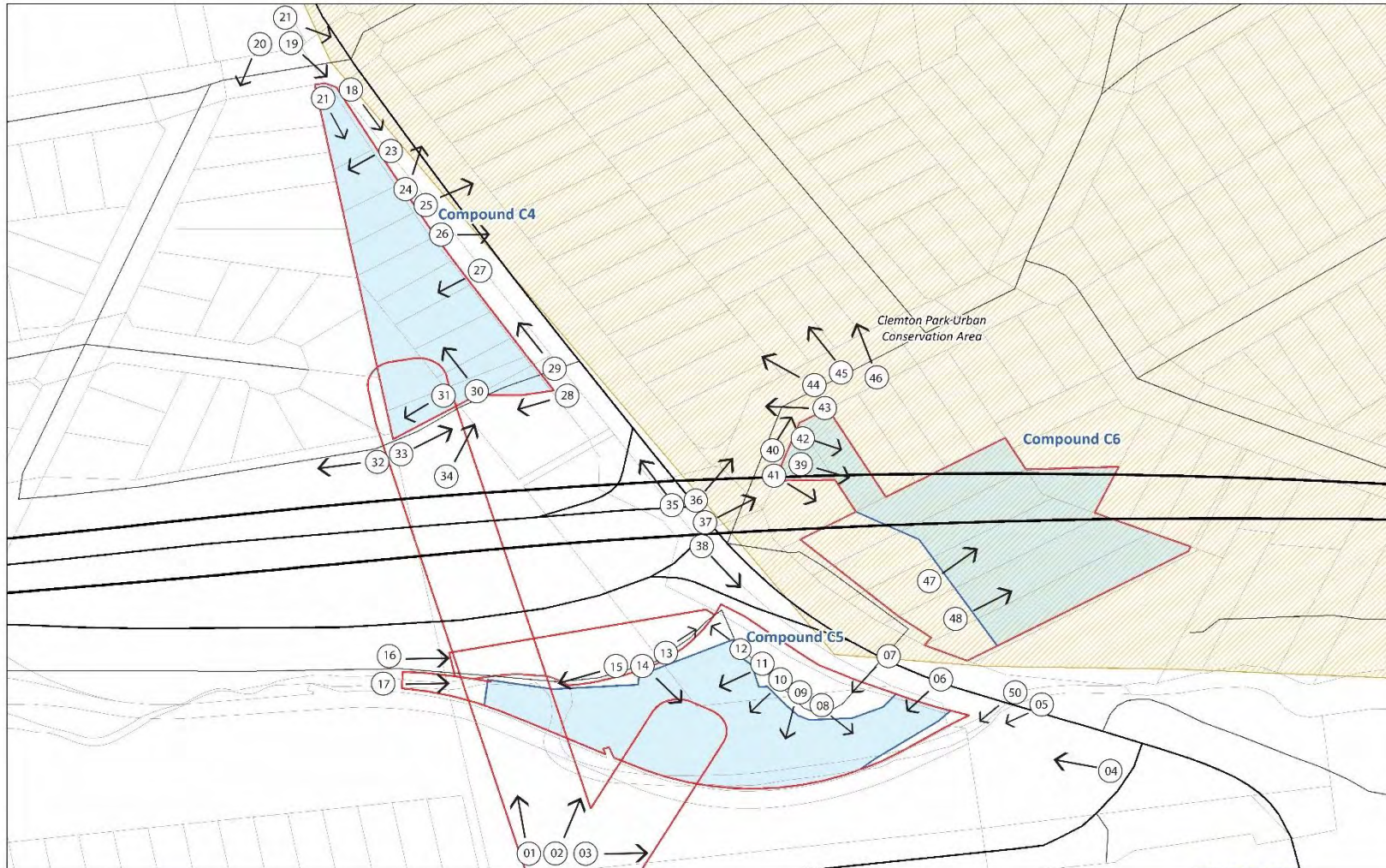


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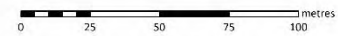
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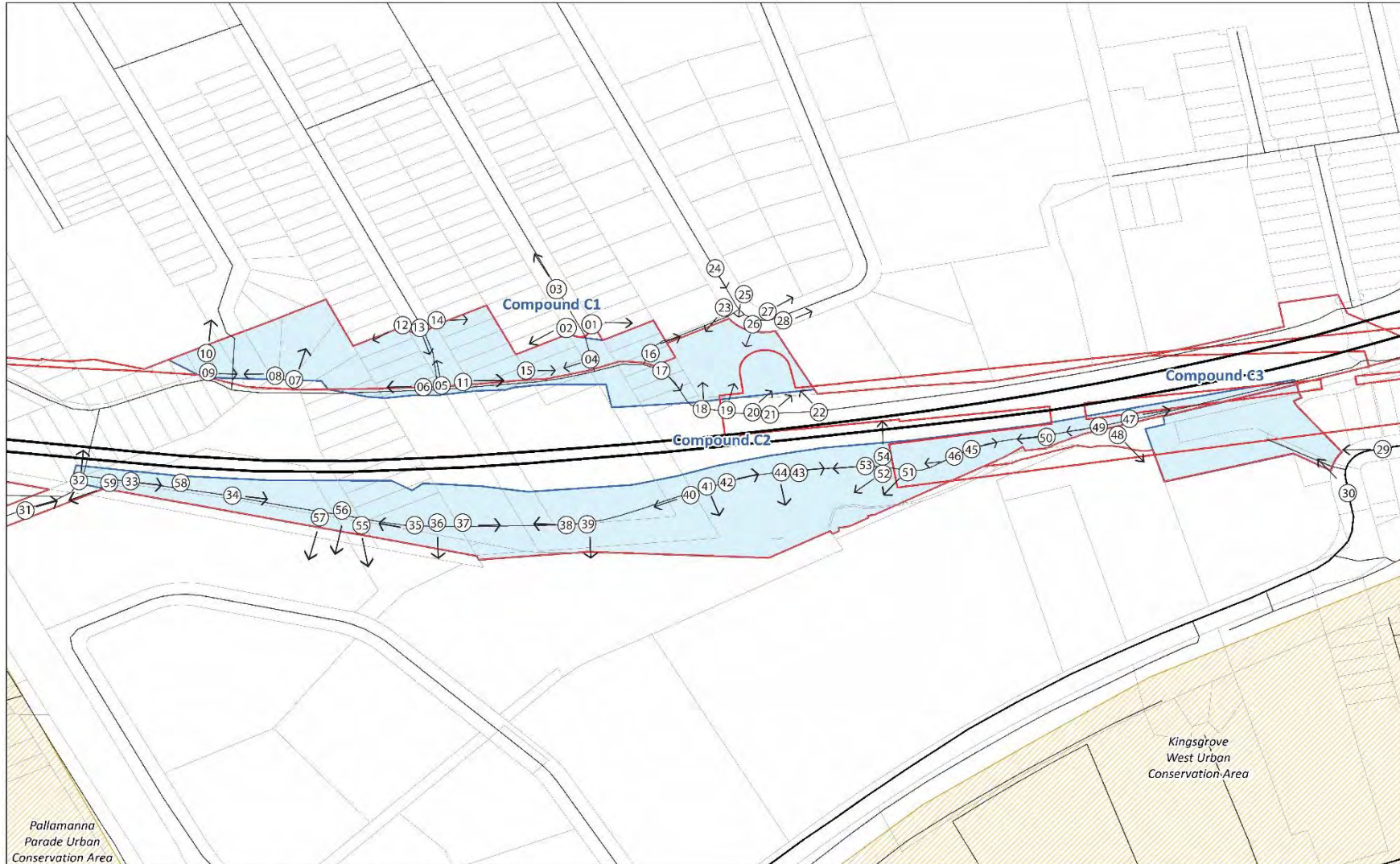
6. Photographic Direction Plans



Bexley North Compound Sites — Compounds C4, C5, C6

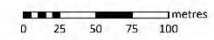
- Deed Boundaries
- Cadastral Lots
- Register of the National Estate Items
- Compound Sites
- Motorways
- Major Roads
- Minor Roads





Kingsgrove Compound Sites — Compounds C1, C2, C3

- Deed Boundaries
- Register of the National Estate Items
- Motorways
- Minor Roads
- Compound Sites
- Cadastral Lots
- Major Roads



7. Bibliography

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APPENDIX N - LAWN AVENUE URBAN CONSERVATION AREA

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THE ASIA PACIFIC



Heritage Conservation Area Archival Recording and Research Report

Lawn Avenue Heritage Conservation Area

Prepared for CPB Dragados Samsung Joint Venture

November 2018 - Final

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT NAME: Heritage Conservation Area Archival Recording and Research Report

SITE NAME: Lawn Avenue Heritage Conservation Area

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[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
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1. Introduction

1.1 The Brief

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage Conservation Area Archival Recording and Research Report of the Lawn Avenue Heritage Conservation Area prior to the undertaking of works associated with the WestConnex Stage 2 New M5 project. The purpose of this report is to serve as a permanent record for the current state of this site prior to worked being conducted in the vicinity of the area.

This archival recording is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D38:

*The proponent must complete archival recordings for any impacted part of the heritage conservation area prior to the commencement of construction within a respective heritage conservation area. Consultation with the Heritage Council of NSW (or its delegate) and the relevant council is to be carried out to determine the objectives and approaches to the archival recording. The archival recording of heritage conservation areas is to include, but not be limited to: (a) comprehensive photographic recording of buildings, structures, open spaces, public realm, architecture, urban design, landscaping and streetscapes; (b) surveying and mapping of land use arrangements, street patterns and layouts, subdivision layouts, landscape design and street tree plantings; and (c) any other feasible recording requested and agreed to following consultation with the aforementioned stakeholders. The archival recording of heritage conservation areas must be undertaken by a qualified and experienced heritage consultant, and should be undertaken in a manner generally reflective of the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **heritage conservation area archival recording and research report**, for each relevant heritage conservation area, containing the archival and photographic recordings, mapping and historical research, to the Department, the Heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The subject site was inspected and photographed by the [REDACTED] on the 8 of June 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to better understand its significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:



Senior Associate

Heritage Advisor

1.5 Ownership

The subject site is not owned by any single entity or individual. It consists of multiple residences which are themselves managed or occupied by a number of public and private owners.

1.6 Terminology

The Burra Charter

The terminology in this report follows definitions presented in *The Burra Charter*. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a place that contributes to the *cultural significance* of another place.



2. Site Identification

2.1 Location

The Lawn Avenue Heritage Conservation Area is located in the suburb of Clemton Park, within the Canterbury-Bankstown Local Government Area (LGA). The heritage conservation area comprises of residential dwellings in the brick interwar style. The boundaries of the subject area roughly follow an inverted 'L' shape, with the major thoroughfares including Bexley Road, William Street, Lawn Avenue, Jarret Street, Alfred Street and Cup and Saucer Creek, Clemton Park.

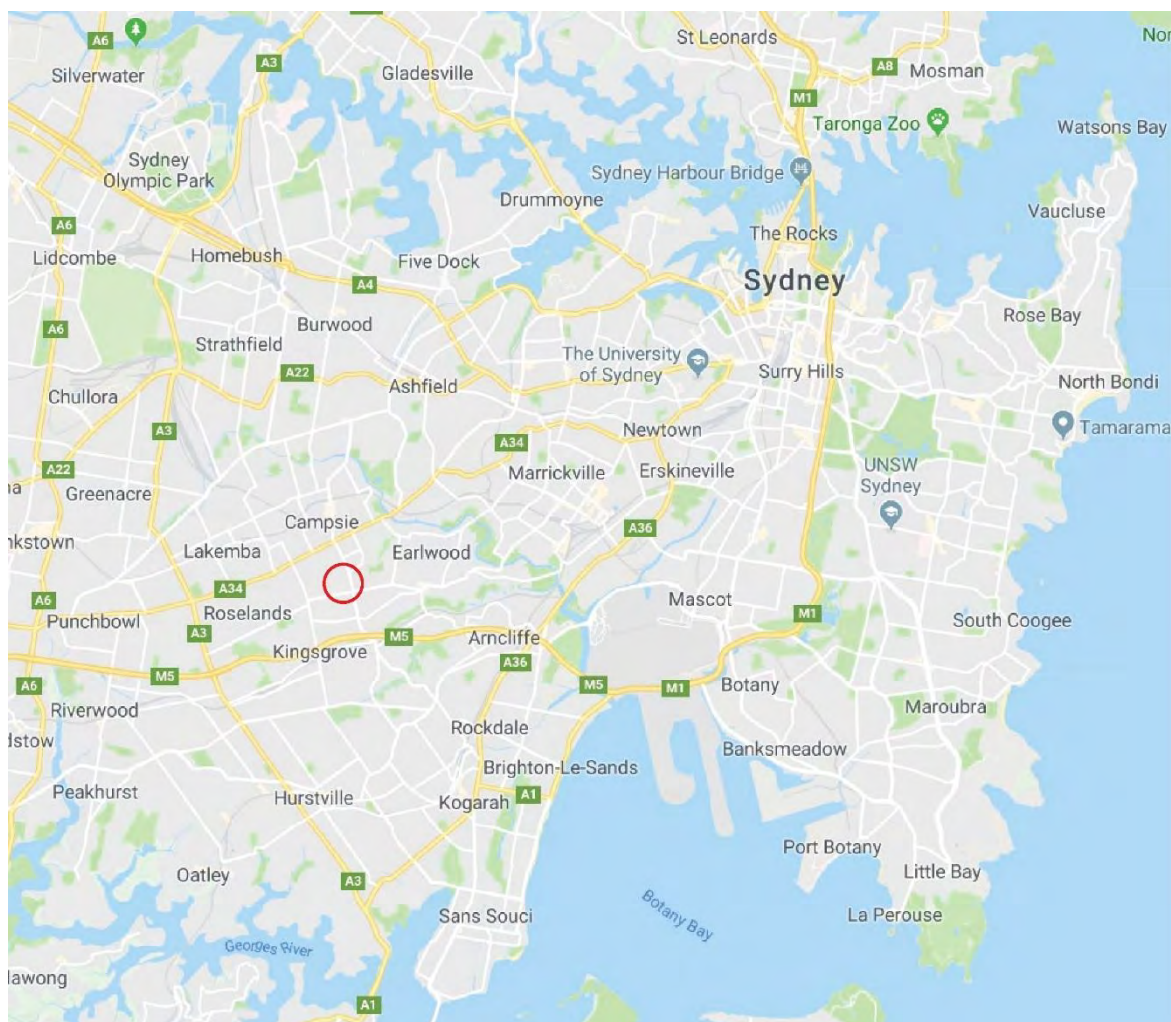


Figure 1. Area map of Sydney showing the location of the Lawn Avenue HCA_2017 circled in red (Source: Google Maps).

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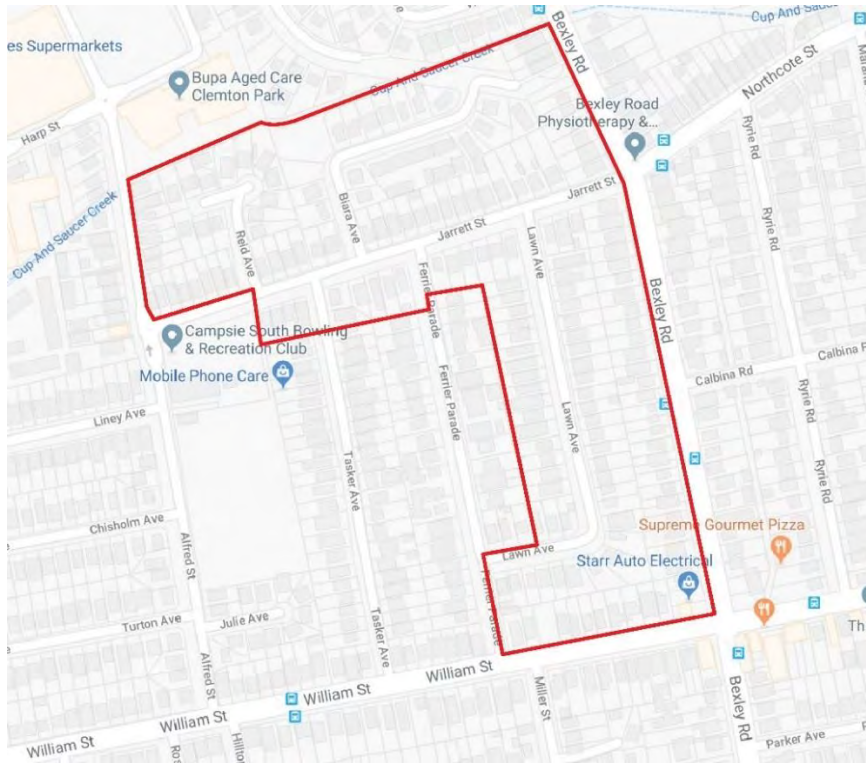


Figure 2. Map indicating the area of the Lawn Avenue HCA_2017 (Source: Google Maps).

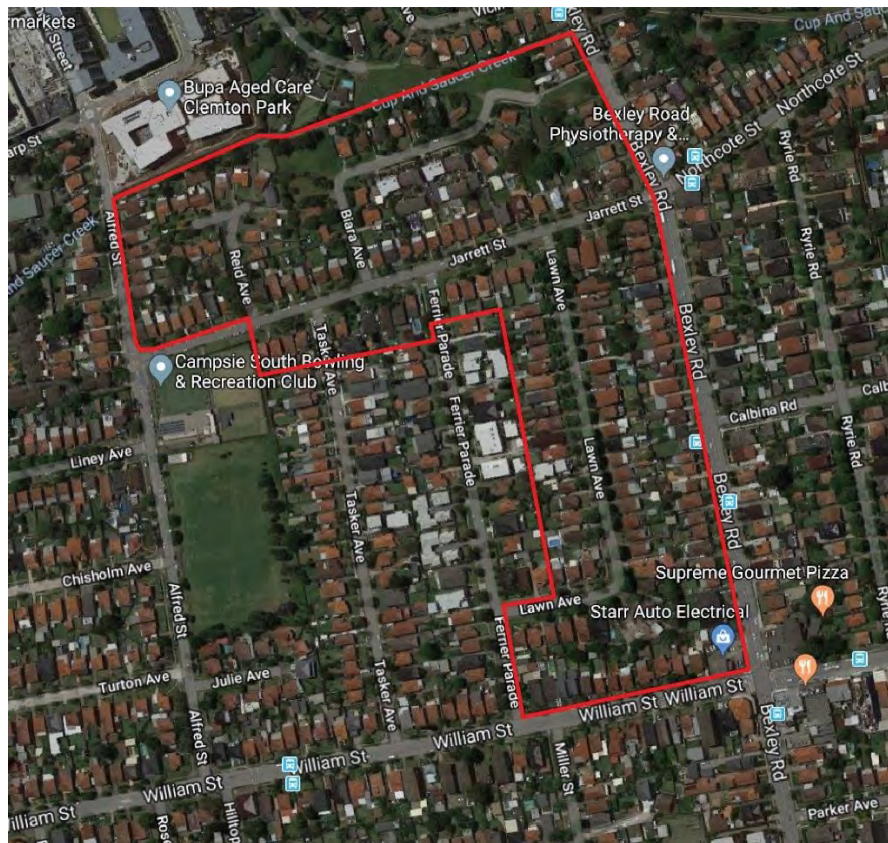


Figure 3. Aerial photograph indicating the area of the Lawn Avenue HCA_2017 (Source: Google Maps).

2.2 Statement of Significance

The following statement of significance has been replicated from the Archived Register of the National Estate's listing sheet for the item, found in the Australian Heritage Database(now an archived register):

Lawn Avenue Urban Conservation Area is important because:

- 1) *The area possesses streetscape integrity due to the development during one period in its two major parts and the excellent state of preservation of the houses and gardens.*
- 2) *The area has a uniformity of housing style including colour, form and architectural detail that gives the area an harmonious appearance.*
- 3) *It reflects the availability of finance enabling the middle class to borrow money and finance the purchase of a house an epitomises the great diversion of funds in Australia from private industry and infrastructure to non-productive investment in private housing.*
- 4) *By virtue of the importance of home ownership in Australia, the area embodies the success in successive Australian governments' political control and subjection of the electorate.*

3. Historic Context

The following history has been quoted from the National Estate listing sheet for 'Lawn Avenue Urban Conservation Area', found in the Australian Heritage Database (now an archived register):

Much of Canterbury depended on road transport and settlement was encouraged by the extension of the tramway from Hurlstone Park to Canterbury in 1921 and from Undercliffe to Earlwood three years later. But Canterbury's greatest growth occurred in the late 1920s with a spectacular surge of building of mainly brick cottages and bungalows on subdivisions created before 1919 around the villages of Canterbury; Belmore and Lakemba. Similar growth occurred in parts of Wylie Park and Punchbowl with access to the railway where the houses were mainly in timber. This was assisted by the establishment of private motor bus services in the 1920s and the introduction of government feeder buses in 1933. The opening of the East Hills Line in 1931 promoted new subdivisions which were chiefly serviced by the new railway and the tram link to Earlwood which expanded greatly in the 1930s to create a highly uniform landscape of brick bungalows.

The War Service Homes Commission was very active in the Canterbury municipality acquiring land previously occupied by sawmills, timberyards, brickpits and tile works and employing its own staff for construction. The Commission built on one estate near the Towers in South Belmore and on the Great Railway Estate, Belfield. Utilising eight different house styles of the type considered ideal for worker accommodation, the latter precinct includes Bazentin, Boronia, Persic and Linda Streets as well as Linda Parade. Distinctive features include rough walls with lattice decorations, six-paned windows, low-pitched roof and decorated timber gable. In 1921 the Commission ceased its building activities and subsequently provided funds for construction on the ex-serviceman's own land.

The interwar period was the time of Canterbury's greatest growth. In the 1920s, together with Bankstown, Canterbury experienced the greatest proportional increase in the Sydney metropolitan area, jointly accounting for one fifth of the population increase. Having reached a total of 37,639 by 1921, Canterbury's population more than doubled in the 1920s to 79,050. A further 20,000 settling there between 1933 and 1947 brought the total to 99,396. Described by Peter Spearritt as a mixed class district, Canterbury's 8,000 plus houses were evenly divided between brick and timber in 1921 and their average price was 869 Pounds in 1928. In Canterbury too, the level of owner occupation was a high 71 per cent, (close to that of Ku-ring-gai) although the depression reduced this to 60 per cent in 1933. By that year, however, brick houses predominated over timber at a ratio of about 12 to 5. Fibro dwellings, which numbered 404 in 1933,

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increased to 2,199 by 1947 but, at 16,519 the overwhelming majority of Canterbury's houses were brick. In the same period the number of timber homes increased marginally from 5,131 to 5,494.

4. Photographic Recording Sheet

Lawn Avenue Heritage Conservation Area	
Photographers:	[REDACTED]
Date:	8 June 2017
Camera:	Canon EOS 5D and 7D
Lens:	10-20mm, 24-80mm
Comments:	Photographs taken from the public domain during cloudy weather conditions.

Image No.	Direction	Details	Thumbnail
001_LAWN_AVENUE_HCA_2017	NE	Streetscape from the corner of Jarret Street and Bexley Road.	
002_LAWN_AVENUE_HCA_2017	N	Dwelling on the corner of Jarret Street and Bexley Road.	
003_LAWN_AVENUE_HCA_2017	W	Jarret Street streetscape.	
004_LAWN_AVENUE_HCA_2017	SW	View of red brick dwellings on Bexley Road.	

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Image No.	Direction	Details	Thumbnail
005_LAWN_AVENUE _HCA_2017	SW	Streetscape on Bexley Road.	
006_LAWN_AVENUE _HCA_2017	NW	View of red brick dwellings on Bexley Road.	
007_LAWN_AVENUE _HCA_2017	W	Mix of red brick and modern dwellings.	
008_LAWN_AVENUE _HCA_2017	NW	Red brick dwellings on Bexley Road.	
009_LAWN_AVENUE _HCA_2017	SW	Red brick dwellings on Bexley Road.	
010_LAWN_AVENUE _HCA_2017	S	View of streetscape towards the corner of Bexley Road and Williams Road.	

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Image No.	Direction	Details	Thumbnail
011_LAWN_AVENUE_HCA_2017	NW	Mix of dwellings styles on Bexley Road.	
012_LAWN_AVENUE_HCA_2017	W	Corner of Bexley Road and William Street. Commercial building located on corner block.	
013_LAWN_AVENUE_HCA_2017	N	View of footpath and verge on Bexley Road.	
014_LAWN_AVENUE_HCA_2017	NW	Williams Street streetscape. Note screening by mature vegetation.	
015_LAWN_AVENUE_HCA_2017	NE	Mix of red brick and modern dwellings on Williams Street.	
016_LAWN_AVENUE_HCA_2017	SW	Corner of Williams Street and Ferrier Parade, showing a mix of red brick dwellings and late 20 th Century apartment blocks.	

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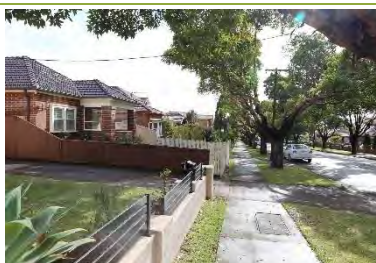


Image No.	Direction	Details	Thumbnail
017_LAWN_AVENUE _HCA_2017	E	View of footpath and verge along Williams Street.	
018_LAWN_AVENUE _HCA_2017	NW	Mix of red brick and modern dwellings on Ferrier Parade.	
019_LAWN_AVENUE _HCA_2017	N	Ferrier Parade streetscape.	
020_LAWN_AVENUE _HCA_2017	E	View down Lawn Avenue.	
021_LAWN_AVENUE _HCA_2017	SE	Red brick dwelling on the corner of Lawn Avenue and Ferrier Parade.	
022_LAWN_AVENUE _HCA_2017	N	Modern dwelling on the corner of Ferrier Parade and Lawn Avenue.	

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Image No.	Direction	Details	Thumbnail
023_LAWN_AVENUE_HCA_2017	SE	Red brick dwelling on the corner of Lawn Avenue and Ferrier Parade.	
024_LAWN_AVENUE_HCA_2017	NE	Mix of red brick and modern dwellings on Lawn Avenue.	
025_LAWN_AVENUE_HCA_2017	NE	Lawn Avenue. Note the mature native vegetation in front of red brick dwellings.	
026_LAWN_AVENUE_HCA_2017	N	View of footpath and verge along lawn Avenue.	
027_LAWN_AVENUE_HCA_2017	NE	Streetscape of Lawn Avenue.	
028_LAWN_AVENUE_HCA_2017	N	Fencing and verges along Lawn Avenue.	






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Image No.	Direction	Details	Thumbnail
029_LAWN_AVENUE _HCA_2017	E	Red brick and modern dwellings on Lawn Avenue.	
030_LAWN_AVENUE _HCA_2017	SW	Red brick and modern dwellings on Lawn Avenue.	
031_LAWN_AVENUE _HCA_2017	W	Red brick dwellings on Lawn Avenue.	
032_LAWN_AVENUE _HCA_2017	NW	Red brick and modern dwellings on Lawn Avenue.	
033_LAWN_AVENUE _HCA_2017	NW	Lawn Avenue streetscape.	
034_LAWN_AVENUE _HCA_2017	W	Red brick dwelling on Lawn Avenue.	



Image No.	Direction	Details	Thumbnail
035_LAWN_AVENUE _HCA_2017	SE	Red brick dwelling on Lawn Avenue. Note the brick boundary fencing.	
036_LAWN_AVENUE _HCA_2017	W	Detail of red brick Façade dwelling on Lawn Avenue.	
037_LAWN_AVENUE _HCA_2017	NE	View of plantings on Lawn Avenue.	
038_LAWN_AVENUE _HCA_2017	S	View of the footpath and verge along Lawn Avenue.	
039_LAWN_AVENUE _HCA_2017	NW	Streetscape along Jarret Street.	
040_LAWN_AVENUE _HCA_2017	SE	Red brick dwellings along Jarret Street.	

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Image No.	Direction	Details	Thumbnail
041_LAWN_AVENUE_HCA_2017	S	Red brick dwelling on the corner of Jarrett Street and Ferrier Parade.	
042_LAWN_AVENUE_HCA_2017	NW	Red brick and modern dwellings on Jarrett Street.	
043_LAWN_AVENUE_HCA_2017	N	Dwellings on Jarrett Street.	
044_LAWN_AVENUE_HCA_2017	SW	Verge and planting on Jarret Street.	
045_LAWN_AVENUE_HCA_2017	NW	Jarrett Street streetscape.	
046_LAWN_AVENUE_HCA_2017	NE	Detail of red brick building on the corner of Red Avenue.	

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Image No.	Direction	Details	Thumbnail
047_LAWN_AVENUE_HCA_2017	NE	Red Avenue Streetscape from the corner of Jarret Street and Red Avenue.	
048_LAWN_AVENUE_HCA_2017	SW	Jarrett Street streetscape.	
049_LAWN_AVENUE_HCA_2017	NW	Streetscape from the corner of Jarret Street and Alfred Street.	
050_LAWN_AVENUE_HCA_2017	E	Footpath from the corner of Jarrett Street and Alfred Street.	
051_LAWN_AVENUE_HCA_2017	NE	Green space on Biara Avenue towards Cup and Saucer Creek.	
052_LAWN_AVENUE_HCA_2017	S	Streetscape of Biara Avenue.	

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Image No.	Direction	Details	Thumbnail
053_LAWN_AVENUE _HCA_2017	NE	Streetscape of Biara Avenue.	
054_LAWN_AVENUE _HCA_2017	NE	Dwelling on Biara Avenue.	
055_LAWN_AVENUE _HCA_2017	SE	Modern apartments on Biara Avenue.	
056_LAWN_AVENUE _HCA_2017	E	Plantings and verge along Biara Avenue.	
057_LAWN_AVENUE _HCA_2017	SW	Plantings and verge along Biara Avenue.	
058_LAWN_AVENUE _HCA_2017	NE	View of green space from Biara Avenue towards Bexley Road.	

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Image No.	Direction	Details	Thumbnail
059_LAWN_AVENUE _HCA_2017	NE	Footpath and plantings along Bexley Road.	



5. Photographic Proof Sheets

Lawn Avenue Heritage Conservation Area
Photographic Archival Recording 2016/2017 - Photographers [REDACTED]



001_LAWN_AVENUE_HCA_2017
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002_LAWN_AVENUE_HCA_2017
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003_LAWN_AVENUE_HCA_2017
1/8 ISO 400 2017/06/08 11:57:13



004_LAWN_AVENUE_HCA_2017
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005_LAWN_AVENUE_HCA_2017
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006_LAWN_AVENUE_HCA_2017
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007_LAWN_AVENUE_HCA_2017
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008_LAWN_AVENUE_HCA_2017
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011_LAWN_AVENUE_HCA_2017
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012_LAWN_AVENUE_HCA_2017
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013_LAWN_AVENUE_HCA_2017
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014_LAWN_AVENUE_HCA_2017
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015_LAWN_AVENUE_HCA_2017
1/8 ISO 400 2017/06/08 12:07:29



016_LAWN_AVENUE_HCA_2017
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Lawn Avenue Heritage Conservation Area
Photographic Archival Recording 2016/2017 - Photographers: C



017_LAWN_AVENUE_HCA_2017
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018_LAWN_AVENUE_HCA_2017
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019_LAWN_AVENUE_HCA_2017
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023_LAWN_AVENUE_HCA_2017
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024_LAWN_AVENUE_HCA_2017
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025_LAWN_AVENUE_HCA_2017
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026_LAWN_AVENUE_HCA_2017
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027_LAWN_AVENUE_HCA_2017
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028_LAWN_AVENUE_HCA_2017
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029_LAWN_AVENUE_HCA_2017
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030_LAWN_AVENUE_HCA_2017
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031_LAWN_AVENUE_HCA_2017
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032_LAWN_AVENUE_HCA_2017
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Lawn Avenue Heritage Conservation Area
Photographic Archival Recording 2016/2017 - Photographers: [REDACTED]



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036_LAWN_AVENUE_HCA_2017
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037_LAWN_AVENUE_HCA_2017
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038_LAWN_AVENUE_HCA_2017
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042_LAWN_AVENUE_HCA_2017
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043_LAWN_AVENUE_HCA_2017
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044_LAWN_AVENUE_HCA_2017
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045_LAWN_AVENUE_HCA_2017
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046_LAWN_AVENUE_HCA_2017
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047_LAWN_AVENUE_HCA_2017
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048_LAWN_AVENUE_HCA_2017
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Lawn Avenue Heritage Conservation Area
Photographic Archival Recording 2016/2017 - Photographers: [REDACTED]



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051_LAWN_AVENUE_HCA_2017
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052_LAWN_AVENUE_HCA_2017
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053_LAWN_AVENUE_HCA_2017
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054_LAWN_AVENUE_HCA_2017
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055_LAWN_AVENUE_HCA_2017
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056_LAWN_AVENUE_HCA_2017
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057_LAWN_AVENUE_HCA_2017
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058_LAWN_AVENUE_HCA_2017
1/8 ISO 400 2017/06/08 12:30:23



059_LAWN_AVENUE_HCA_2017
1/8 ISO 400 2017/06/08 12:31:12

6. Photographic Direction Plan



7. Bibliography

Register of the National Estate listing sheet for '*Lawn Avenue Urban Conservation Area – Place ID 102072*', located in the Australian Heritage Database.

APPENDIX O - STOTTS RESERVE OVERHANG NORTH BEXLEY

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Heritage and Contributory Item Archival Recording and Research Report

Stotts Reserve Overhang, North Bexley

Prepared for CPB Dragados Samsung Joint Venture

September 2018 – FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT NAME: Heritage and Contributory Item Archival Recording and Research Report

SITE NAME: Stotts Reserve Rock Overhang

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1. Introduction

1.1 The Brief

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Samsung Dragados Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report of Stotts Reserve Rock Overhang, North Bexley, prior to the undertaking of works associated with the WestConnex Stage 2 New M5 project. The purpose of this report is to record for the current state of the site. This report serves as a permanent record prior to that work being undertaken.

This archival recording is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a **Heritage and Contributory Item Archival Recording and Research Report** containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The subject site was inspected and photographed by [REDACTED] and [REDACTED] on 7 July 2017. The inspection was undertaken as a visual study only.



1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

██████████	Senior Associate
██████████	Heritage Advisor

1.5 Terminology

The Burra Charter

The terminology in this report follows definitions presented in *The Burra Charter*. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

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Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a place that contributes to the *cultural significance* of another place.

2. Site Context

2.1 Identification

As a part of the New M5 EIS, between the 24 and 27 November 2014, AECOM Australia conducted a field survey in accordance with RMS Stage 2 PACHCI protocols. The aim of this survey was to inspect the current state of sites currently registered on the AHIMS database and to further identify potential aboriginal sites which had not been represented in previous desktop-based research.

In the course of this survey, 17 AHIMS sites were inspected while a further 5 sites were recognised as potentially having past aboriginal usage. The closest archaeologically sensitive site to the project alignment, that may have had past aboriginal use, is a sandstone overhang located on the southern edge of Stotts Reserve. This site has been identified as SR-OVRH-1.

2.2 Location

Comprising about four hectares of bushland, Stotts Reserve is about 370 meters east of Bexley North railway station. The reserve contains a tributary of Bardwell Creek and several sandstone outcrops. The subject area is located on the southern edge of the Reserve.

The immediate vicinity of SR-OVRH is heavily screened by a dense mix of mature and immature sandstone vegetation. The west of the subject site is boarded by 47 Barnsbury Grove, while to the north; east and south, the site is boarded by Stotts Reserve.

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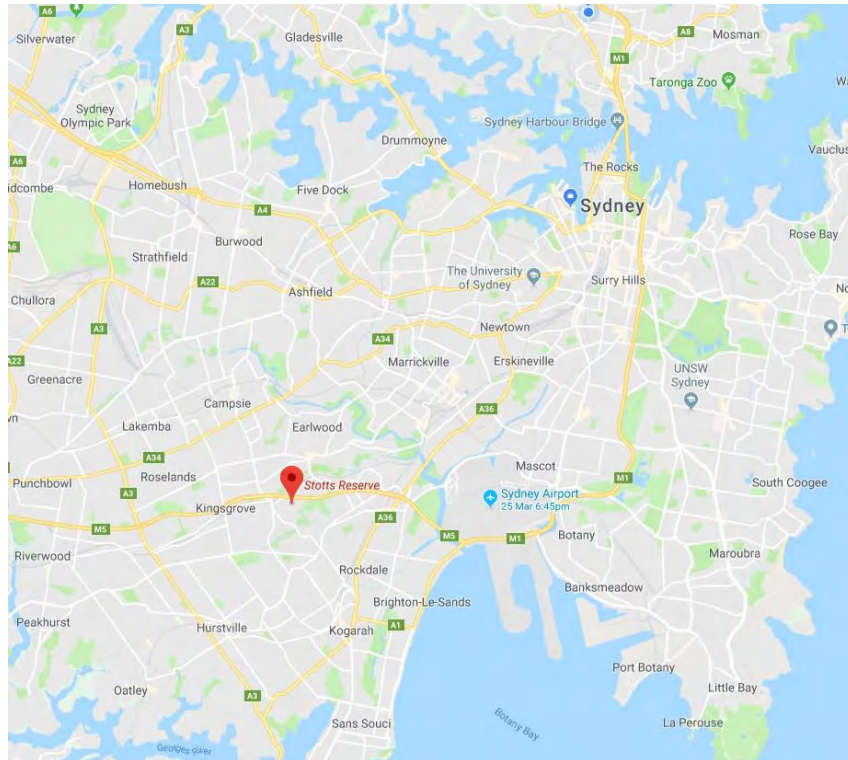


Figure 1. Area map identifying the location of Stotts Reserve in relation to Sydney (Source: Google Maps).

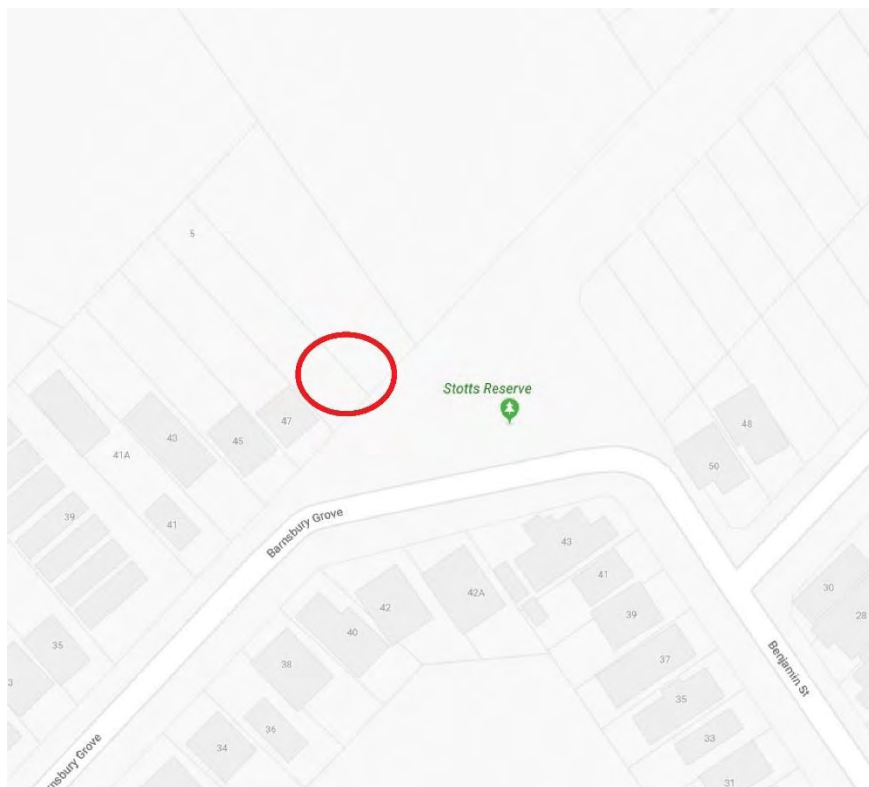


Figure 2. Map of Stotts Reserve. Area marked in red indicating the location of the Rock Overhang (Source: Google Maps).

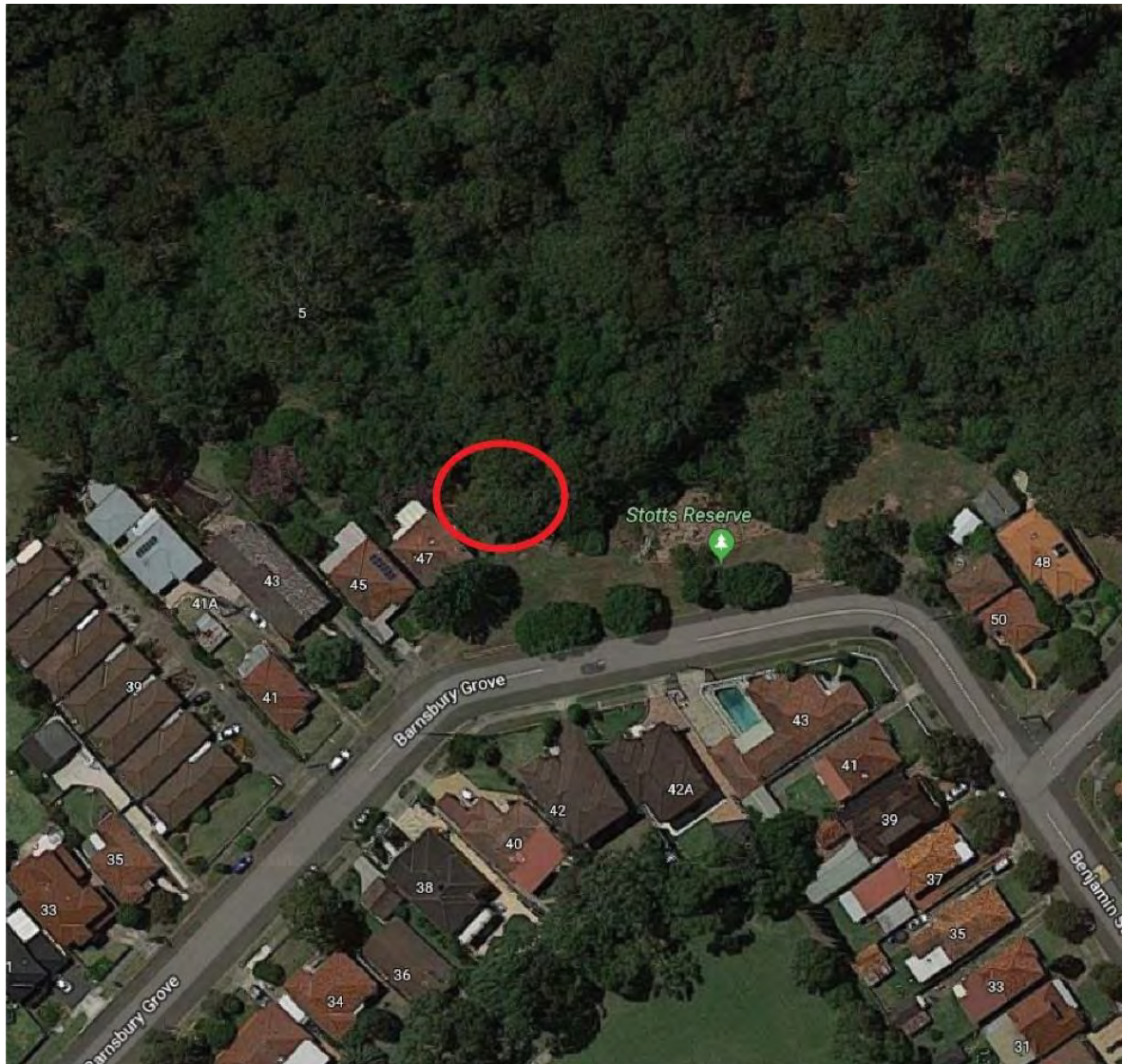


Figure 3. Aerial photograph of Stotts Reserve. Area marked in red indicating the location of the rock overhang (Source: Google Maps).

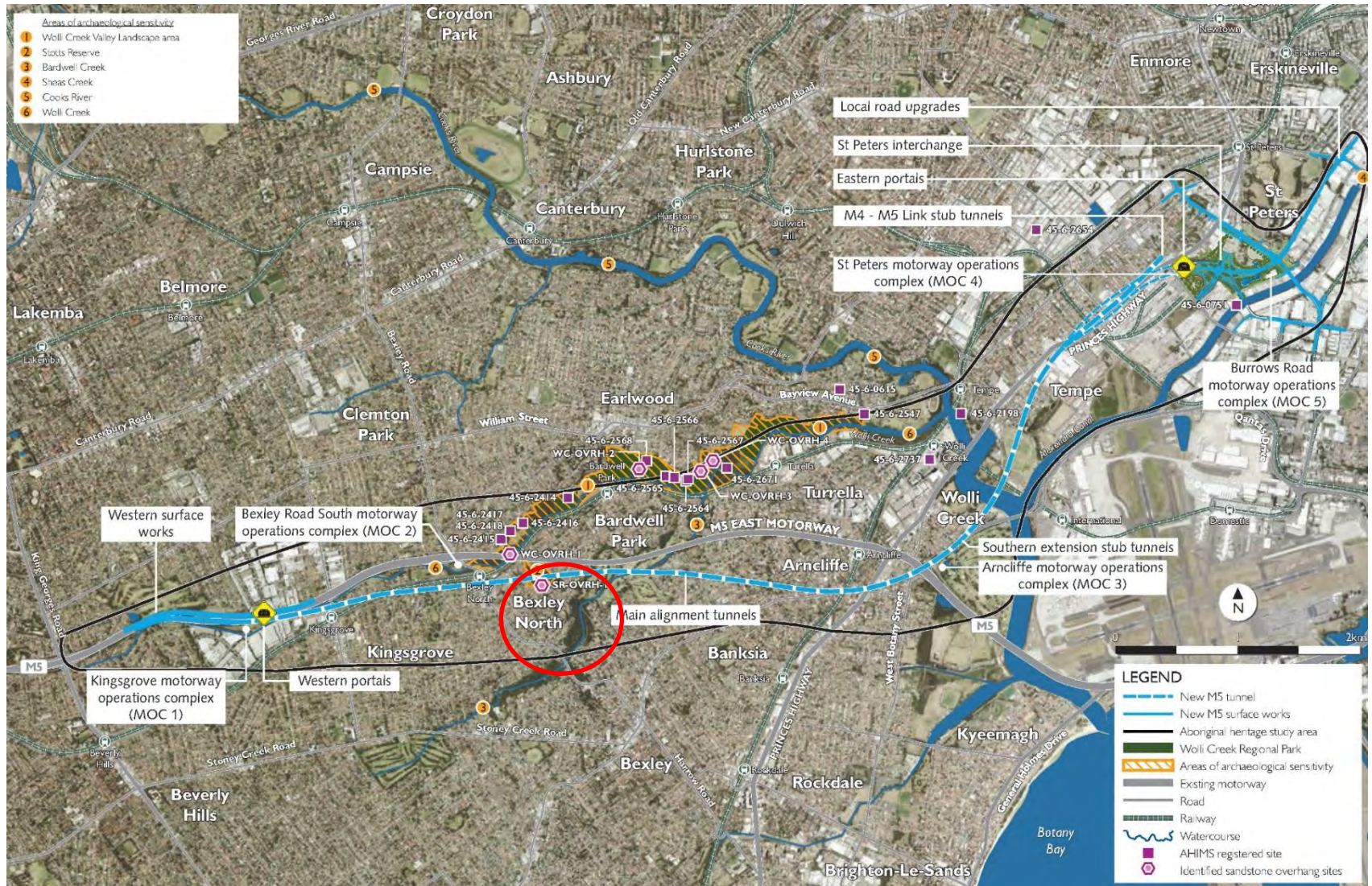




Figure 4. The located of SH-OVRH-1 is marked in red. Note the proximity of the proposed New M5 tunnel to SH-OVRH-1.

3. Photographic Recording Sheet

Stotts Reserve Rock Overhang	
Photographers:	[REDACTED]
Date:	7 th of July 2017
Camera:	Canon EOS D6 and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photos were taken at a lens length between 24mm and 105mm. Photos were taken in conditions with varying light qualities.

Image N	Direction	Details	Thumbnail
001_STOTTS_RESERVE_ROCK_OVERHANG_2017	S	Rock overhang showing height and vegetation.	
002_STOTTS_RESERVE_ROCK_OVERHANG_2017	W	Rock overhang showing depth and proximity to 47 Barnsbury Grove.	

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Image N	Direction	Details	Thumbnail
003_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	W	Detail of rock face.	
004_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	W	Detail of overhang.	
005_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	SW	Detail of rockface and vegetation embedded in crack lines.	
006_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	S	Detail of the rockface and vegetation embedded in crack lines.	
007_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	S	Detail of the overhang.	
008_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	E	Profile of the rock overhang.	

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Image N	Direction	Details	Thumbnail
009_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	E	Profile of the rock overhang.	
010_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	E	Profile of the rock overhang.	
011_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	E	Detail of the overhang.	
012_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	SE	Detail of the ground below the overhang.	
013_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	SW	Western edge of the overhang site.	
014_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	SE	Rock overhang.	

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Image N	Direction	Details	Thumbnail
015_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	SE	Edge of the overhang site.	
016_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	W	Profile of the rock overhang.	
017_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	W	Profile of the rock overhang.	
018_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	S	Detail of the rock face.	

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Image N	Direction	Details	Thumbnail
019_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	SE	Eastern end of the overhang site.	
020_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	W	Eastern end of the overhang site.	
021_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	SE	Eastern end of the overhang site.	
022_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	W	Eastern end of the overhang site.	
023_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	NE	View of rock overhang site from road reserve.	
024_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	NW	View of rock overhang site from road reserve.	

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Image N	Direction	Details	Thumbnail
025_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	N	View of the rock overhang site from the top of the overhang.	
026_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	NE	View of the rock overhang from the top of the overhang.	
027_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	NW	View of the rock overhang from the top of the overhang.	
028_STOTTS_RESERV E_ROCK_OVERHANG_ 2017	NE	View of the top of the rock overhang.	

EXTENT

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TO AUSTRALIA AND
THE ASIA PACIFIC



4. Photographic Proof Sheets

Stotts Reserve Rock Overhang
Photographic Archival Recording 2017



001_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:21:33



002_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:22:33



003_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:23:09



004_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:23:15



005_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:24:15



006_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:24:48



007_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:24:55



008_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:25:59



009_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:26:26



010_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:26:42



011_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:26:54



012_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/5 ISO 640 2017/07/07 12:28:06



013_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/22 ISO 800 2017/07/07 12:31:56



014_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/7.1 ISO 800 2017/07/07 12:32:07



015_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/11 ISO 640 2017/07/07 12:33:20



016_STOTTS_RESERVE_ROCK_O
VERHANG_2017

1/10 ISO 640 2017/07/07 12:34:51

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC

Stotts Reserve Rock Overhang
Photographic Archival Recording 2017 - Photographers:



017_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 800 2017/07/07 12:35:46



018_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 800 2017/07/07 12:38:02



019_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:40:18



020_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:43:15



021_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:43:19



022_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:43:24



023_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:46:09



024_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:46:14



025_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:46:46



026_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:47:00

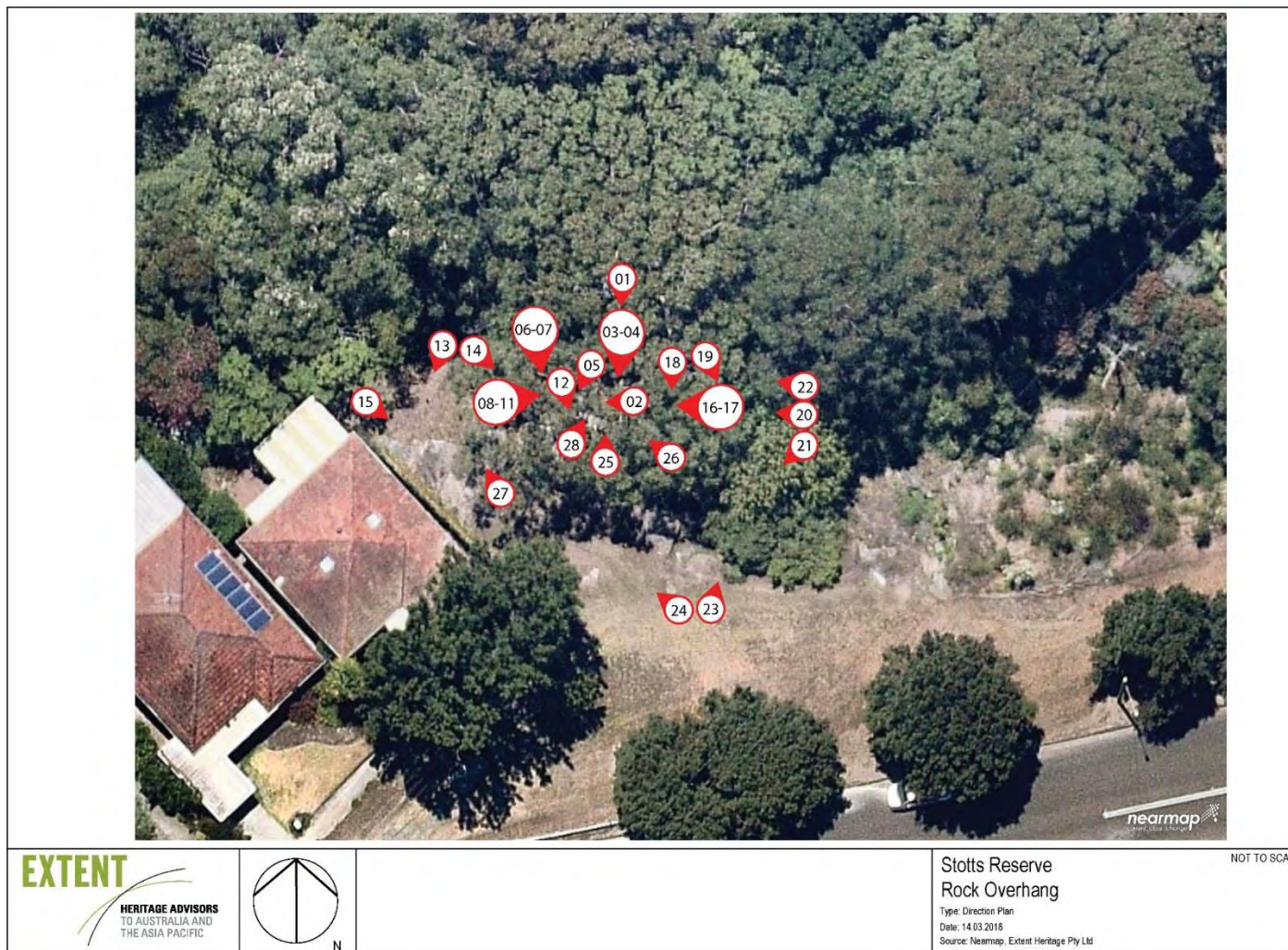


027_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:47:16



028_STOTTS_RESERVE_ROCK_O
VERHANG_2017
1/8 ISO 500 2017/07/07 12:47:32

5. Photographic Direction Plan



6. References

AECOM Australia, 'New M5 Environmental Impact Statement, Volume 2', *Chapter 23 Aboriginal heritage*, 2015.

APPENDIX P - DYNAMO GARAGE

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Dynamo Garage, 316 Princes Highway,
St Peters

Prepared for CPB Dragados Samsung Joint Venture

September 2018 - FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Heritage and Contributory Item Archival Recording and Research Report

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
Ben Calvert	10 August 2018	DRAFT	10 August 2018	Kylie Christian
Ben Calvert	5 September 2018	FINAL	5 September 2018	Kylie Christian

TE NAME:

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Introduction

1.1 Project Description

In March 2016, EXTENT Heritage Pty Ltd was commissioned by Roads and Maritime Services (RMS) to prepare a Heritage and Contributory Item Archival Recording and Research Report for a service garage at 316 Princes Highway, St Peters. The purpose of the report is to record the current state of the site prior to the modification of the surrounding area as part of Stage 2 WestConnex. This report serves as a permanent record of the place prior to that work being undertaken.

This report is in fulfilment of the conditions of consent for the WestConnex Stage 2 New M5, specifically D37:

*Prior to commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the proponent must complete the archival recordings, including photographic recording of the heritage item, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the proponent must submit a **heritage contributory item archival recording and research report** containing the archival and photographic recordings and historical research, to the Department, the Heritage Council of NSW, the local library, and the local historical society in the respective local government area(s).*

This report is in fulfilment of the reviewed environmental management measure for the Construction Management Subplan, specifically REMM NAH08 (condition underlined below):

- *An existing condition survey report and programme of monitoring would be undertaken to identify early potential risks to the heritage item*
- ***A photographic archival recording is undertaken prior to the current use ceasing. The Archival recording should conform to the guidelines provided in How to prepare archival records (NSW Heritage Office, 2003) and Photographic recording of heritage items using film or digital capture (NSW Heritage Office, 2006). The archival recording should be lodged with the relevant local libraries and the State Library of NSW.***
- *The Oral History should be prepared, which seeks to contact past and present employees as well as others with memories of the service station. The oral history should be lodged with the relevant local libraries and the State Library of NSW.*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of*

Places of Cultural Significance - The Burra Charter and the latest version of the NSW Heritage Branch's *Photographic Archival Recording* guidelines.

1.3 Limitations

The surrounding site, the building and the interior of the subject property were inspected and photographed by [REDACTED] 30th May 2016. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this report:

[REDACTED]
[REDACTED]

[REDACTED]
Heritage Advisor

1.5 Ownership

The site is owned by Roads and Maritime Services (RMS).

1.6 Terminology

The terminology in this report follows definitions presented in *The Burra Charter*. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

The subject property is located at 316 Princes Highway and is legally defined as Lot A in DP 335583. The Service Garage occupies a corner site, fronting a major intersection between the Princes Highway and Canal Road. To the rear is the former Austral brickworks yard.

The site consists of a single storey rendered brick building with two rectangular pavilion sections with parapets surrounding gabled unglazed terracotta tiled roofs. The building has very simple but distinct detailing, with the parapets forming unusual Anglo-Dutch gables. The attached later building has similar Anglo-Dutch detailing and tiled roof.

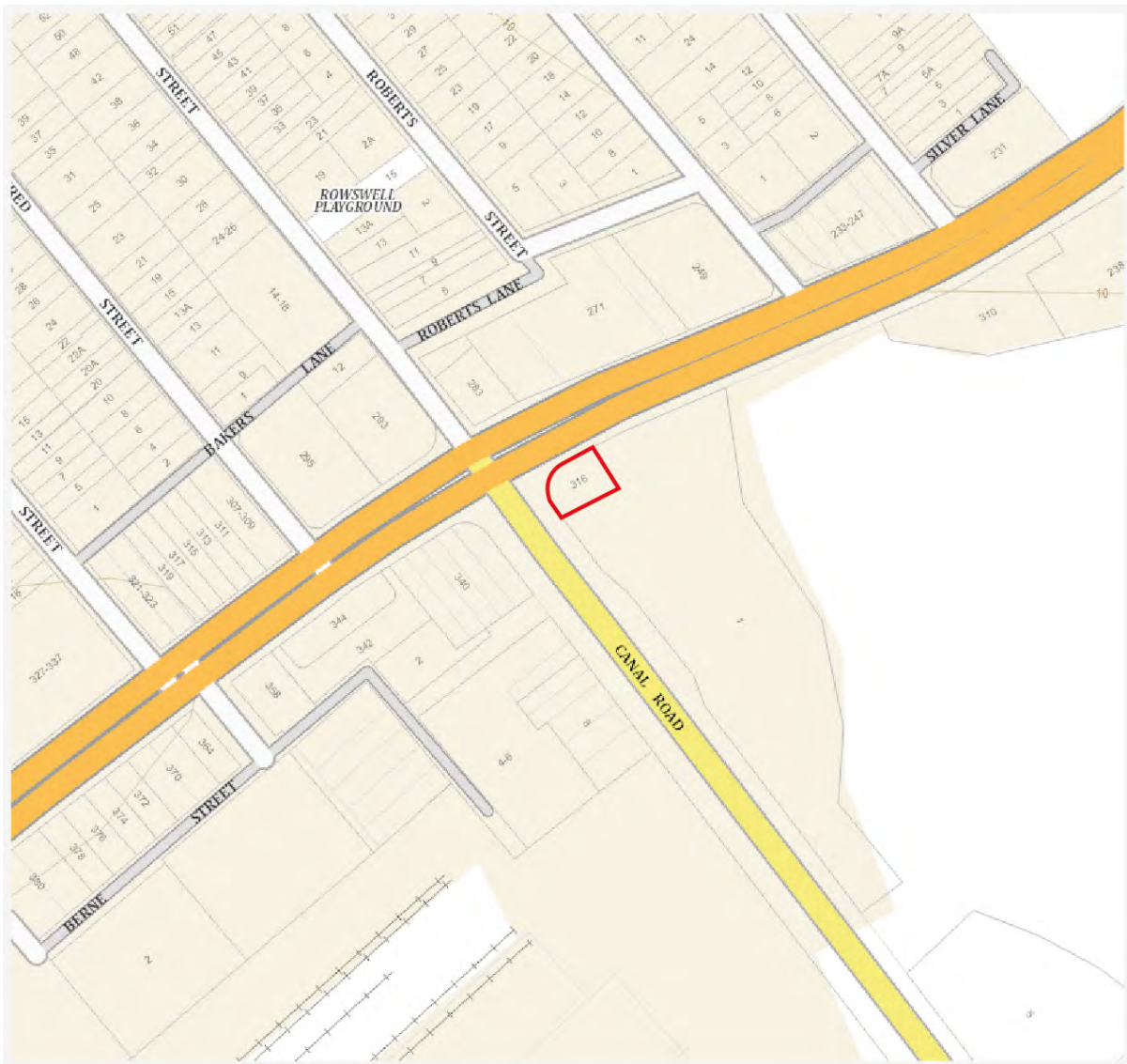


Figure 1. Map indicating location of 316 Princes Highway, St Peters, outlined in red. (Source: LPI SIX Maps, accessed 06.06.16).

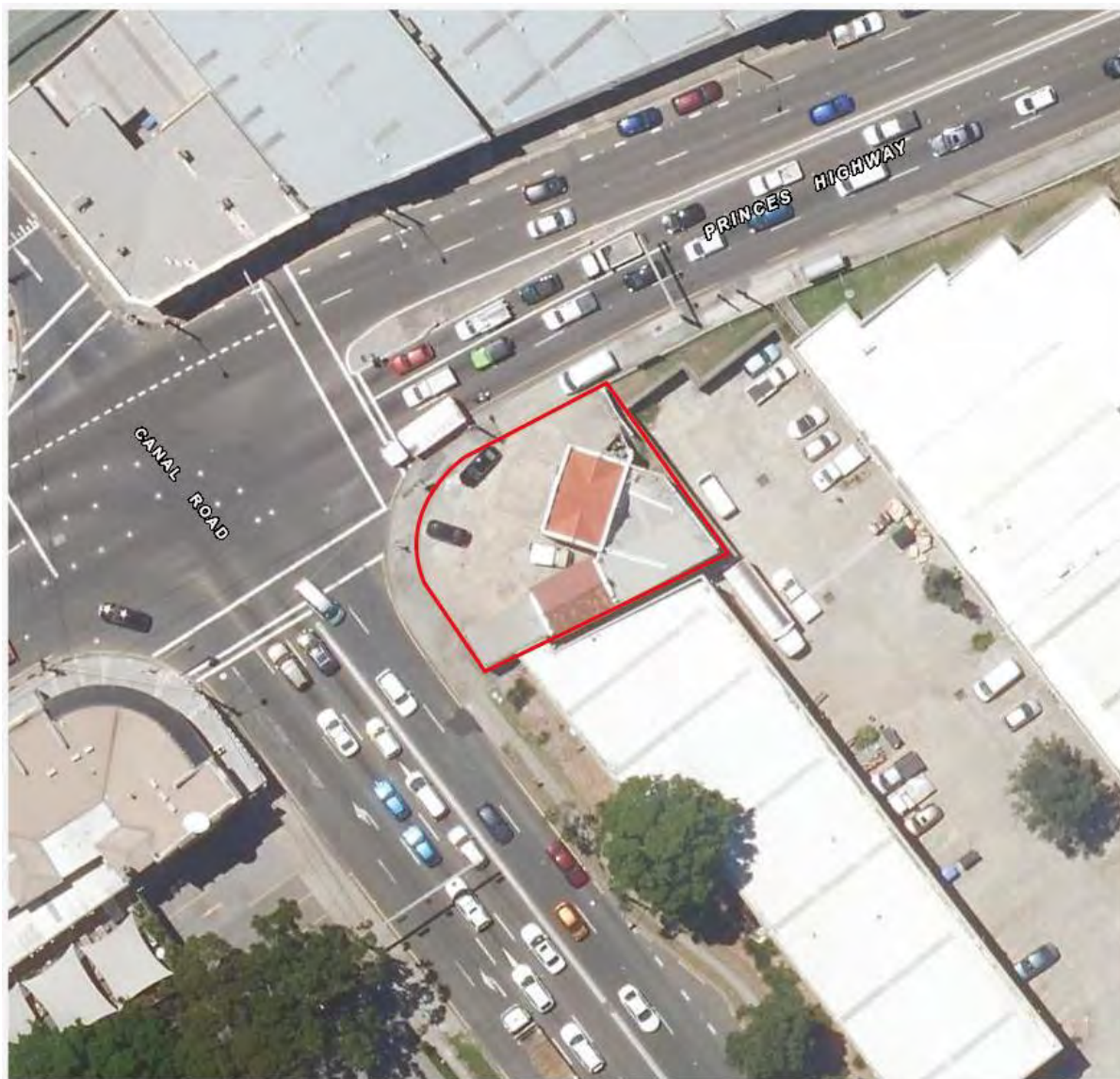


Figure 2. Aerial view with subject property outlined in red (Source: LPI SIX Maps, accessed 06.06.16).

2.2 Statement of Significance

The following Statement of Significance has been quoted from the Office of Environment and Heritage listing sheet for 'Service Garage':

This building is of historical significance as a rare surviving example of an inter-war period service garage, and as one of the few extant sites associated with the former Austral Brickworks. Of aesthetic significance as the style of the building is an interesting blend of the Inter-war Spanish Mission and Federation Anglo Dutch styles, and is representative of interwar Sydney service stations, which generally favoured the Interwar Spanish Mission style. The building has local social significance for its featuring on the cover of the 1985 John Kennedy vinyl single "Miracle in Marrickville". The building is a rare extant example of an inter-war period service station.¹

¹ NSW Office of Environment and Heritage, heritage listing sheet for *Service Garage*, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2030269>

3. Historical Context

The following brief history of the subject site and surrounding area has been quoted from the NSW Office of Environment and Heritage listing sheet for the Service Garage:

The suburbs of Tempe and St Peters are part of a large grant of 470 acres made to Thomas Smyth in 1799. Smyth, who had arrived as a corporal in Captain Watkin Tench's company of marines and had been a storekeeper in Sydney since August 1792 was made Provost Marshall in February 1796. After Smyth's death in 1804 his property was acquired by Robert Campbell (Senior), merchant and landholder.

Alexander Brodie Spark, merchant, shipowner, broker and underwriter, company director and banker purchased part of William Packer's 100 acre grant on the southern banks of the Cooks River in 1827. On this land he built a cottage called "Tempe House", which was completed in 1836, surrounded by orchards and gardens.

In February 1839 a dam across the Cooks River was commenced with convict labour with the object of supplying water to the whole of the Sydney area through a system of pipes. By 1840 the dam was built, but unfortunately the water remained salty and could not be used. Fortunately the dam wall was used to carry a new road across the Cooks River and was thus not a complete failure.

By about 1840 Campbell had sold off all his holdings and the area was gradually subdivided. By 1857 the village of St Peters, including Bishop, Victoria and Albert Streets had been established. With the opening of Tempe Railway Station on the Illawarra Line in 1884 suburban development intensified and in 1891 a tramway was opened to St Peters. This was extended to Tempe in 1900 and a tram depot was built in Gannon Street, Tempe.

Alexandra Canal was once a salt marsh known as Shea's Creek. Excavation began in 1887 to transform the marshland into a canal capable of carrying barges to transport goods from the nearby brickworks, woolen mills, tanneries and foundries. Originally intended to link Botany Bay with Sydney Harbour, construction was halted about 1900.

By 1925 William Price owned a billiard room and tobacconist shop on the corner of Canal Road and King Street (now Princes Highway). In 1927 St Peters Council resumed Price's building and demolished it for road widening. St Peters Council then onsold the remainder of the block to the Austral Brick Company, which operated a large brickworks to the east and north of the site.

The Austral Brick Company leased the site to Grimes Filling Stations Ltd, which was possibly an offshoot of the Grimes Motor Garage of 63 Hunter Street, Sydney. A building application for a filling station was lodged with St Peters Council in 1929 and the station

opened for business in 1930. The garage has operated as Dynamo Auto Electrician for many years.²



Figure 3. 1946 image showing a portion of the original service garage, which has now been demolished and replaced. (Source: State Library NSW, Silent Cops Series, Digital Order Number hood_23899)

² NSW Office of Environment and Heritage, heritage listing sheet for *Service Garage*, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2030269>



Figure 4. 1946 aerial showing the subject site outlined in red. (Source: LPI SIX Maps Viewer)

4. Photographic Recording Sheets

DYNAMO GARAGE, 316 PRINCES HIGHWAY, ST PETERS

Photographer:	██████████
Date:	30 May 2016
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Archival recording prior to the modification of the site and surrounding area as part of Stage 2 WestConnex.





Image No.	Direction	Details	Thumbnail
001_DYNAMO_GARAGE_2016	NW	Facing south-east, view of sealed over petrol tank.	
002_DYNAMO_GARAGE_2016	NW	Facing south-east, view of sealed over petrol tank.	
003_DYNAMO_GARAGE_2016	NW	Facing south-east, view of front room interior.	
004_DYNAMO_GARAGE_2016	SW	Facing north-east, view of front room interior.	








Image No.	Direction	Details	Thumbnail
005_DYNAMO_GARAGE_2016	N	Facing south-west, view of front room interior.	
006_DYNAMO_GARAGE_2016	SE	Facing north-west, view of front room interior.	
007_DYNAMO_GARAGE_2016	SE	Facing north-west, view of front room interior.	
008_DYNAMO_GARAGE_2016	S	Facing north-east, view of front room ceiling.	
009_DYNAMO_GARAGE_2016	SW	Facing east, view of south-east corner moulding.	
010_DYNAMO_GARAGE_2016	E	Facing west, view of back room interior	
011_DYNAMO_GARAGE_2016	NE	Facing south, view of back room interior.	

Image No.	Direction	Details	Thumbnail
012_DYNAMO_GARAGE_2016	SW	Facing north-east, view of back room interior.	
013_DYNAMO_GARAGE_2016	SW	Facing north-east, view of back room ceiling.	
014_DYNAMO_GARAGE_2016	W	Facing north, view of back and front room.	
015_DYNAMO_GARAGE_2016	SW	Facing north-east, view of front room floor track.	
016_DYNAMO_GARAGE_2016	SW	Facing north-east, view of front room floor track.	

Image No.	Direction	Details	Thumbnail
017_DYNAMO_GARAGE_2016	E	Facing west, view of break room.	
018_DYNAMO_GARAGE_2016	SW	Facing, north-west, view into toilet.	
019_DYNAMO_GARAGE_2016	S	Facing north-east, view of break room kitchenette.	
020_DYNAMO_GARAGE_2016	NW	Facing south-east, view of storage room.	
021_DYNAMO_GARAGE_2016	NW	Facing south-east, storage room ceiling.	
022_DYNAMO_GARAGE_2016	NE	Facing west, view of corridor.	








Image No.	Direction	Details	Thumbnail
023_DYNAMO_GARAGE_2016	NW	Facing south, view of ancillary storage room ceiling and fan.	
024_DYNAMO_GARAGE_2016	NW	Facing south, view of ancillary storage room.	
025_DYNAMO_GARAGE_2016	NW	Facing south, view of ancillary storage room ceiling and fan.	
026_DYNAMO_GARAGE_2016	NW	Facing south-west, view of toilet entry.	
027_DYNAMO_GARAGE_2016	NE	Facing south-west, view of corridor towards toilet.	
028_DYNAMO_GARAGE_2016	SW	View of front room oil sump.	
029_DYNAMO_GARAGE_2016	SW	View of front room oil sump.	







Image No.	Direction	Details	Thumbnail
030_DYNAMO_GARAGE_2016	NW	Facing south-east, view of north-west garage façade	
031_DYNAMO_GARAGE_2016	NW	Facing south, view of north-west garage façade.	
032_DYNAMO_GARAGE_2016	W	Facing west, view of north side loading dock.	
033_DYNAMO_GARAGE_2016	N	Facing south, view of north and north-east garage façades	
034_DYNAMO_GARAGE_2016	N	Facing south, view of north and north-east garage facades from foot path.	
035_DYNAMO_GARAGE_2016	N	Facing south, view of loading dock and garage.	





Image No.	Direction	Details	Thumbnail
036_DYNAMO_GARAGE_201	N	Facing south, view of garage advertisement on north façade.	
037_DYNAMO_GARAGE_2016	N	Facing south, view of ladder into loading dock	
038_DYNAMO_GARAGE_2016	NW	Facing east, profile of north and north-east façade.	
039_DYNAMO_GARAGE_2016	NW	Facing east, condition of north-east side of north-eastern façade.	

Image No.	Direction	Details	Thumbnail
040_DYNAMO_GARAGE_2016	W	Facing north-east, view of garage and ancillary rooms.	
041_DYNAMO_GARAGE_2016	SW	Facing north-east, view of garage moulding	
042_DYNAMO_GARAGE_2016	N	Facing south, view of contemporary and later ancillary structures.	
043_DYNAMO_GARAGE_2016	W	Facing north-east, view of later ancillary structure and garage	
044_DYNAMO_GARAGE_2016	NW	Facing south-east, view of later ancillary structure.	
045_DYNAMO_GARAGE_2016	E	Facing north-west, view of later ancillary structure.	




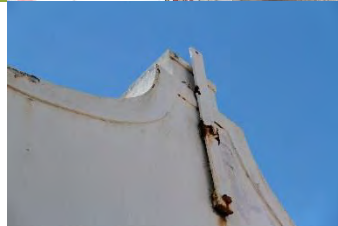

Image No.	Direction	Details	Thumbnail
046_DYNAMO_GARAGE_2016	W	Facing north-east, view of contemporary ancillary structure's south-western façade.	
047_DYNAMO_GARAGE_2016	SE	Facing north-east, view of contemporary ancillary structure's south-western rafters.	
048_DYNAMO_GARAGE_2016	SE	Facing north-east, detailing contemporary ancillary structure's rafters.	
049_DYNAMO_GARAGE_2016	SW	Facing north-east, detailing southern decorative gable.	
050_DYNAMO_GARAGE_2016	NW	Facing east, detailing ancillary structure's north-eastern gable.	

Image No.	Direction	Details	Thumbnail
051_DYNAMO_GARAGE_2016	W	Facing south-east, detailing modern light in rafters.	
052_DYNAMO_GARAGE_2016	NE	Facing west, detailing contemporary ancillary structure's western gable.	
053_DYNAMO_GARAGE_2016	NW	Detailing north-western façade moulding work over roller door.	
054_DYNAMO_GARAGE_2016	W	Detailing north-western façade advertising.	
055_DYNAMO_GARAGE_2016	NW	Detailing north-eastern façade corner-post feature	
056_DYNAMO_GARAGE_2016	W	Detailing garage North-western corner feature	

Image No.	Direction	Details	Thumbnail
057_DYNAMO_GARAGE_2016	W	Facing south-east, view of canal road and 'Dynamo Garage'.	
058_DYNAMO_GARAGE_2016	W	Facing south-east, view of 'Dynamo Garage'.	
059_DYNAMO_GARAGE_2016	SW	Facing north-east, view of Princes Highway and 'Dynamo Garage'.	
060_DYNAMO_GARAGE_2016	W	Facing south-east, view of Canal Road.	
061_DYNAMO_GARAGE_2016	N	Facing south-west, view of Princes Highway	
062_DYNAMO_GARAGE_2016	W	Facing south-east, view of garage roof from footpath.	
063_DYNAMO_GARAGE_2016	W	Facing south-east, view of contemporary ancillary structure roof from footpath.	

5. Photographic Proof Sheets

Dynamo Garage, 316 Princes Highway, St Peters
Photographic Archival Recording 2016 - [REDACTED]



001_DYNAMO_GARAGE_2016
1/8 ISO 400 2016/05/30 11:57:38



002_DYNAMO_GARAGE_2016
1/8 ISO 400 2016/05/30 11:57:54



003_DYNAMO_GARAGE_2016
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004_DYNAMO_GARAGE_2016
1/5.6 ISO 400 2016/05/30 11:31:19



005_DYNAMO_GARAGE_2016
1/5.6 ISO 400 2016/05/30 11:31:36



006_DYNAMO_GARAGE_2016
1/5.6 ISO 400 2016/05/30 11:31:52



007_DYNAMO_GARAGE_2016
1/5.6 ISO 400 2016/05/30 11:37:01



008_DYNAMO_GARAGE_2016
1/5.6 ISO 400 2016/05/30 11:36:32



009_DYNAMO_GARAGE_2016
1/5 ISO 400 2016/05/30 11:33:56



010_DYNAMO_GARAGE_2016
1/5 ISO 400 2016/05/30 11:34:04



011_DYNAMO_GARAGE_2016
1/5 ISO 400 2016/05/30 11:34:14



012_DYNAMO_GARAGE_2016
1/5 ISO 400 2016/05/30 11:34:33



013_DYNAMO_GARAGE_2016
1/5 ISO 400 2016/05/30 11:35:03



014_DYNAMO_GARAGE_2016
1/5 ISO 400 2016/05/30 11:35:19



015_DYNAMO_GARAGE_2016
1/5.6 ISO 400 2016/05/30 11:36:52



016_DYNAMO_GARAGE_2016
1/5.6 ISO 400 2016/05/30 11:37:17

Dynamo Garage, 316 Princes Highway, St Peters
Photographic Archival Recording 2016 - Photographer: Kylie Christian



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018_DYNAMO_GARAGE_2016
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021_DYNAMO_GARAGE_2016
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025_DYNAMO_GARAGE_2016
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026_DYNAMO_GARAGE_2016
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027_DYNAMO_GARAGE_2016
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028_DYNAMO_GARAGE_2016
1/6.3 ISO 400 2016/05/30 11:41:24



029_DYNAMO_GARAGE_2016
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030_DYNAMO_GARAGE_2016
1/8 ISO 400 2016/05/30 11:42:23



031_DYNAMO_GARAGE_2016
1/8 ISO 400 2016/05/30 11:42:39



032_DYNAMO_GARAGE_2016
1/8 ISO 400 2016/05/30 11:42:44

Dynamo Garage, 316 Princes Highway, St Peters
Photographic Archival Recording 2016 - Photographs



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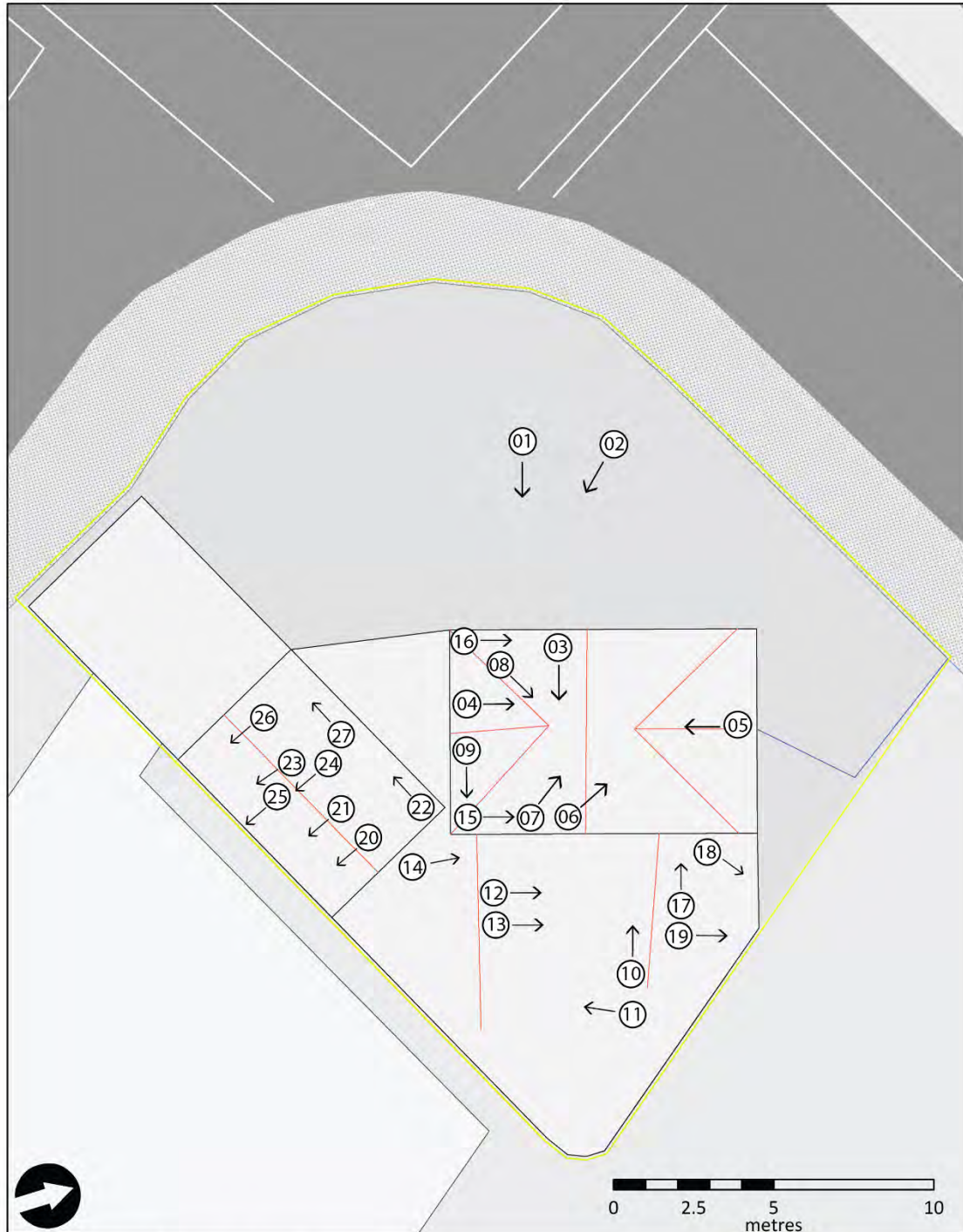


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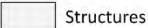



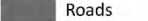


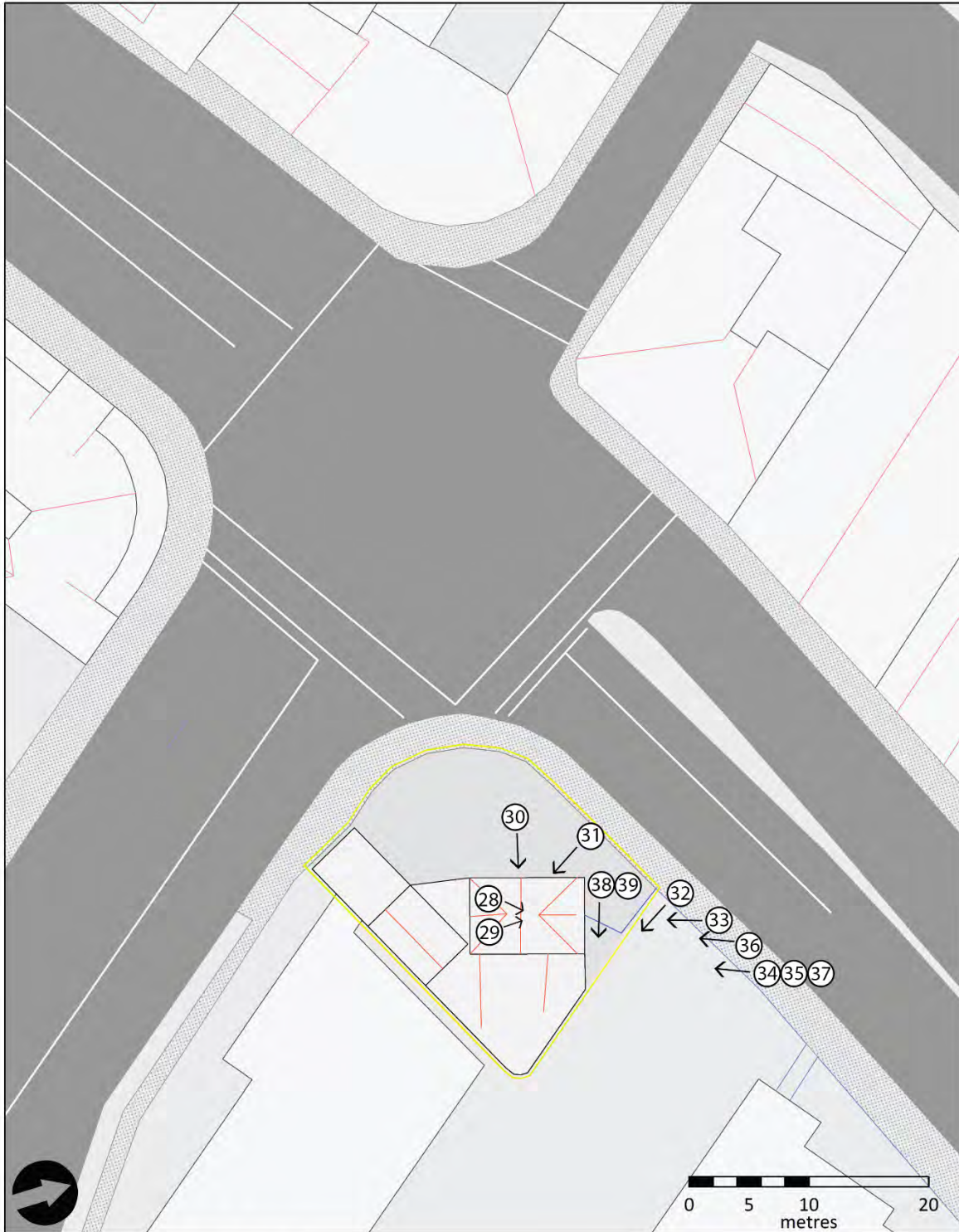
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


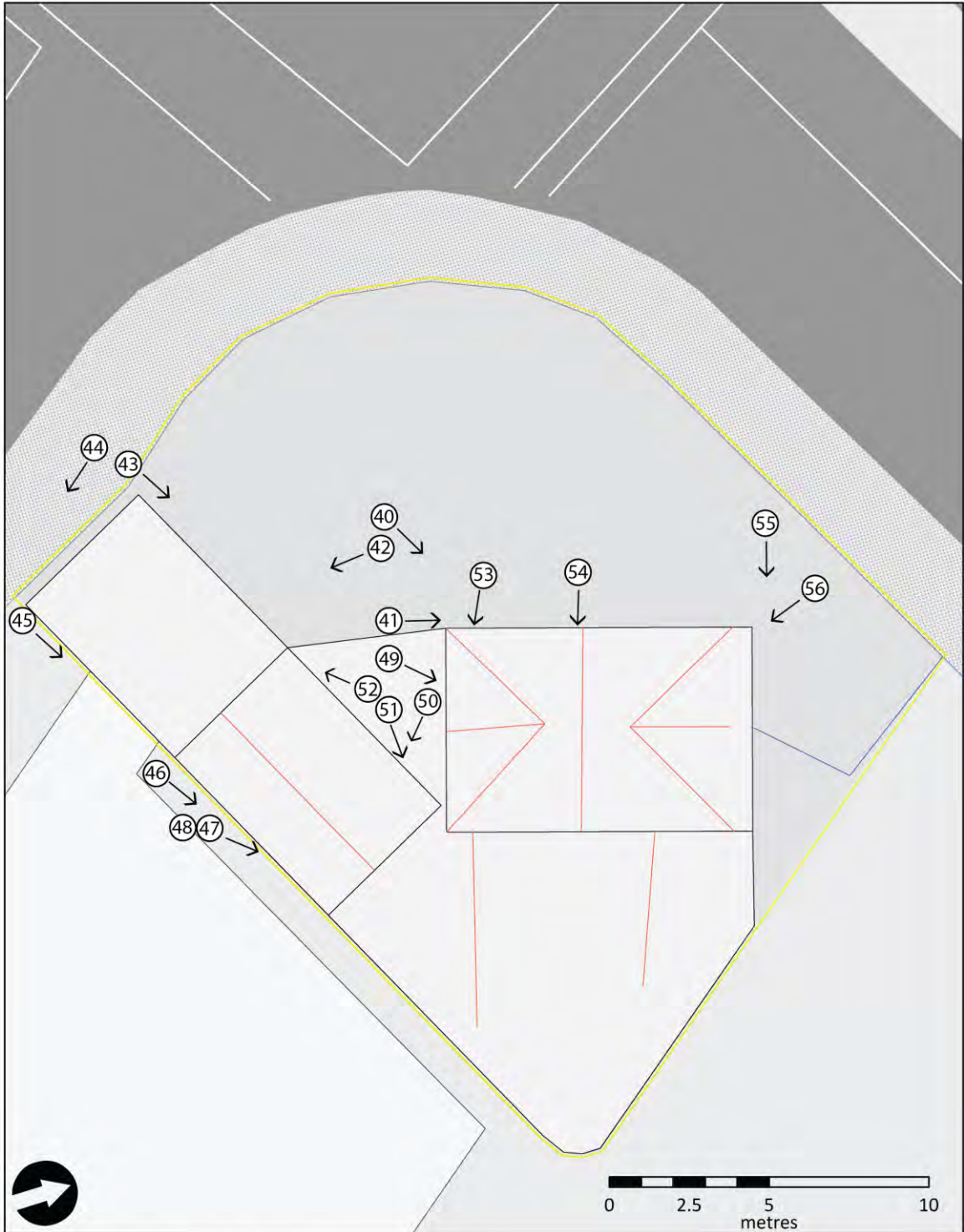
316 Princes Highway, St Peters

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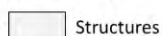



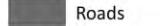


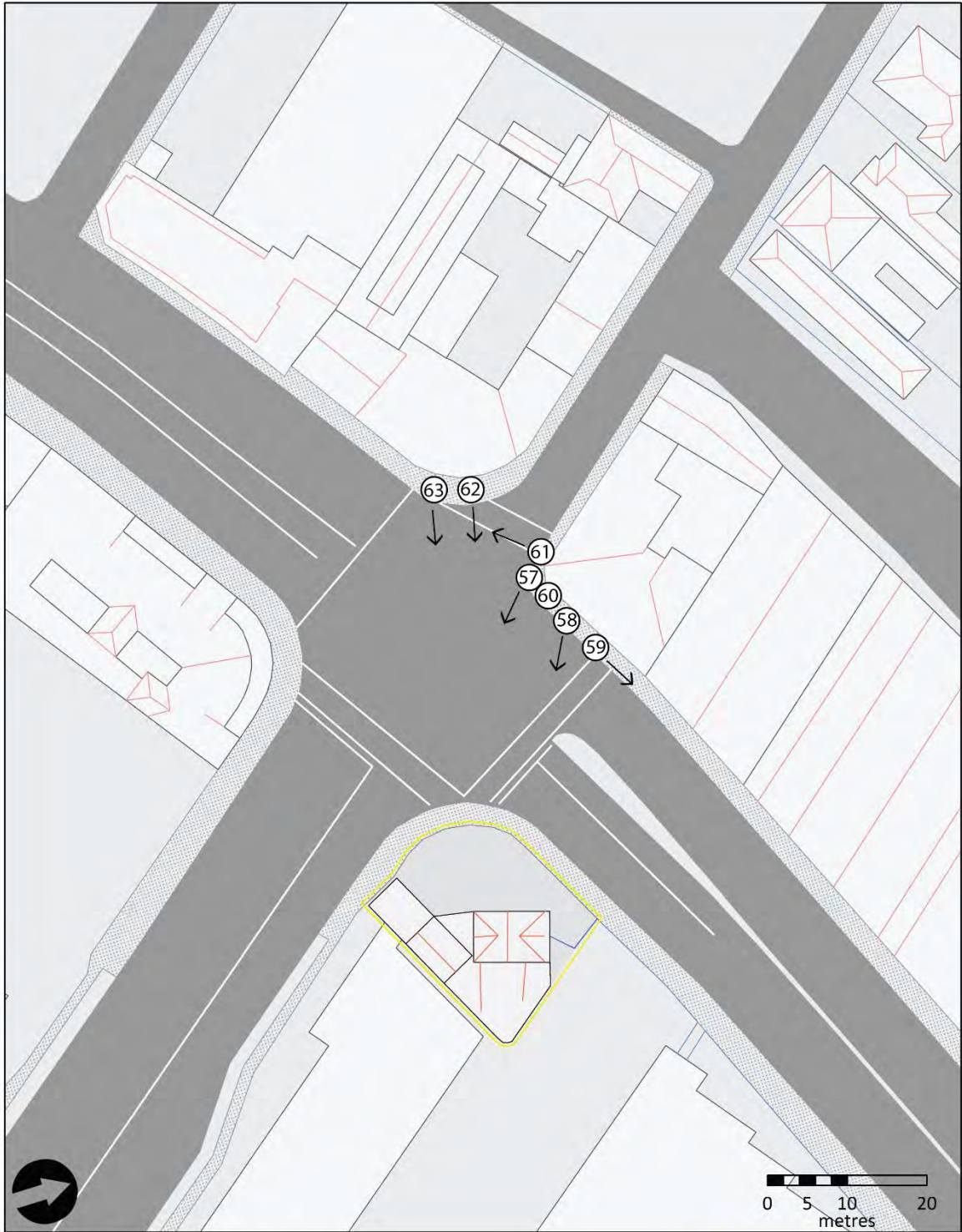
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




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316 Princes Highway, St Peters

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|  Project Boundary |  Structures |
|  Fencelines |  Footpaths |
|  Rooflines |  Roads |

7. Bibliography

NSW Office of Environment and Heritage, heritage listing sheet for *Service Garage*,
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2030269>.

Appendix A – Oral History Report

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



316 Princes Highway, St Peters – Dynamo Auto Electricians Oral History Report

Prepared for CPB Dragados Samsung Joint Venture

March 2020

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1. Introduction

1.1 Project description

Extent Heritage Pty Ltd has been commissioned by CPB Dragados Samsung Joint Venture to prepare an Oral History Report (OHR) for the Dynamo Auto Electricians at 316 Princes Highway, St Peters in response to the WestConnex Stage 2 New M5 project. The New M5 works resulted in the closure of the Dynamo Auto Electricians business in 2015. In response, this report will record the oral accounts of past and present employees who have worked at the Dynamo Auto Electricians. This primary source account will be archived in local libraries and the State Library of NSW for further research.

This report is in fulfilment of a condition of consent for the WestConnex Stage 2 New M5, specifically condition NAH08 (relevant section underlined):

In relation to the Service Garage at 316 Princes Highway, the following would be undertaken:

- *An existing condition survey report and program of monitoring would be undertaken to identify early potential risks to the heritage item.*
- *A photographic archival recording is undertaken prior to the current use ceasing. The archival recording should conform to the guidelines provided in *How to prepare archival records* (NSW Heritage Office, 2003) and *Photographic Recording of Heritage items using film or digital capture* (NSW Heritage Office, 2006). The archival recording should be lodged with the relevant local libraries and the State Library of NSW.*
- *The oral history should be prepared, which seeks to contact past and present employees as well as others with memories of the service station. The oral history should be lodged with the relevant local libraries and the State Library of NSW.*

1.2 Approach

The methodology used in the preparation of this oral history is in accordance with the principles and definitions as set out in the guidelines to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance (Burra Charter)* (Australia ICOMOS 2013) and the latest version of the *Talking History: Oral History Guidelines* (NSW Office of Environment and Heritage 2004).

This OHR outlines the current heritage status of the site; historical context of the site; and the existing assessment of significance for the place. A transcript of the interviewee is provided in Section 6, below. This report will be lodged in relevant local libraries and the State library of NSW.

A detailed methodology for the oral history has been included in Section 6.1.

1.3 Limitations

The historical context for 316 Princes Highway, Dynamo Auto Electricians provides sufficient historical background to understand the development and use of the place up until its closure.

Advertisement for participation in the oral history was submitted to the Inner West Courier in July 2018. Request for participation was also published on Extent Heritage social media accounts and lodged with the St Peter's Cooks River History Group online forum, at this time. Roads and Maritime Services (now Transport for NSW) also contacted the previous owner of 316 Princes Highway, Dynamo Auto Electricians, to seek their participation in the oral history.

The number of respondents and their backgrounds are limited to the extent of the survey this survey. As participation in the oral history was limited, the opportunity was taken to further research the historical context of the site.

1.4 Authorship

The following staff members at Extent Heritage Pty Ltd have prepared this Oral History Report:

- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED] Heritage Places Team Leader, undertook a review of the report.

1.5 Ownership

The site is owned by Transport for NSW (TfNSW) and currently managed by CPB Dragados Samsung Joint Venture.

1.6 Terminology

The terminology in this report follows definitions presented in the *Burra Charter*. Article 1 provides the following definitions:

Place means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including elements, fixtures, contents and objects.

Conservation means all the processes of looking after a place so as to retain its cultural significance.

Maintenance means the continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair which involves restoration or reconstruction.

Preservation means maintaining a place in its existing state and retarding deterioration.

Restoration means returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.

Reconstruction means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material.

Adaptation means changing a place to suit the existing use or a proposed use.

Use means the functions of a place, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

Compatible use means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance. 1.12 Setting means the immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character.

Related place means a place that contributes to the cultural significance of another place.

Related object means an object that contributes to the cultural significance of a place but is not at the place.

Associations mean the connections that exist between people and a place.

Meanings denote what a place signifies, indicates, evokes or expresses to people.

Interpretation means all the ways of presenting the cultural significance of a place.

2. Site Description

The subject property is located at 316 Princes Highway, St Peters, and is legally defined as Lot A, DP 35583. The property is located on the corner of The Princes Highway and Canal Road, at a major intersection. The property is opposite the Southern Cross Hotel.

The building at 316 Princes Highway is a blend of the Inter-war Spanish Mission and Federation Anglo Dutch styles. It is a single storey rendered building with two rectangular pavilion sections and parapets surrounding gabled unglazed terracotta tiled roofs. The parapets form unusual Anglo-Dutch gables. The later, attached building has a matching tiled roof and similar styled Anglo-Dutch detailing.



Figure 1. Map indicating the location of 316 Princes Highway in the greater Sydney area (source: Google Maps, 2019).



Figure 2. Aerial photo indicating the location of 316 Princes Highway in red. (source: LPI SIX Viewer, 2019).



Figure 3. 316 Princes Highway, St Peters – Dynamo Auto Electricians.



Figure 4. Condition of the Building façade in 2016.

3. Listings and controls

3.1 Statutory listings

Environmental Biodiversity and Protection Act 1999 (Cwlth)

National Heritage List

Dynamo Auto Electricians is not listed on the National Heritage List.

Commonwealth Heritage List

Dynamo Auto Electricians is not listed on the Commonwealth Heritage List

Heritage Act 1977 (NSW)

State Heritage Register

Dynamo Auto Electricians is not listed on the State Heritage Register.

S170 Heritage and Conservation Register

Dynamo Auto Electricians is not listed S170 Heritage and Conservation Register

Marrickville Local Environmental Plan 2011 (NSW)

Dynamo Auto Electricians is listed on the *Marrickville Local Environmental Plan 2011* (NSW) under Schedule 5 as item name: *Service Garage*, item No: 1276

3.2 Non-statutory listings

Australian Institute of Architects

The subject site is not listed on the Register of Significant Buildings in NSW.

National Trust of Australia (NSW)

The subject site is not listed on the National Trust of Australia (NSW) Register.

3.3 Summary of listings

Register/Listing	Item Listed (Y/N)	Item Name	Item Number
Statutory Registers			
National Heritage List	N	-	-
Commonwealth Heritage List	N	-	-
State Heritage Register (SHR)	N	-	-
S170 Heritage and Conservation Register	N	-	-
Marrickville Local Environmental Plan 2011, Schedule 5	Y	Service Garage	I276
Non-Statutory Registers			
Register of the National Trust (NSW)	N	-	-
Register of Significant Buildings in NSW (Australian Institute of Architects)	N	-	-

4. Historical context

The historical context presented in this section is informed by information provided in the oral history interview undertaken by on the 14 June 2019.

4.1 The Princes Highway and Canal Road

The later line of the Princes Highway would initially follow a track located on land owned by Robert Campbell (senior). Campbell acquired the land in 1804, with the original grant given to Thomas Smyth in 1799. The first name for the track was given as Bluanaming Road in 1820. Bulanaming Road functioned as the main connection between the hamlets at Cooks River and the settlement at Sydney. Bulanaming Road would later become Cooks River Road (c.1850s) and then the Princes Highway (1920).

By the 1840s, Robert Campbell (senior) had sold off his estate, and the area was gradually subdivided. In 1857, the village of St Peters was established. The early arrangement of the township included Bishop Street, Victoria Street and Albert Street. A comparison between the Cooks River Road survey plan and Ruess and Browne's map show that within a 20-year period between 1837 and 1857, Rickety Street – the later line of Canal Road – had been established (Figure 5 and Figure 6).

Early industry in St Peters centred on brickmaking and, throughout the 1860 and 1870s, land use and civic infrastructure was becoming increasingly organised to service brick pits and local labours. Initially, most landholdings were occupied by several smaller brick masters from families that had been operating in the Sydney brick trade since late eighteenth century. Many of the yards started by these families would later conglomerate into entities such as the Bedford Brick Works, the Warren Brick Company and the St Peters Brick Company.¹

In 1887, on the southern boundary of St Peters, dredging had begun in Shea's Creek to convert the watercourse into the Alexandria Canal. Though primarily an unemployment scheme, the initial construction phase of the canal was successful. As part of the works, Shea's Creek Bridge was built to better connect the suburbs of Mascot and St Peters. This took advantage of the existing line of Rickety Street. After the construction of Shea's Creek Bridge, part of the roadway was renamed Canal Road, though it was still frequently referred to as Rickety Road.

Into the 20th century, St Peters remained largely an industrial suburb. To better facilitate the movement of goods through the area, the Princes Highway was widened in 1927, causing the demolition of the old council chamber and St Peters Market.

¹ Ron Ringer, *The Brickmasters 1788-2008*, pp.61-80.



Figure 5. Extract from 1837 survey plan of the Bulanaming Road showing Robert Campbell's property. The general location of the Ricketty Street intersection is outlined in red (source: State Library of New South Wales, R.1071).



Figure 6. Extract from Reuss & Browne's map for subdivisions in Sydney. The intersection of Ricketty Street and Cooks River Road is outlined in red (source: National Library of Australia, MAP F 108).



Figure 7. Map of St Peters c.1917, showing the density of roads and urban sprawl. Parts of the map that are shaded indicate urban development. The location of the service station outlined in red (source: National Library of Australia, call number G8960 s63).



Figure 8. Map of St Peters c.1934, showing the density of roads and urban sprawl. Shaded parts of the map indicate urban development. The location of the service station outlined in red (source: National Library of Australia, call number G8960 s63).

4.2 316 Princes Highway

4.2.1 Billiard room to Grimes Filling Station

In 1925, William Price owned a billiard room and tobacconist shop on the corner of Princes Highway and Canal Road. When the Princes Highway was widened in 1927, the land was partially resumed, and the building was demolished. The resumed land was held by St Peters Council and later sold on to the Austral Brick Company, which owned the Ralford Brickyards to the rear of the site.

The Austral Brick Company leased the site to Grimes Filling Stations Ltd, which was possibly an offshoot of the Grimes Motor Garage at 63 Hunter Street, Sydney. A building application for a filling station was lodged with St Peters Council in 1929 and the station opened for business in 1930.²

By the 1930s, legislation had been introduced to improve safety standards for the storage and distribution of petroleum products. At service stations, this prompted the installation of petrol bowsers and changed the traditional use of stations away from an all-in-one service garage toward a petrol and diesel distribution centre. Businesses operating as simply service stations became viable during the interwar period, as technological improvements in both cars and road construction had encouraged an increase in car ownership. During the interwar period, car registration had jumped from 99,270 in 1921 to 571,471 in 1930.

In 1939, while still operating under Grimes Filling Stations Ltd, a seventeen-year-old attendant of the service station was robbed at gun point by four teenagers. The teenagers were later tracked down to a flat in Kings Cross and arrested by police in association with a string of service station robberies.³

4.2.2 Dynamo Auto Electricians

In 1962, Dynamo Auto Electricians was opened by Jim Markellos as a business on 333 Princes Highway, St Peters. Within two years, the buildings on the premises were burnt down during an accidental fire, lit by Jim's brother, and the business was relocated to 316 Princes Highway, St Peters. Later that year, the service station was converted into an auto-electrician's shop.

Major alterations were undertaken to convert the service station to an auto-electricians. These works included filling the underground petroleum tank with sand; removing the surviving petrol bowsers from the carriage way; and restructuring the original drive-through awning into a garage.⁴

² NSW OEH, heritage listing sheet for *Service Garage*, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2030269>

³ Daily News, *Four Face Charges As Garage Bandits*, 9 May 1939, p.5.

⁴ NSW OEH, heritage listing sheet for *Service Garage*, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2030269>

From the late 1960s through to the 1970s, the Dynamo Auto Electricians became a drop in for members for the Greek community living in the St Peters area. During this time, the roof was retiled, changing the colour from blue to red.

During the peak of the business' success, Dynamo Auto Electricians employed seven to nine auto-electricians on the premises. In the 1980s, a portion of the building was sub-let to the Marshall's Batteries company and the Canal Road side of the premises was altered to provide amenity for a twenty-four hour battery delivery service. Alterations included the installation of a steel door, a kitchen, a shower, a toilet and a bed. After Marshall Batteries ceased subletting the premises, use of the building was resumed by Dynamo Auto Electricians. The alterations made by Marshall Batteries were retained.

In 1985, John Kennedy released the single, Miracle in Marrickville, which featured the Dynamo Auto Electricians on the cover.

By the 1990s, the demand for auto-electricians had decreased and the number of employees retained by Dynamo Auto Electricians had dropped to three to four. In Australia, changes to all aspects of the automotive industry were being driven by improvements to manufacturing and the rising cost of labour. In line with this, the day-to-day operations of auto-electricians were tailored to include more work involving part replacement, rather than the more skilled process of repair through diagnosis and material fixing.

John Markellos took over the management of the business in 2007, though Jim Markellos continued to work until 2010. Jim worked at 316 Princes Highway for approximately 50 years.



Figure 9. Cooks River Road, St Peters, c.1929, showing the widened Princes Highway. This is prior to the construction of the service station on the corner of Canal Road. Buildings in the foreground are a Church of Christ residence. The service station would later be located behind those buildings (source: SA&R NSW, call number FL 121175).



Figure 10. Canal Street, St Peters, c.1934, showing a southern parapet on Canal Street, outlined in red (source: State Archives and Records New South Wales, call number FL 124060).



Figure 11. 1943 aerial view of 316 Princes Highway showing Canal Rd and the Princes Highway (source: LPI SIX Maps).



Figure 12. Silent cops [sic] at Princes Highway and Canal Road, St Peters, 11 January 1946. The service station building is located on the left. The building with “Calex motor oil” written on it has since been demolished (source: State Library of New South Wales, hood_23897)

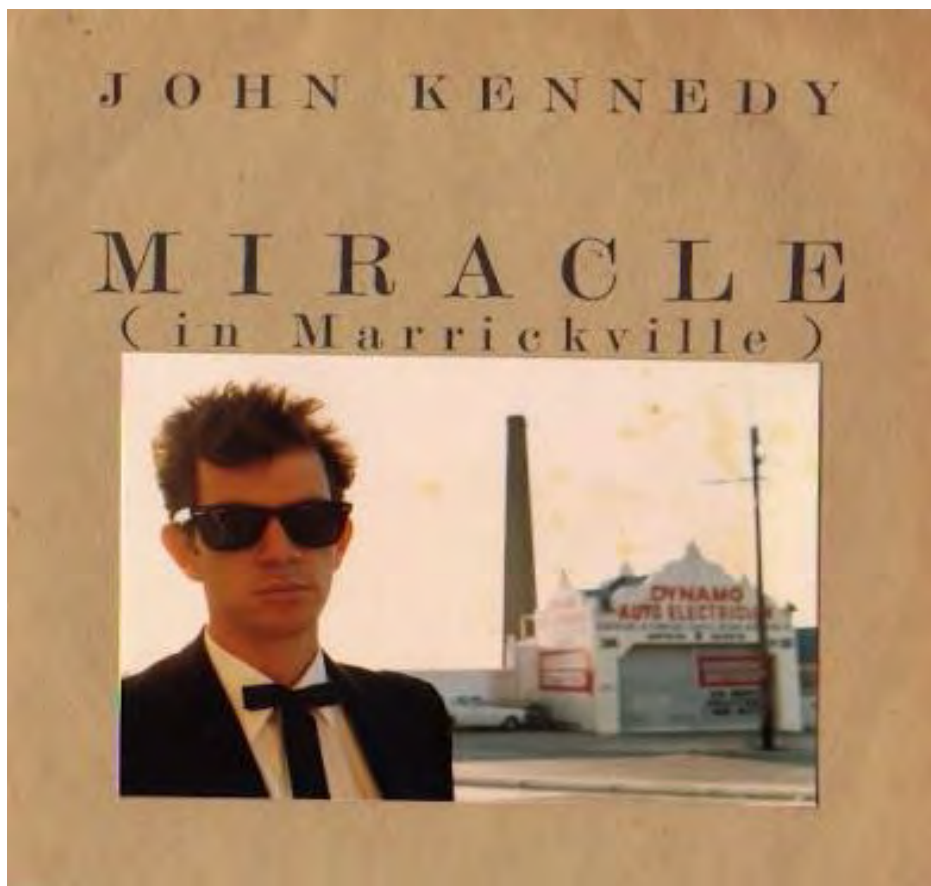


Figure 13. John Kennedy's Miracle in Marrickville album cover (source: Blogspot, That Stripped Sunlight Sound <http://stripedsunlight.blogspot.com/2008/06/>)

4.2.3 Architectural context

In the interwar period, service stations were a new branch of commercial architecture. The October issue of the 1926 *Building* journal commented on commercial garages, observing that many of the new filling stations were “mere galvanised iron sheds” and suggested that they needed to be more pleasant to look upon, as it was likely that they would proliferate. The journal noted that the preferred arrangement for a service station was on the roadway, allowing for several cars to queue while the serviced car was stopped under a *Porte Cochere* (a porch where vehicles stop to set down passengers).

Built in the 1930s, Grimes Service Station is comparable to many other interwar service stations that still exist in NSW. Between 1920–1950 individually designed single story service stations were typical in NSW. Dynamo Auto Electricians represents one of those interwar period service station with a Spanish Mission and Federation Anglo Dutch architectural style. There are other similar inter-war period service stations including Rising Sun Service Station at 424-430 King Street, Newtown, Malcom Motors at 23-25 King Street, Auckland.

5. Significance

5.1.1 Assessment of heritage significance

The NSW Heritage Manual was developed by the Heritage Office and former NSW Department of Urban Affairs and Planning to provide the basis for an assessment of heritage significance of an item or place. This is achieved by evaluating the place or items significance in reference to specific criteria, which can be applied at a national, state or local level (Heritage Office and Department of Urban Affairs and Planning 1996).

5.1.2 Existing assessment against criteria

The following assessment of 316 Princes Highway against the NSW Heritage Criteria has been extracted from the existing State Heritage Inventory (SHI) listing for the *Service Garage*, item No: I276.

Criterion (a)

An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

SHI Response:

Of historical significance as a rare surviving example of an inter-war period service garage, and as one of the few extant sites associated with the former Austral Brickworks.

Criterion (b)

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

SHI Response:

-

Criterion (c)

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

SHI Response:

Of aesthetic significance as the style of the building is an interesting blend of the Inter-war Spanish Mission and Federation Anglo Dutch styles, and is representative of interwar period Sydney service stations, which generally favoured the Interwar Spanish Mission style.

Criterion (d)

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

SHI Response:

The building has local social significance for its featuring on the cover of the 1985 John Kennedy single "Miracle in Marrickville".

Criterion (e)

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

SHI Response:

-

Criterion (f)

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

SHI Response:

A rare surviving example of an inter-war period service garage.

Criterion (g)

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

SHI Response:

Representative of early service garages in Sydney.

5.1.3 Existing statement of significance

The following Statement of Significance is extracted from the existing SHI listing for the *Service Garage*, item No: I276:

This building is of historical significance as a rare surviving example of an inter-war period service garage, and as one of the few extant sites associated with the former Austral Brickworks. Of aesthetic significance as the style of the building is an interesting blend of the Inter-war Spanish Mission and Federation Anglo Dutch styles, and is representative of interwar Sydney service stations, which generally favoured the Interwar Spanish Mission style. The building has local social significance for its featuring on the cover of the 1985 John Kennedy vinyl single "Miracle in Marrickville". The building is a rare extant example of an inter-war period service station.

6. Oral History

6.1 Methodology

6.1.1 Respondents

In November 2018, the following advertisement for contribution to the oral history project was lodged with the St Peter's Cooks River History Group online forum, posted to Extent Heritage's social media accounts and submitted for publication in the newspaper, the Inner West Courier:

The WestConnex New M5 Project has engaged Extent Heritage to prepare an oral history for the former Dynamo Auto Electrical garage at 316 Princes Highway, St Peters. Former workers and customers of the garage are invited to share information regarding the garage's history for publication in local libraries and the State Library of NSW. If you would like to participate please contact us at projects@extent.com.au, with your name, contact details and a summary of your association with the site.

This landmark garage, located on the corner of Princes Highway and Canal Road, St Peters, was built in 1930 and is a rare surviving example of an inter-war period service garage. The garage was operated by Dynamo Auto Electrical from 1964 to 2016.

The advertisement was also made directly available to the former owners of the Dynamo Auto Electricians, the Markellos family, courtesy of the WestConnex Stage 2 New M5 project team. Communication with the family had previously been made to inform the family of how the land was to be managed under the WestConnex Residual Land Management Plan (B67).

By January 2019, Extent Heritage had received only one response to the advertisement. The respondent was John Markellos, the former owner and manager of the Dynamo Auto Electricians between 2007–2016.

6.1.2 Questionnaire design

As the respondent was a single individual with a long-standing association to the place, the design of questions was focused on understanding that individual's connection to the place and his knowledge of the auto-electric industry. The questions were designed to follow a clear thematic structure that focused on the Markellos family's emigration to Australia, their involvement in the auto-electric industry and other contextual information that may flow from their experiences. Specifically, the questions were intended to gain a better understand of the following:

- Connection of the Markellos family (and wider community) to the Dynamo Auto Electricians.
- Past practices and changes to the auto-electric industry.
- Past ownership and management of the place.
- Past alterations and physical changes to the premises.

It was also envisioned that the information obtained from these questions may augment the current significance assessment information, presented in Section 4 of this report. Specifically, the questions aimed to explore topics that relate to the history of the place (criterion a); existing associations with the building (criterion b) the aesthetics of the building (criterion c); and the use of the place by the family and broader community (criterion d).

6.1.3 Questionnaire

The following questionnaire was brought to the interview with [REDACTED] on the 14 June 2019. Questions were prepared with prior knowledge of the participant's connection to the site and some understanding of the development of the place.

Introduction:

- 1) *To start with, what is your name? when were you born? and where were you born?*

Early relationship:

- 2) *Tell me about growing up in Australia, what was your house like? Was it far away from the garage?*
- 3) *Did you ever see the place when it was a fuel station, before it was a garage? Did you know what it was like then?*
- 4) *What did you family first do when they came to Sydney?*
- 5) *Who was the first person to operate the garage (his old man)? How did he/she get his qualifications or training? Did he operate the business with anyone else (his brother)?*
- 6) *What were your first impressions of the shop? What did you think of the building when you were younger? Has that impression changed?*
- 7) *Did you spend much time in the garage when you were younger? What were your impressions?*

Business operations:

- 8) *Where did the name Dynamo Electricians come from?*
- 9) *How long did your dad operate the garage for?*
- 10) *How did your dad run the Auto Electricians Garage? Was there much demand at the time he started operating?*
- 11) *Was the business successful initially, or did it take some time before things picked up? Were there reasons for that?*
- 12) *How many employees were there when he started? Did this number increase?*
- 13) *Were there any major changes made to the building to accommodate the business?*

Career:

- 14) *How did you learn to become an auto-electrician? Did this differ from your dad's way of doing things?*

- 15) *When did you start working as an auto-electrician?*
- 16) *Did you work at other garages? Or did you start at Dynamo?*
- 17) *When did you take over the business?*
- 18) *How long did you operate the garage for?*
- 19) *Did you make any changes to the building in that time?*
- 20) *Did your dad and family still spend time in the garage?*
- 21) *Did you change the operations of the business when you took over, and if so in what way?*
- 22) *How did increased computerisation affect the business?*
- 23) *When did you first find out that you might have to let the garage go? How did that feel?*
- 24) *You've sold the business, what do you do now?*

Final thoughts

- 25) *What was the best vehicles to work on? Where there any that you didn't types that you didn't like?*
- 26) *Where there any particularly memorable moment in the garage?*
- 27) *Did either you or your dad know that your garage was on the cover of John Kennedy's Miracle in Marrickville?*
- 28) *Is there anything you'd like to add, or would you like to ask me any questions?*

6.2 Transcript

The interview was conducted on 14 June 2019 at Heirloom Speciality Café on the corner of Avenue Road and Ballantyne Street in Mosman, NSW 2088. The total length of the interview was 56:57. The interviewer was Ben Calvert (BC) and the subject of the interview was John Markellos (JM).

Adapting to the conversational style of the interview, the structure of the questionnaire was not followed strictly. Questions were asked as seemed appropriate when the opportunity presented itself.

An excerpt of the interview from between 40:55–42:41 has been redacted at the request of the interviewee (see appendix A). The section identified for redaction has been marked in the body of the transcript.

BC Oral history for Dynamo Garage/WestConnex. I'm here with John Markellos. Interviewer is Ben Calvert. Just for the record, what's your name, when and where were you born?

JM Okay. My name is John Markellos, and I was born in Detroit, Michigan, so ... yes. So, my father came to Australia and then he decided to try out America as well, like from Greece, so he came to Australia, but he tried America. So ... my older sister was born in Greece, my second older sister was born in Sydney, and I was born in Detroit. And then my mother didn't like Detroit, it was just too cold and miserable, so we moved back to Australia.

BC That's pretty interesting actually.

JM: Yeah.

BC Okay, well ... so you moved back to Australia, tell me about growing up in Australia, then in that case.

JM I came here when I was a baby, so ...

BC So, when you were younger, and ...

JM Oh yeah, I think I was only two years old when I came here, so I don't remember America at all.

BC Okay. So what was the... Where did you live?

JM In Dulwich Hill. So we lived in Dulwich Hill, and then from Dulwich Hill we moved to Earlwood, and from Earlwood we moved to Bexley North and then Bardwell Park. So we were always in that area. That little area.

BC And that was while your dad owned the shop at that time.

JM Dad owned the shop. My dad actually owned the shop before he got married.

BC So, he came to Australia first?

JM He came first, yeah. And then he went back to Greece and got married. So he got the shop ... I'm not really too sure because he's got a bit of dementia at the moment, which isn't good, but it was sometime in the 60s.

BC Right.

JM So we're guessing around the ... I'm guessing around the mid-60s we bought the shop, and originally the shop, which he called Dynamo Garage. From now on we call it Dynamo Auto or Dynamo Auto Electricians, or just Dynamo. It wasn't Dynamo Garage, it was Dynamo Auto Electricians. The name Dynamo firstly is a Greek word meaning generator, which is what cars used to have to charge their batteries, they had dynamos and generators. Now they have alternators which are a bit different. The shop was originally at 333 Princes Highway, which is where the BP service station is now. They were there for a year or two and his brother came over from Greece and he burnt the place down with a cigarette.

BC [Laughs].

JM He burnt that shop down, and that's why my dad moved to 316.

BC He burnt down the original shop.

JM Yeah. His brother burnt down the original shop and then he moved to 316 which is where he was for 50 years.

BC Did they keep working together, your dad and his brother?

JM They're still on good terms, yeah. It happens.

BC Would've been a bit of an episode. Was that memorable when you were growing up?

JM I don't remember, like I was ... like I said, I wasn't even born when this happened.

BC Okay, yeah, fair enough. So when you first were growing up, did you go into the place often?

JM Yeah, all the time. So my dad basically had ... he was working there seven days a week and he worked, I suppose what you would consider long hours, so he'd always ... he'd get there at 5.00 in the morning and probably leave about 8.00 at night. We never had dinner at home until we were like ... like 9.00 and my dad would get home and be eating dinner. So, we're like late dinner people.

BC Oh right, yeah.

JM But ... so yeah, it was busy, it was busy all the time. There was a lot of call for his particular trade back then, which was mainly rebuilding generators, starter motors and doing auto electrical work on cars. So, there was big call for his work. I think he was a bit of a workaholic. He had the dream of working really hard and moving

back to Greece one day, which never eventuated, but he had that dream so he's just working and saving. Yeah, it was just like normal. So, he only took off two and a half days a year, so he'd take off ... the shop would be closed on Greek Easter Sunday, Christmas Day and it'd be open half day New Year's Day. Other than that, it was just business as usual.

BC So ... and this is one of those gaps in my knowledge. The difference between alternators and generators ... I was going to sort of get to this a little later... it's different currents of electricity, isn't it?

JM Yeah, alternator is basically a motor ... sorry, a generator's basically a motor which, once it's driven, creates electricity, instead of sucking it. And an alternator produces AC current which then goes through a rectifier and is converted to DC.

BC Okay. And so what's the difference between having a generator or an alternator in a car?

JM Long story short, alternators are much better.

BC Alternators are much better.

JM More reliable, higher output, yeah.

BC And what time did that change happen?

JM That would've happened 60s/70s. By the end of the ... probably by the mid-70s there were no more generators.

BC Right. Okay, so obviously there's a performance advantage there, is that just in terms of the longevity of the car, or was actually just day to day ...

JM No, no, much better, like across the board.

BC Across the board.

JM Across the board, yeah.

BC Okay.

JM Higher output, less weight, less servicing, more reliable, everything.

BC Were they ... so who were the first people to bring alternators to cars then?

JM The first one, I think, was Chrysler. I'm pretty sure the first one to bring it in may have been Chrysler, and they had this big cylindrical birdcage alternator. It actually looks like a bit of art, it looks a bit like an art work if you actually see it ...

BC That's kind of interesting. So, Americans then ... all the other Americans and then every other sort of ...

- JM Yeah, once the technology was out, it was better to jump on it straight away.
- BC Yeah, makes sense. Thanks for satiating my curiosity there.
- JM No worries.
- BC And so when you first ... your family first came to Sydney, or your dad first came to Sydney, he immediately started working as an auto electrician?
- JM No, I don't think so. He had a few jobs. First of all he went and probably worked for the Water Board and they sent him up to ... they sent him somewhere and basically he was given a trench to start digging, and he did that for one day, and then he worked around Sydney as an auto electrician. He told me he worked in Kings Cross at a garage for a while. At St Leonard's, again at an auto electrician for a while. So I definitely remember those two positions. And then he ... and sometime after that I guess he bought the shop.
- BC So yeah, he was the one to actually buy the shop, ante it up and start operating.
- JM Yes, yes, that way, yes.
- BC Okay. So he was obviously ... he knew how to do this sort of stuff, did he get training in Greece?
- JM Yeah, he learnt in Greece.
- BC He learnt in Greece, yeah.
- JM He told me when he was twelve, he did his apprenticeship.
- BC Wow.
- JM Yeah.
- BC That's kind of remarkable. What timeframe would that have been that he'd done that?
- JM He was born in '33, so it would've been just after the Second World War.
- BC Geez, yeah. So sometime in the late 40s or early 50s.
- JM Yeah, late 40s I think, yeah.
- BC And came over in the 60s, did you say?
- JM He came over in '62.
- BC '62, that's right, yeah.

JM '61/'62 I think. Around there.

BC Around that time, yep. And did he ... so he'd done his apprenticeship. Do you know if there were any differences between how the apprenticeships are run there, or if they're pretty much the same the world over?

JM No, over there an apprenticeship was ... obviously the kid would start a lot younger, they start at 12 or 11. And you wouldn't get paid as an apprentice. So, as an apprentice you'd learn from a technician, or your boss, whatever you want to say, and they might give you ... you could basically work on their goodwill, I guess. So, if you did something right, they might give you a few drachmas or a few cents. But there was no formal age, you weren't getting paid.

BC Okay.

JM Then also in Greece as well, when he did the Army ... he was also an auto electrician in the Army. Because they had compulsory service over there.

BC And having the trade would've put him into that area.

JM Yeah, rather than just general infantry.

BC And this is it, this is one of those things, that is under appreciated, which is that this is a very specialised part of car maintenance.

JM Yes.

BC So how long did your dad operator the garage for? Sorry, the auto electrician's?

JM So he had it from when he got it, in the mid 60s basically, to ... up until ... he didn't want to leave to be honest, then my dad started getting dementia and it was ... he kept on working, things are getting forgetful, things are getting misplaced and whatever, and then eventually he had to stop working. He never wanted to stop working. So, he probably stopped, I don't know, 2010, around then.

BC That's quite a long time though.

JM Yeah, but that's only because he had to, he didn't want to stop.

BC How old was he when he stopped?

JM Jesus, he would've been late 70s.

BC Late 70s, yeah. That's well over the age of retirement.

JM Yeah, 79 or whatever. He would've gone 'til he died. Yeah, if he could.

BC Not the mentality you have from most people today, that's for sure.

JM No. I guess he liked it.

BC I suppose that's fair. I suppose it's one of those things where when you feel good at something you want to keep doing it.

JM Keep doing it, exactly, yeah.

BC Makes a lot of sense. So, he was obviously quite skilled at that time. Did he take on apprentices and that sort of thing?

JM All the time.

BC All the time, yeah. So, I also take it there'd be quite a community that would build up because of that, because everyone would sort of know everyone, I guess?

JM Yeah, true.

BC Fair enough.

JM There was a bit of a hang out at some stages, so apparently on Sundays it was like a big get together for all the Greeks in the area, and ...

BC Very nice.

JM Behind the workshop there was an industrial unit that got built. I'm not sure when they got built but before they got built there was just bushland, it was just basically all blackberry bushes and overgrown leaves and stuff. And that little back section they used to barbecue and put lambs on the spit on the weekend, and everyone would get together and hang out. So, it was a bit of a hang out as well.

BC That's nice. So, there was actually quite a big Greek community around the area?

JM Oh, it's huge. Yeah, huge. It would've been nothing like ... back then to have 10 or 15 people on a Sunday hanging around eating, drinking, whatever. I remember by the time I was growing up it was more subdued, so by the time ... I started working there when I was 18, so I started working there in '96, and to be perfectly honest, most of the old people were either dying or moving on. So, it'd be ... it used to be a bit of a coffee shop on a Sunday. The days when they were all young, they used to like spit roast animals and eat and drink... it'd become a bit of a coffee shop, read the newspaper. So, you'd have like eight or nine old guys there reading the newspaper, talking, arguing politics, whatever.

BC [Laughs].

JM But you could tell, like it was changing, it was changing. You know, for the young men they were becoming middle aged men, and now ... basically by the time we left most of them were dead. Not all of them.

BC And they were just locals around the area.

JM Locals in the area. They'd come in for a repair, 'you're Greek, I'm Greek, how are you going, let's talk', you know what I mean. If they didn't clash too much over politics or someone else, and no one got told to fuck off, then they'd become friends.

BC [**Laughs**]. I think it's quite lovely, actually.

JM That's how it worked. I'm sure it works now, like I'm sure a lot of the immigrant communities now do exactly the same.

BC Probably are. So okay, well let's just wind back a little bit. What were your first impressions of the shop, when you really started to get in there? Because you were in there when you were younger ...

JM Yeah, when I was a kid, I used to work there Saturday/Sunday and the school holidays.

BC That's demanding.

JM Yeah, I used to work all the school holidays and stuff. I don't know, it was more homely than our actual home, because we changed home four or five times, like Dulwich Hill, Earlwood, blah, blah, blah. But that was always a constant that place, you know what I mean?

BC Yeah, yeah, I do, I really do.

JM So that was ... I don't know, it just felt like home.

BC That's really nice. And so the building in that, because it's quite a distinctive building, a lovely building.

JM Yeah, we called it the Taj Mahal.

BC Just because it was really different on the streetscape?

JM No, just by the way it had those like the parapets, the way they sweep upwards, you know. They sort of looked like the top of the Taj Mahal, pretty ornate.

BC That's fair enough. I think it was meant to be a Spanish mission building, that sort of style.

JM Same sort of thing, yeah.

BC So, do you think it was a bit special then, a bit different?

JM Yeah, definitely, definitely. You can see other buildings in the area, you can see like odd ... and like a building that had been knocked down and rebuilt a hundred times, as opposed to something that was a hundred years old. You could tell it was different, you knew it was right.

BC The sort of age of it and that sort of thing.

JM Yeah, yeah.

BC Lovely. Now ... because it had an old petrol tank underneath it didn't it, when it was first a fuelling depot.

JM The ... My dad filled in the tanks with sand, that's what they used to do back then, they'd fill them ... you didn't want to be a servo anymore you'd fill the tanks with sand. So the tanks were always there, they never got removed. The front of the building, which everyone looks at with the roller doors in front of it was an awning.

BC Okay, yeah. So, it was an open area.

JM Because the two side walls got bricked up and the roller door came in the front. But that was never the case, apparently ... I never remember this, but my father told me they'd had a drive through awning, so if it was raining people could fill in petrol without getting wet, obviously. And the shop started further in, the lock up area, whatever you want to call it.

BC Yeah, okay. And so there was that kind of façade that came out from that.

JM Do you get it?

BC Yeah, yeah, I think so, Maybe.

JM I'll get a pen, I'll draw it for you actually.

BC Okay. That might be helpful.

JM If you give me a picture of the building I could show you.

BC I don't have a picture of the building with me here unfortunately, but sort of go ahead.

JM So that's the building is sort of like that, and then you've got another parapet there, another one there, and one at the back there. You've got that side section, and the back section. So, this wall was open, that's been bricked in. The wall there was open, the roller doors which are here now didn't exist. So, this was a free-standing awning. As you looked inside, what you'll see ... so sort of on this back wall, okay ... I've really got to show you a picture of this. So, you had that ... I've got to show you a picture of it. If you look on the inside, you'll see there's like a little ornate design there with a window.

BC Right.

JM And this is just ... this has all been knocked out. This is all open. But originally it had that little design there with the window. It would've had a door here, and it would've had another window there. And that was the shop, in this section.

- BC Okay. I'm just going to make some notes, just so I can remember that.
- JM I'll get some ... tell you what I'll do, I'll get some pictures to you.
- BC Alright.
- JM I'll get some pictures out to you and you can actually see what I'm talking about.
- BC Okay. Well that'd be useful just in the sense of conservation for the building as well.
- JM You'll know what I'm talking about when you see it. But the way you see it now is not the way it was originally.
- BC It's been altered.
- JM It's been altered, yeah.
- BC A lot of these buildings usually are, because you change purpose, you change the design.
- JM Yeah, yeah, makes total sense. And the original colour too of the tiles on the roof was blue. At some stage they became red.
- BC When you were there, or your dad was there?
- JM It would be when my dad was there. Yeah, not when I ... when my dad was there. Because we've got photos from when he had the shop and the tiles were always blue. And I go, 'when did the tiles become red?' And he had dementia by this stage so he's like 'who the hell cares'.
- BC Not important.
- JM Not important. No, no. So, the tiles were always ... I've got old photos, I'll show them to you, and they're blue tiles. It was actually ... it looked a little bit better I think.
- BC Yeah, that sort of white with the parapets and the blue, that's quite striking. With the red it almost looks a bit Hollywood doesn't it, like a terracotta.
- JM With the terracotta tiles, or the red ones, they just look a bit common, where the blue looked something special.
- BC Yeah, I get that. I'm not too savvy about these things architecturally, but I can see what you mean, a bit uncommon.
- JM Yeah, yeah.

BC Okay. Well sort of wheeling back into it, so what are the day to day operations of an auto electrician?

JM Auto electrician is basically all the electrical stuff on cars. So lights, radios, all of that stuff. Your blinkers, your wipers, your starter motor, your alternator, your battery, basically anything with a wire going to it is our job.

BC Yeah, okay. And that sort of stuff, that would've come in ... so that would've been in by the Second World War at least, even earlier probably, because things like lights on cars and things.

JM Oh god, yeah, yeah. It's changed a lot, but yeah.

BC Probably changed more with computers and things like that.

JM Oh god yeah, Computers on wheels we call them nowadays.

BC **[Laughs]**. We'll get to that sort of later on because I was curious to sort of figure out what that impact had to the business and how that sort of changed everything. So, it [the business] was quite successful right away, because there was obviously a demand for it, cars were increasing on the roads and that sort of thing. He was a bit of a workaholic, as you put it. The business was obviously sort of successful right away I guess, it wasn't ... it didn't take time for him to get established?

JM I don't think so.

BC It just always flourished.

JM I think it did.

BC Okay.

JM He might've struggled to build it up a bit at the previous location, but I think by the time he got to the new location, I think he was doing okay.

BC Okay. How many employees did he have?

JM Probably at his peak he would've had about seven or eight, at the peak of it. And then as the industry sort of declined, maybe like about three of us or four of us.

BC So, when did the industry start to decline?

JM I'd say in the 90s. There was a few reasons. Cars became a little bit more reliable, also people held on to their cars a lot less. So, in the old days you wouldn't throw a car away. Unless you smashed it or it rusted out, you just wouldn't throw a car away. The average of a car would've been 15 years. Whereas now it ... I'm sure you could ... feel free to Google the statistic, what's the average of a car now, it's not 15 or 20 years. The average age of a car now is ... they're throw away units, maybe five years, maybe six, maybe seven, but not more than that.

BC Which is by design.

JM Which is why you'll get a car nowadays, it'll be reliable for a set period and then, all of a sudden, the cost to repair that car is not worth the cost of that car, and they get thrown away. Which is basically everything now in society, I guess.

BC Probably, more-or-less.

JM No one fixes TVs.

BC I hope they're not throwing humans away, at least.

JM No, not yet. So yeah ... I guess at the peak of it ... like when he had it, it was a growth area, or a growth business. And then by the time the late 80s, early 90s came around, then the decline started to happen.

BC Okay, yeah. So, was that also happening from computerisation, which is what we were talking about before. And was it also to do with things become more modular or discrete, and if you wanted to get something replaced you have to get it replaced, you couldn't get it fixed?

JM Yeah, that's a large part of it. Things became throw away. So, where before you'd pull something off, like a wiper motor ... I remember my dad used to rewind wiper motors. I did that once at TAFE and I never did it ever again. He used to do it back then and make money out of it. It was profitable. Things just became throw away. So, the skill was gone, basically any monkey with a spanner can pull something off, throw it away and put something else on. But to actually open something up and repair it, that skill's died in Australia. It doesn't exist anymore.

BC No. That's probably true, I think. So when you came in ... we'll switch back ... we'll jump back a little bit. So, obviously alterations were made to the building when you first came in there.

JM Not that many really.

BC Not that many?

JM No, not that many. I probably did a few alterations towards the end before it was acquired. I raised the height of the ceiling to fit a hoist, so the height of the ceiling got raised around about a foot. The tiles on the roof, I remember they were all getting a bit broken on the awning part, and I changed that to a, what do they call it, a Colorbond roof?

BC Yep.

JM But I didn't actually change the pitch or anything. So all the timber inside is still the original timber. So if you look at the roof it's got like a hundred angles on it, it's crazy. And the carpenter said thank god we're just doing the Colorbond and we're not actually doing the timber, or this would cost you up to \$40,000. It was just angle after angle. People don't do this stuff no more.

BC Yeah.

JM Simple as that.

BC So when you're talking about angle after angle, it's one of those sorts of ones that it pitches like that **[arm held at a 45 degree angle]**?

JM It pitches and then it goes across sideways where you've got other pitches coming off it. Get up there and have a look, you'll see.

BC I'll have to try and see if I can flick through the archival photos, that sounds quite intense actually. Alright, okay. Yeah, switching on to your career more specifically as an auto electrician. How did you learn, you obviously learnt with your dad?

JM Oh yeah, learnt with my dad. So basically after high school ... I'd already been working there as I said, weekends and holidays, and then after high school I basically just started there full-time. Did my apprenticeship there, and kept going there.

BC So, you mentioned you went to TAFE, that was just a part of the apprenticeship I take it?

JM Yeah, yeah, went to TAFE.

BC And it's a standard sort of requirement for that certification?

JM Yes. Three years of one day a week at TAFE. And then the fourth year you're on the job, and then you get accredited.

BC So, that would've been quite nice, I guess, to keep working in that family environment, that sort of thing?

JM Yeah, I didn't mind it. I liked ... it was like a home, you know what I mean, I didn't mind. I don't think it was a great calling, I didn't grow up thinking that's what I want to do, but it was just expected and comfortable.

BC Fair enough. So, it wasn't one of those things where you ever wanted to work at a different auto electrician's or something like that, or you didn't ... you didn't think about going and doing something different other than ...

JM I did want to work for my father, and I told him I'd rather do my apprenticeship somewhere else where they're working on modern cars. This is hilarious saying modern cars now, when we're talking about the 90s when so many years have gone past and ... I'd rather do my apprenticeship somewhere else and learn some more skills and then come back and work here. And he goes 'you don't need that just work here.'

BC **[Laughs]**. So that's how that came about.

- JM Yeah, that ended pretty quick.
- BC Said over the dinner table or something like that.
- JM Yeah, that's it exactly.
- BC Okay. Okay. So, when did you take over really, 2010 you said your dad stepped away.
- JM No, he's ... it was much earlier than that. I would've said probably around 2007-ish, so I started to take over.
- BC And that just included picking up more of the business side of things as opposed to just working solely as an auto electrician?
- JM I was ... everything, across the board. Like accountant, talking to customers' accountants, paperwork and ... yeah across the board basically. And my dad was happy just to tinker away fixing starter motors and alternators, and I was basically doing everything else.
- BC So, running that sort of stuff.
- JM Don't get me wrong, he was still working probably more than I was.
- BC **[Laughs]**.
- JM I would sit down and have a coffee and read the newspaper, and he'd be up working before me.
- BC I feel like that's always the way with parents though isn't, they're always out doing something.
- JM Yeah, always outdoing us.
- BC Oh god, never going to get to that. Over that time period, the garage was owned, you still kept that up even right through to 2010?
- JM Yes.
- BC And then through 'til when the building was acquired.
- JM Yeah, yeah. So the back part of the building, the Canal Road side, in the 80s it was a ... my dad sub-let it to Marshall Batteries, "Holler for a Marshall". The back of the building has got a big painting with the Marshall logo ... Marshall Batteries, to the back part of the building was sub-let to them. And, they basically ... they ripped up a wall, they put in a door, heavy steel door which was basically locked at the time, and they were 24-hour delivery service so they slept there. So, they turned that Canal Road side of the shop into like a little unit, little apartment if you will, which was there pretty much almost 'til the end. And even after they left ... I don't know exactly when they left, but they left a while ago, they probably would've

left in the 90s at some stage. After they left, my dad kept it as a little unit, and his friend from Greece would come and stay there occasionally.

BC So, the lease ended and you guys [*talking together*].

JM The lease ... yeah, they left. But he didn't knock the wall down and open it up again, he just left it as the little unit. So it had its own kitchen, it's own shower, toilet, had a bed, and yeah, his mate this tax driver guy, he would come over from Greece and he'd stay here ... we were staying in Australia, he'd stay in that ... he'd stay there for a few months.

BC Okay. That's quite nice.

JM Yeah, it was nice. He used to cook lunch for my dad and ... it was beautiful, yeah.

BC Yeah, that's actually quite nice that you've got that mix of domestic and also operational commercial stuff. Which is something you just don't see very much any more.

JM No, no. I don't know how he slept there though, I tried sleeping there and the trucks going past, it's just deafening. Then you've got the container yard down the road and, the trucks, they come past, they've got their exhaust brakes on, you know that noise they make when they're pulling up at the lights, and I don't know how he did it. He must've been partially deaf as far as I'm concerned. Or he was a really good sleeper.

BC Sometimes you would just adjust. It took me a while moving from country to city, but after a while ...

JM You adjusted, yeah.

BC ... just gets there. The body is a bit interesting like that I guess. Okay, so obviously the business changed and you've got different services that you need to provide. So how did that impact day to day? You moved away from certain things to other things?

JM Yeah. Basically, towards the end ... like I said, people would come in ... throw away, it was less specialised. There were still certain aspects that were.

BC Such as?

JM Like tracing faults, short circuits and that. Just something that normal people can't do, you need an electrician to do that. And certain faults, like bad earths and ... you know you get electrical gremlins in your car, and it's not grounded properly, things like that. Again you need ... and it's specialised.

BC I didn't realise you had any kind of earthing in cars.

JM Different to what ... 240 volt, houses and buildings are totally different to 12 volt BCs. So, when we say earth on a car, it's basically the return half of the battery.

Whereas when you say earth on a house it means something's gone wrong and you're trying to short it to ground, to earth.

BC Right, okay.

JM They're totally different. So, don't even think ... don't even try and compare it.

BC The language is very different, that's one of those specialised things that ... you just don't know about and that's it. Okay.

JM So, towards the end, basically even just before I left, before we got acquired, I started doing mechanical work there. We'd been doing the air conditioning for about 10 years as well, towards the end, which I loved doing air conditioning, that was fun. So, it was basically becoming a ... like a one-stop workshop as opposed to being just auto electrical. There was auto electrical, mechanical, aircon ... you know, the only things we didn't really do was panel beating.

BC Okay, yeah. So, what's so interesting about doing the aircon then?

JM It's rewarding. Like you feel the results.

BC You feel the results?

JM Yeah. Literally. After you've done like ... well basically ... let's say you've put an alternator in a car, you put your volt meter on it, you check it, you turn on the lights, you check it again and it's all fine and then you walk away. With an air conditioning, you finish the job, you sit in the car, you turn on the aircon and you appreciate it for a minute or two, especially in summer.

BC **[Laughs]**. That's a good point actually. Makes sense. Makes sense. Okay, so ... in that case then, here's a bit more of a specialised auto electrician question, but what were the best cars to work on?

JM Japanese.

BC Japanese ones?

JM Yeah, they're the best cars. Italian are rubbish, they don't know how to make a car.

BC Because I did hear there was a little bit of a ...

JM Italian, English, junk.

BC Yeah, okay.

JM French, same, junk, they're rubbish. Germans, they know what they're doing, they over complicate things but they know what they're doing.

BC That's Bolsch isn't it?

JM Bosch, yeah. American cars are ... I don't really rate them to be honest, they're usually big guzzlers and a little bit ... they're all sort of all show no go as far as I'm concerned. Some of them look really good, but I remember we had ... we had this white ... what was it, it was a white Corvette with a red interior come in, and it's like ... this car was gorgeous but you didn't want to work on it. Yeah, you stick your head under the dash, just the wiring and everything, it's a mess, a nightmare, but you love to look at it. But the Japanese were the exact opposite, they were like ... they were boring cars to look at, but they were so simple to work on. Like the person who designed those cars, it's almost like he actually cared about the person who'd be doing the repairs in five years. Whereas, with an English car or a Fiat, Italian car, the person who designed that car tried to fuck you on purpose.

BC [Laughs].

JM They're so bad.

BC Do you think that's a cultural thing?

JM I don't know what it is. I don't know what it is. You pull a plug off and it come apart in your hands, you know. They then use the same colour over and over again.

BC No differentiation.

JM Hard to trace problems. I just remember at the time when you were ... I've been out of the trade now for about six months, but I remember when I was working on the cars I'm like who designed this thing, what were they thinking with some cars.

BC That's really quite interesting. Okay, alright. Well off the back of that, was there one particular car then that you remember that was just the best car to work on?

JM No, I wouldn't say there was one that was the best. I wouldn't say there was one, no way. I'd say that the best brand, the best market probably Toyota. You can see why they're market leaders, they just make stuff that works, it was just ...

BC Reliable.

JM Just reliable and simple.

BC They're classic. I think it was that Top Gear thing that everyone shows around about the Toyota HiLux 1996 or something.

JM Yeah, the earlier one. That one that they destroyed.

BC They tried to destroy it and it just kept going.

JM Yeah. They just made things simple I guess. I don't know why, they just ... their engineers almost had in mind (a) the person who was repairing it down the track, it all makes sense, and (b) that it just worked, it performed its function.

BC It's kind of funny, my dad actually when he got out of high school he ... he loved Ducatis, he'd read all the magazines and that sort of thing. He went and bought himself a Ducati, he ran it around Australia for a while and he's still got it sitting in the garage. I think he still wants to fix it up. Like every other vehicle he's had since then has been a Toyota. It's really funny that you've mentioned that actually.

JM He'll have learnt his lesson I think.

BC I think so. My grandad as well, he ... he didn't want to buy a Japanese car for other reasons, but he did import Korean cars. Always a Hyundai.

JM Yeah. They've come a long way as well. The Korean cars have come a very long way. They used ... I never would've recommended to buy a Korean car in the 90s, but nowadays I'd say they're almost on par with the Japs. Not quite, but they're almost there.

BC And the Japanese are sort of market leaders as well as you said, they're still considered the best in the market.

JM I believe so. Even though there's like ... like Australia, most of the manufacturing is too expensive there now. But the HiLux is built in Thailand now.

BC I didn't know that.

JM It was like anything. Like I remember a Mercedes was German, every single little component on the car ... when I was young, I remember we were working on it, like even down to a light bulb ... the interior light, made in West Germany. Not made in Germany, made in West Germany. And by the end of the trade I'd work on a car and every single piece, even different parts of the car were made in a different country. So, the alternator could be made in France, and the regulator could be made in Romania, and it's part of this ... cars are global now, there's no such thing as one factory doing everything, it doesn't exist anymore.

BC Yeah. Globalisation of corporations and things like that.

JM I think the Corolla is made in like three different countries.

BC Well that's interesting, because I thought they'd just automated the crap out of everything in Japan, I thought they ...

JM No, it's just gone, it's overseas. The only part they really still make there is a ... like purely Japanese I think is the Land Cruiser.

BC Yeah right, okay.

JM Which is their ... yeah, their king, their signature.

BC I'm trying to think of an American equivalent but I can't. I suppose a ...

JM Cadillac or whatever.

BC Yeah, or as Mustang or something like that.

JM Yeah.

BC There we go, okay, were there any particularly memorable moments in the garage, just to sort of wind it all down? Anything that you sort of think back on and you think yea, that was really quite interesting, or was quite funny? That you want to share that is.

JM Nothing really springs to mind like ... I don't know. The Christmas parties were always good, I remember that. Christmas parties were always fun. Friday nights were good for me because they used to have strippers across the road at the pub, so all the boys would look forward to knocking off work and going across the road for a beer. That was always good. That's probably not very politically correct these days, but ...

BC It was what it was at the time.

JM It was what it was, yeah. It was what it was 20 years ago.

BC Yeah, look I grew up in Kalgoorlie.

JM You'll understand, yeah. What else? Yeah, all the old guys hanging out there as well, that was kind of special. It's something that you'd probably see on a movie nowadays, how all these old guys get together and talk shit, and this is really ... and they'll have something real funny say in the movie, but real life, you can't picture it, you can't get it you know? I remember like towards the end, like I said they were all getting really old, the old guys, and my dad's mate ... we had one guy who used to come in every day, he'd sit there from ... his name's Louis, I won't say his surname for what I'm going to say next, he'd basically come in and sit there from, I don't know 9.00, until about 1.00. And then from 1.00 he'd go to pick on the Park Hotel and drink until 6.00 or 7.00. And he only drank midis, he'd never drink schooners. But considering how many midis he had, I don't know why he didn't just buy a schooner. And he'll drink 'til 6.00/7.00, go home, have dinner, and he did that for ... I'd say probably about 10/15 years he'd come to the shop, have coffee, read the newspaper, go to the pub, get plastered, go home, have dinner and just rinse, repeat, rinse repeat.

BC That's different, yeah.

JM Yeah. And I remember he was there one day and one of my dad's friends comes in, and ... they were both getting pretty old by this stage, and this is ... another guy comes in, his name was Alex, so he comes in and he goes ... he sort of whispers to my dad, 'see Louis over there, he's not long for this world'. And my

dad said 'Yeah, yeah, no problems, whatever'. And then when Alex left, my dad's friend Louis goes 'did you see Alex, not long for this world'.

BC [Laughs]. That's classic.

There were lots of moments like that, but I can't remember them all now you know. There were lots and lots of moments. Like people would come in and ... and characters, a lot of characters. Like people you wouldn't invite into your house, but because it was a shop they'd come in and hang out and ... you know what I mean, like just weird ... like people for whatever reason you just ... whether you want to call them sexual deviants or criminals, or ... yeah, all sorts, all sorts would come through that place. And because it was a shop you didn't mind. Yeah, hang out, have a coffee, whatever, talk shit, you'd listen to their stories. You'd never have them come to your house.

BC What was the coffee, was it a ... like a proper coffee machine?

JM No, Nescafe and Greek coffees.

BC Okay.

JM So it was either white and two sugars, or the Greek coffee which is done on the gas.

BC Okay, okay, yep. So I do know what you mean about that, I did work in a bottle shop for a while in Brisbane and there were a few characters who'd keep coming back, and you just know them. Yeah, you didn't want to invite them into your house, but ..

JM Yeah, but at work, hang out, have a coffee, yeah what's going on, blah, blah, blah.

BC Exactly. I get where you're coming from.

JM

BC

JM

BC

Except redacted from transcript.

JM

BC

JM

BC

JM

BC Well there we go. Talking about the photos that people come around and take, did you know that you were on the cover of John Kennedy's *Miracle* in Marrickville.

JM Yeah, yeah, basically around 2000 the place was going to get heritage listed, and my dad's like "I don't want it heritage listed, you can't do anything with it, blah, blah", and like we love the place, we were never going to knock it down, we didn't want heritage listing, we did not want heritage listing, okay, for the record. But at the same time, we didn't want to knock the place down, we didn't want to change anything. It was just that old mentality of you can't tell me what to do with my fuckin' property.

BC Yeah, yeah.

JM You know what I mean? So, they basically came in and they said it's got cultural significance, and it was used on an album cover. What the fuck is an album cover. And I remember this young apprentice coming in from other shop, and he goes 'Man, I've come home from a nightclub on Saturday night and I was watching *Rage* at 3.00 in the morning, and there's a guy dancing and singing in front of your shop'. I'm like mate, I don't know what drugs you're on, that's never happened. Anyway, with the heritage thing and they ... we found out about this John Denver *Miracle American* ... blah, blah, blah, whatever. Yeah, we found out about it, yeah he was using ... he never asked our permission. But then again, knowing my dad with his dementia, this guy could pull out like a piece of paper saying 'hey look', you know what I mean.

BC [**Laughs**] 'no, it was legit'.

JM Yeah. But after that my wife, she found out about it as well, she actually bought the album so we've got it at home somewhere. Yeah, it's a picture of him standing across the road from the shop, and it's an actual photograph of ...

BC What do you mean it's an actual photograph?

JM It's a photo ... it's like this guy took a picture and let's say he made 500 singles, what do they call them, LPs or whatever, the records, he did that photo 500 times and stuck it in, and just ...

BC Okay, oh right, okay.

JM So, it's an actual photo rather than ... rather than ...

BC A print or something.

JM Print or something, yeah.

BC Okay, okay. That's a bit interesting.

JM A bit intrigued by that.

BC Well ...

JM Well it could be artistic, who knows.

BC I'm sure it was artistic, we'll put it down as that ... okay, so I'm just going to talk about when you got approached by WestConnex to ... they were going to acquire it, that sort of thing.

JM Well, we didn't ...

BC Was there any sort of lead up to that?

JM No. It was basically I went to where ... the industrial units behind us, we're on good terms with most of them. One guy I didn't like because he was an idiot, this South African guy, but the rest of them they were all full, so there were like 20 units back there, and there was a welder, a kitchen guy who had ... you know like C&C like ... sorry, cutting machines and stuff. But they'd use us, we used them. You help me, I help you sort of a thing, you know what I mean?

BC Yeah, yeah.

JM And I went next door one day, I can't remember for what, and he goes 'do you know that you might be getting acquired?', I go what are you talking about? And he goes 'this whole project, blah, blah, blah, the West Connex, have you seen it?', and this was in December. This was in December, and I go 'no'. And he goes 'you better contact them and find out what's going on'. So, I got my sister, she's a bit more into this sort of stuff, like dealing with bureaucrats or whatever. She rings up the government, we sit down, we have a meeting, and they're like 'yeah, we're talking your shop'. I was shocked. The only other information I had about it was two girls came past with WestConnex t-shirts and a little clipboard and they said 'we're going to be doing some roadworks around here, do you care?'. I, like, go 'is it during business hours?', and they go 'oh no, it would be after hours', and I go 'I don't care, do what you want'. But we had no ... no one told us, we had to approach them. And when we approached them, we found out yeah, 'you're being acquired for the project'. It was a real kick in the gut, it was horrible. It's like someone kicking you out of your house basically, that you've lived in for 50 years.

BC Well as you said before, it was a constant.

JM Well the garage ... I'd call it my father's first child, because he had it before any of us, and he had it longer than any of us, than me or my sisters. It was horrible. So yeah we had a meeting, and then we said look, 'can we be spared, can you not knock this building over and leave us here?' 'No, no, no, no, we need you, we need you, we need you'. As the process went on and on the guy behind us, the kitchen bloke, Richard, he had a friend who actually built tunnels all over the world, an engineer. And he said ... I remember we had a meeting, we sat down with this guy, and he goes 'they don't need your building'. He goes 'because of the elevation, that you're slightly higher than the placed behind you, and because of your proximity to the highway, they're not going to need this building.' He goes, 'the places behind you where Richard is, all the other guys, they're going, so don't even try and save them, they're getting knocked down. Take your compensation and leave.' And then I sort of looked at what he was talking about, the plan, and it actually made sense. And you can tell that the place is still there, hasn't been

knocked down, hasn't been touched. They just boarded it up and just took the soul out of it. We basically acquired the report, the paper for a while. We had meetings and various people from WestConnex and bureaucrats and ... I don't know ... we wrote to a few politicians, we had petitions to save the place, 'don't knock it down', you know what I mean. Selfish reasons, we wanted to be there as well. We're not just doing it for a building, we're doing it for ourselves as well. But they didn't listen and it was just like, basically, you've got to go, you've got to go. Then we had to fight for compensation. Like I said, the compensation is ... the acquisition process for commercial property is a joke, it's a farce. So, one guy came in and said the place is worth \$800,000. There is nowhere in Sydney that's worth \$800,000, you know what I mean. I think it was 404 square metres, okay. In St Peters, just down the road from Newtown, it doesn't exist for \$800,000. \$2 million yeah, \$800,000 doesn't exist. What sort of a fuckin' idiot was this bloke? He was obviously doing the government's bidding, which is get these people out on the cheap. So, then we had to get valuers and lawyers and blah, blah, blah, and eventually get a pay day and get out of there. It was horrible.

BC A lot of stress and a lot of time and investment that goes with that.

JM It's stressful enough. Like having your place acquired is stressful enough, okay, we know that. Don't make it worse with these clowns you sent past. Just don't make it ... that's the part I don't understand. You're kicking somebody essentially out of their house. Okay it's a business or whatever, they bought houses as well, they bought ... you're kicking somebody out of their house, you're taking their livelihood, don't make it any worse. The process is broken. The acquisition process is broken. And, at the end, we had to go through the Valuer General, I think it's called, and he was the only person to give a fair price.

BC Okay.

JM So, from all their shitty valuers ... this is taxpayer dollars we're talking about, it's taxpayer money paying a valuer to lowball us for the government. It's just a big loop right? They spent tens of thousands for our particular property, on valuers, and at the end of the day the Valuer General or whatever he is, he comes in and gives us a fair price at the ninth hour or what do they call it ... the eleventh hour.

BC The Valuer General is a government ...

JM Yeah. He's basically the last step before you go to court.

BC Yeah, okay.

JM So, he'll come in independently of us and of the West Connex valuers, he'll come in independently and he'll give his own value. Just use this fucking guy from the start, you know what I mean? Or do the job properly. Anyway.

BC That's the whole process that they go through though.

JM Yeah, I suppose it is, but it's not fair, it's not right. Like I said, if they get a valuer to come into a property, 5k from the CBD, probably less, and say that's worth \$800,000 in Sydney's booming market, no honestly, what's wrong with you. Either you don't know your job, you're incompetent or, much worse, you're

basically working for somebody else, you're not being independent. It's horrible. This is Australia, it's not Russia.

BC You've sort of moved on now, you're here in Mosman, what's ... what have you picked up, what are you doing now?

JM Now at the moment I'm looking after my son, my two year old. So my wife works three days a week at Taronga Zoo. That's only like a temporary position. And probably next year when he's a bit older, we'll put him into some sort of like a day-care and I'll start looking for a job and ... full time, and so will she. At the moment I'm probably looking for something part time, but I don't want to put him into day-care just yet, I want to wait 'til he can actually talk and ... he can communicate a bit better. So if he falls over at day-care and stubs his toe, he can say that's my problem, you know what I mean, that's why I've got the shits today. I'll be thinking all sorts of horrible things you know.

BC Exactly.

JM When he's a little bit older, put him in and then get on. As for the actual trade, I've had a break from the trade now like I said for six months, and I'm not too keen to get back into it straight away.

BC Would you get back into it?

JM Yeah I would, but not straight away. I'd rather do something else in the meantime.

BC Okay. Any ideas about what?

JM Driving or something. Like have a change of pace.

BC Yeah. That sounds pretty nice actually. Okay, so just to cap all of this up, just to sort of ... because I think we're coming to a nice little close now. Anything you want to ask me about this process, about the questions, about anything we've talked about.

JM No, I just want to add some photos. If it is going to be a record I wouldn't mind adding some photos.

BC Absolutely.

JM Just to put some things into context that we talked about. It's taking a while, I've got to go to my mum's place and find them if it's an old one, or if it's a new one. Just to put into context so you can have a better idea what I'm talking about ... the back area and what's been changed and what hasn't. And those tiles I was telling you about, and all that.

BC Yeah, that would be lovely. That would actually be really useful. Okay, well if that's everything and if you haven't got anything else to add or anything you can remember about the place?

JM No, just historically, one of my dad's mates, this Aussie guy Frank, he was born in 1925. He grew up in Newtown, which was pretty rough back then. He

remembers it as a petrol station. He actually remembers it before my dad got it, obviously. And he reckons it was called something called the Lightning Garage, or something like that.

BC Okay. So is that why it's lightning on it at the moment?

JM I don't know. Yeah, I don't know. Like maybe my dad sort of inherited that from the previous place. Yeah, Lightning Garage or Lightning Service Centre or something. I don't know what it was, right. And maybe that's where the lightning bolt came through the Dynamo logo. Because back then there was no such thing as BP, Shell ... you basically had your independent servo and you'd choose what petrol you wanted. You know that right?

BC I do actually, yeah. I read a study on these sorts of things before.

JM And my dad remembers on the side wall of the awning part, he remembered if you looked at it a certain time of the day you could see the writing come through. Now good luck figuring out what that was, but I assume it was the Lightning Servo, whatever the hell it was.

BC What it had been.

JM Whatever painted over. And he'd come out here at 4.00 in the afternoon, 5.00 in the afternoon, when the sun's hitting it, blah, blah, blah, he goes you'd see the logo and the writing would come through. Now since then the place has been painted 15 times you know what I mean. So, there's layers there if you want to strip it back.

BC Yeah. No, that makes sense. I'll have to see if we can chase that down.

JM Yeah what they do with the whole acquisition process, I don't know why they painted over the buildings.

BC I didn't realise they'd done that either.

JM I don't know why, like so basically after they acquired and kicked us out, three months later ... was it three months? Maximum three months later, they painted the whole place white. Now, I don't understand, because a lot of time ... look at that Rosella sign as you go up Parramatta Road. You go underneath Parramatta road [*talking together*] ...

BC And you've got the bridge there, yeah.

JM Yeah, like there's stuff like that. Like would they just paint that white for no reason? Isn't that a little bit significant?

BC I mean that one would be kept and I suppose that's the point of the heritage listing.

JM Yeah, so what about ... what have they done now? I don't understand why they've painted over it. So, basically, they're doing this report, they're paying someone to do a report on the use of the building and the history of the building,

yet they painted over it. For all the reports they're going to do, maybe just don't touch the place.

BC I suppose it's because, as we were talking about, there's that kind of checklist process that they're going through.

JM They destroy the history and then try and talk about it.

BC Well for this one yeah, they do the checklist this way and then they've got another checklist for another guy, and another checklist for another guy, and they're all just going through their checklists.

JM It doesn't make sense.

BC Look it's a fair point to be honest. Alright, well I think we'll close it up there. Thank you for talking, that was a hell of a ride.

7. Conclusion and recommendations

7.1 Conclusion

This Oral History Report has identified the heritage status of the site; the historical context of the place; and the existing assessment of significance. It has also included questions which were specifically developed for the respondent and has provided a transcript of that interview.

Information gathered from the oral history provides an understanding of the development and use of the site from between 1962 through to 2015. In terms of better understanding the significances of the place, the oral history provides insight into the structural changes of the buildings 316 Princes Highway, St Peters and why they were adapted to fit the requirements of the industry. An understanding of the wider Greek Community's association with the place has also been established.

The information in this report should be used to update existing listing sheets, with particular emphasis placed on the historical context and significance criteria.

This report is in fulfilment of conditions of consent for the WestConnex Stage 2 New M5, specifically condition NAH08 (relevant section underlined).

In relation to the Service Garage at 316 Princes Highway, the following would be undertaken:

- *An existing condition survey report and program of monitoring would be undertaken to identify early potential risks to the heritage item.*
- *A photographic archival recording is undertaken prior to the current use ceasing. The archival recording should conform to the guidelines provided in *How to prepare archival records* (NSW Heritage Office, 2003) and *Photographic Recording of Heritage items using film or digital capture* (NSW Heritage Office, 2006). The archival recording should be lodged with the relevant local libraries and the State Library of NSW.*
- *The oral history should be prepared, which seeks to contact past and present employees as well as others with memories of the service station. The oral history should be lodged with the relevant local libraries and the State Library of NSW.*

7.2 Recommendations

Based upon the information presented in this report, the following recommendations should be considered:

- This report should be archived in the following libraries:
 - St Peters/Sydenham Library;
 - Marrickville Library and Pavilion; and
 - State Library of NSW
- Information presented in this report should be used to update the existing heritage listing sheet held by the Inner West Council.

8. References

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Appendix A – Conditions of Use Form

APPENDIX Q - ALEXANDRA CANAL

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC



Heritage and Contributory Item Archival Recording and Research Report

Alexandra Canal

Prepared for Prepared for CPB Dragados Samsung Joint Venture

March 2020 - FINAL

Sydney
Melbourne
Brisbane
Perth

extent.com.au

Document Control Page

CLIENT: CPB Dragados Samsung Joint Venture

PROJECT: Alexandra Canal - Heritage and Contributory Item Archival Recording and Research Report

WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
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TE NAME:				

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1. Introduction

1.1 Brief

In 2017, EXTENT Heritage Pty Ltd was commissioned by CPB Dragados Samsung Joint Venture to prepare a Heritage and Contributory Item Archival Recording and Research Report for several sites in the 'Local Roads Area' for the WestConnex Stage 2 New M5 project, located within the suburbs of Alexandria and St Peters.

In conjunction with the expansion of the New M5 within the 'Local Roads Area', the project will see the construction of two new road bridges, one from Gardeners Road to the St Peters Interchange (referred to as Bridges 8 & 9) and the second between Burrows Road and Bourke Road (referred to as Bridge 10). The processes associated with the insertion of new stormwater outlets, removal of the old headwall and rebuilding of the associated sections of the canal wall are detailed in Project File Note 64. This includes methods employed, the final results and compliance with processes required by the CoAs and REMMs.

The construction of Bridges 8 & 9 and Bridge 10 and, the installation of sewerage outlet valves adjacent Bridges 8 & 9 and Bridge 10, will see the partial deconstruction and reconstruction of the Canal Wall within the section of Alexandra Canal known as the Archives Reach. The purpose of this report is to record the current state of the Archives section prior to the modification of the Canal wall.

This report is in fulfilment of the following conditions of consent for the WestConnex Stage 2 New M5 (relevant sections underlined):

D37

Prior to the commencement of construction in proximity to, or affecting, a heritage item or contributory item in a heritage conservation area, the Proponent must complete the archival recordings, including photographic recording of the heritage items, unless otherwise agreed by the Secretary. The archival recording must be undertaken by a qualified and experienced heritage consultant, in accordance with the How to Prepare Archival Records of Heritage Items (2003) guidelines issued by the Heritage Council of NSW. Within 12 months of completing the archival recording, or as otherwise agreed by the Secretary, the Proponent must submit a Heritage and Contributory Item Archival Recording and Research Report containing the archival and photographic recordings and historical research, to the Department, the heritage Council of NSW, the local library, and the local Historical Society in the respective local government area(s).

B41

The Proponent must compile photographic records of those parts of the Alexandra Canal to be impacted by the construction of stormwater drainage works both prior to and post the works being undertaken. The photographs taken prior to the works must be included in the Construction Heritage

Management Plan required under condition D68(c) and referred to when reinstating the bricks of the canal embankment to ensure that they are correctly replaced. The pre- and post-works photographs must be made available to the Heritage Council of NSW and the Secretary on request.

NAH16

The following management measures would be implemented with respect to Alexandra Canal:

- *Monitoring during works to ensure vibration is not impacting the Alexandra Canal walls*
- *Preparation of an archival recording of the Canal, involving both scale drawings and photography, prior to the removal of sandstone blocks*
- *Numbering of sandstone blocks so that those displaced by the discharge points can be replaced in their previous locations*
- *Stockpiling displaced sandstone blocks for use in repairs of other sections of the Alexandra Canal*
- *Installation of heritage interpretation regarding the Canal in accordance with an interpretation plan (moderately effective)*
- *Any rehabilitation or conservation works in the vicinity of these areas would be determined in consultation with Sydney Water, as the asset owner*
- *Skilled trades people would be used for the proposed works along Alexandra Canal that involve direct interaction with the heritage item.*

1.2 Methodology

The methodology used in the preparation of this report is in accordance with the principles and definitions as set out in the guidelines to the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance - The Burra Charter* and the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines.

1.3 Limitations

The subject site was inspected and photographed by Graham Wilson and Ben Calvert on the 13 April 2017; 25 May 2018; 27 February 2020; and 03 March 2020. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assist in recognising significance, however, it is not intended as an exhaustive history of the site.

1.4 Authorship

The following staff members of EXTENT Heritage Pty Ltd have prepared this report:

Corinne Softley

Heritage Places team Leader

Graham Wilson
Ben Calvert
Kim Watson

Principle Heritage Advisor
Heritage Advisor
Heritage Advisor

1.5 Ownership

Alexandra Canal and the land three metres either side is owned by Sydney Water. In addition, Canal Road is owned by NSW Roads and Maritime Services.

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

2. Site Identification

2.1 Location

Alexandra Canal is a tributary of the Cooks River (which runs from Botany Road) and is an artificial extension of the former Sheas Creek. The channel runs through the suburbs of St Peters and Mascot past Kingsford Smith Airport, the industrial areas of Tempe, Alexandra and Zetland and Sydney Park (the former brickpits).

The Alexandra Canal Conservation Management Canal (2004) divides the Canal up into five predetermined reaches:

1. Tempe Reach
2. Runway Reach
3. Bridges Reach
4. Archives Reach
5. Woolshed Reach

Reaches are geographical areas arbitrarily defined along the length of the canal. The focus of this Photographic Archival Recording is located in the predefined Archives Reach, which runs between the Canal Road Bridge and the causeway between 48A Burrows Road and 46 Burrows Road, Alexandria.

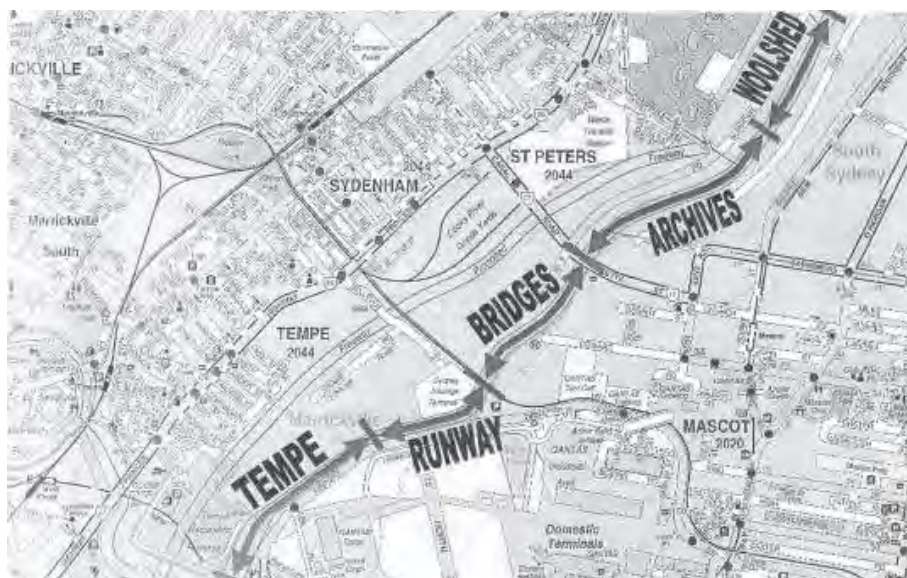


Figure 1: The series of reaches used define the various the landscapes along the full length of the Canal as marked up in the Alexandra Canal Conservation Management Plan 2004 (Source: GAO, Alexandra Canal Conservation Management Plan 2004, p.6).

The two new road bridges will be constructed within this reach of the Canal. Bridge 8 & 9 is north of Canal road connecting Gardeners Road to the St Peters Interchange. Bridge 10 will connect Burrows Road and Bourke Road.



Figure 2: Map indicating location of Alexandra Canal (shaded in red) in relation to the Cooks River and Botany Bay (Source: NearMaps, 2017).



Figure 3: Aerial view of Bridges 8 & 9 (outlined in orange) and Bridge 10 (outlined in red) (Source: NearMaps, 2017).

2.2 Statement of Significance

The 2004 CMP provides the following Statement of Significance for the Alexandra Canal:

The Alexandra Canal is of State Heritage Significance with historic, aesthetic technical and associative significance being one of only two navigable canals built in NSW and is characterised by its controlled route, defined edges and sandstone embankment walls. It is a visible example of nineteenth century engineering technology that has the ability to demonstrate construction techniques from that period. The design and concept of the various versions of the canal for water transport were perceived as important for the development of an industrial complex in Alexandria and Botany.

The Alexandra Canal route has been detrimental as it has determined the planning of the district including street layout and the positioning of industrial buildings along its route. The Canal is also associated with Shea's Creek Wool Sheds and bridges that cross it which provide a layering of images of an unusual industrial urban landscape.

The Canal has been rerouted due to the expansion of the Sydney airport however it maintains its distinction as a Canal as opposed to a natural estuary and in this way contrasts with the Cook's River in aesthetic treatment. The original sandstone material used for the stabilisation of the Canal's bank wall has been altered in various areas as a result of various developments and in this way has the ability to demonstrate the evolution of the demand for land. The new materials are identified in some reaches as intrusive to the aesthetic of the canal.

The canal's excavation provided a valuable contribution to the scientific understanding of the changing sea-levels along the eastern seaboard and the antiquity of the aboriginal presence in the area.

3. Historical Context

The following historical overview of Alexandra Canal has been adapted in part from the Government Architects Office *Alexandra Canal Conservation Management Plan 2004*. It is not intended to be an exhaustive history, but rather, a brief overview to encapsulate the heritage significance of the site.

3.1 General History of Alexandra Canal

Alexandra Canal is an artificial waterway that follows the tributary off Cooks River, known as Shea's Creek. The landscape surrounding Shea's Creek was progressively and extensively altered by European settlement. The industrial development of land either side of Shea's Creek and Cooks River was a by-product of the Slaughter House Act of 1848, that required all noxious trades to operate more than one mile outside the city area.

Dredging for the construction of the canal began in 1887, with the government seeking to encourage industrial development by creating better shipping opportunities through a wider and deeper water course with wharves and embankments, providing better commercial access upstream. Furthermore, the proximity to the creek enabled local trades to extract water for industrial purposes and service dairy farms, brickworks, quarries, factories and residential properties nearby. As a result of the industrial wastes and by-products disposed into the Creek, amongst the sewage and storm water run offs, the Shea's Creek and Cooks River water suffered severe degradation and contamination.

The use of the canal as a commercial shipping route declined with the advent of commercial road and railway transport in the 1930s, and the wharves were eventually demolished in the 1940's. Further alterations to the canal were expressed at the junction of Cooks River during the airports three phases of expansion between 1940s and 1970s.



Figure 4: 1984 view of abandoned Wool Sheds along Alexandra Canal (Source: Graeme Andrews 'Working Harbour' Collection: 80134. GKA. City of Sydney Archives, file no. 080/080134).

3.2 Construction of the Canal

Prior to the construction of the canal, Shea's creek wound from Surry Hills, through swampy lands to reach the Cooks River one kilometre from the entrance at Botany Bay. The canal was built to reflect the original path of the creek, however where the creek meanders in the northern section, the canal provided a clear direct path with subtle curves. Early construction of the canal included sandstone walling with stone ballast at the footing, with the upper reaches featuring sandstone ashlar masonry.

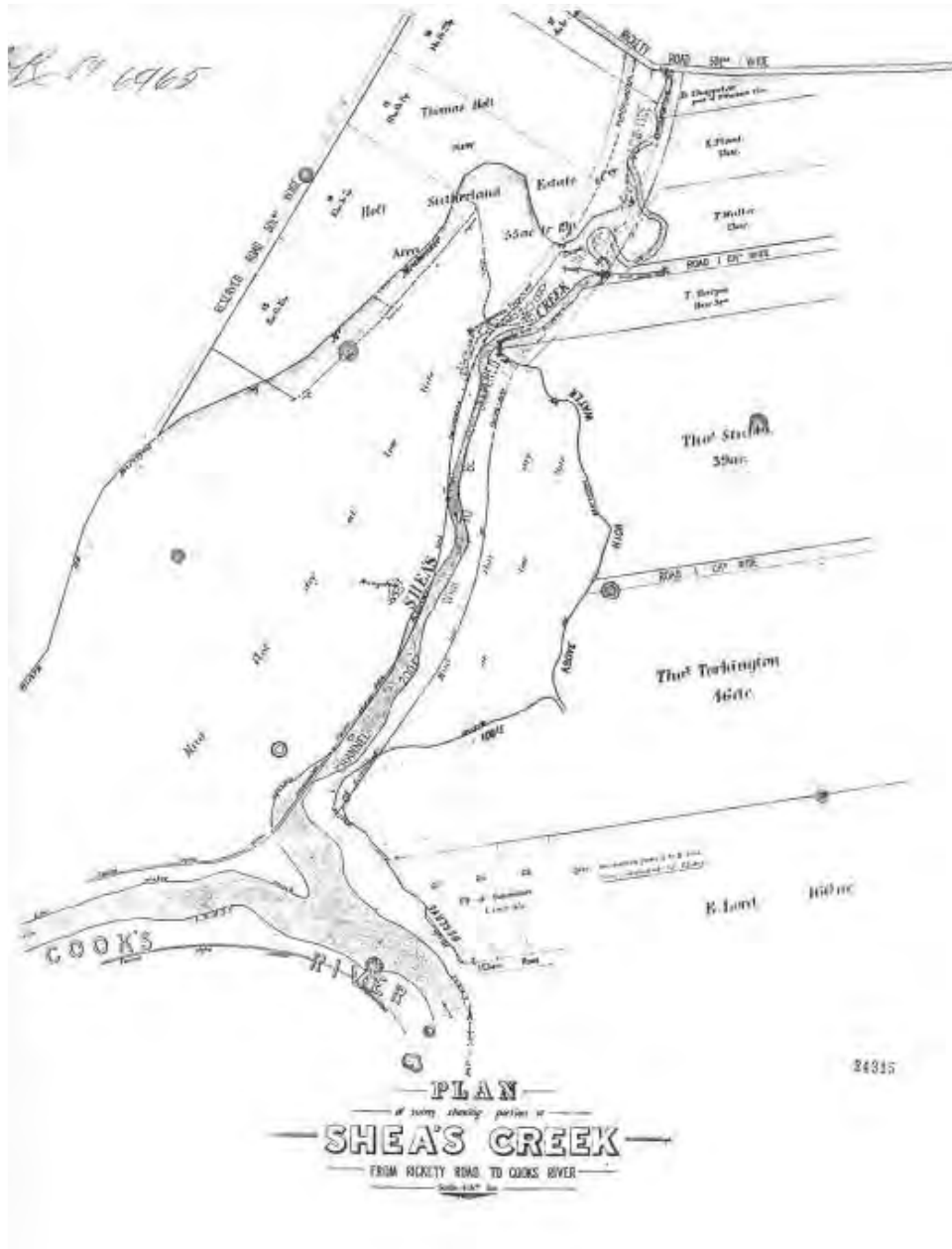


Figure 5: An undated plan of the Alexandra Canal by 1889 showing the Canal and fascine dyke up to Ricketty Street completed and construction beyond Ricketty Street has commenced.

The canal was progressively extended and excavated throughout 1890. By 1900 the canal was predominately complete. The main work conducted between 1900 and 1947 involved the dredging of silt built up, caused the canal to become shallow and narrow. During this time two new wharves were built and the timber 1897 Ricketty Street Bridge was rebuilt. In 1937 this bridge was replaced with reinforced concrete and by 1911 there were four wharves.

In 1922 the Sydenham to Botany railway line crossed the canal with the first ever constructed lifting span railway bridge in Australia. The construction of this type of bridge suggests the use of the canal was intended to continue, despite the increased use of rail and road to transport

commercial goods. However, By the 1950's Alexandra Canal ceased to operate as viable commercial transport corridor.

Later alterations to the southern reaches of the Canal have been rebuilt in a variety of 20th century materials including concrete block, shotcrete over rubble and fabricon, dating to the airports expansion between 1947 and 1970. The canal now only operates as a stormwater channel.



Figure 6: View of Lifting Span Railway Bridge across Alexandra Canal (Source: 'H.C Sleigh's Shea's Creek Depot, Alexandria', State Library of NSW, call no.20943).

4. Pre Works

4.1 Photographic Recording Sheet

ALEXANDRA CANAL – ALEXANDRIA, NSW	
Photographers:	Ben Calvert
Date:	23 May 2017 and 8 June 2017
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photographic record of Alexandra Canal within the Archives Reach, between Canal Road Bridge and the causeway between 48A Burrows Road and 46 Burrows Road, Alexandria.




Image N	Direction	Details	Thumbnail
001_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
002_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
003_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	








Image N	Direction	Details	Thumbnail
004_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
005_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
006_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
007_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
008_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
009_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
010_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	








Image N	Direction	Details	Thumbnail
011_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
012_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
013_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
014_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
015_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
016_ALEXANDRA_CANAL_2018	E	View to the eastern wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
017_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	








Image N	Direction	Details	Thumbnail
018_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
019_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
020_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
021_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
022_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
023_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
024_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	








Image N	Direction	Details	Thumbnail
025_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
026_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
027_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
028_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
029_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
030_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
031_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	

Image N	Direction	Details	Thumbnail
032_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
033_ALEXANDRA_CANAL_2018	W	View to the western wall of canal to be impacted by Bridges 8 & 9, north of Canal Road.	
034_ALEXANDRA_CANAL_2017	E	General view to the eastern wall of canal to be impacted by Bridge 10 along Bourke Road.	
035_ALEXANDRA_CANAL_2017	NE	General view to the eastern wall of canal to be impacted by Bridge 10 along 67 Bourke Road.	
036_ALEXANDRA_CANAL_2017	SE	General view to the eastern wall of canal to be impacted by Bridge 10 along Bourke Road.	
037_ALEXANDRA_CANAL_2017	E	General view to the eastern wall of canal to be impacted by Bridges 8 & 9 and Bridge 10.	
038_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	








Image N	Direction	Details	Thumbnail
039_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
040_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
041_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
042_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
043_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
044_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
045_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	








Image N	Direction	Details	Thumbnail
046_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
047_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
048_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
049_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
050_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
051_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
052_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	








Image N	Direction	Details	Thumbnail
053_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
054_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
055_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
056_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
057_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
058_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
059_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	








Image N	Direction	Details	Thumbnail
060_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
061_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
062_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
063_ALEXANDRA_CANAL_2017	E	View of the eastern wall of the canal to be impacted by Bridge 10.	
064_ALEXANDRA_CANAL_2017	NW	View from the eastern embankment of the Canal to the Burrows Road.	
065_ALEXANDRA_CANAL_2017	N	View along the Canal to the Woolshed Reach.	
066_ALEXANDRA_CANAL_2017	N	View along the Canal to the Woolshed Reach.	








Image N	Direction	Details	Thumbnail
067_ALEXANDRA_CANAL_2017	W	View to the location of Bridge 10 along the western canal wall.	
068_ALEXANDRA_CANAL_2017	W	View to the location of Bridge 10 along the western canal wall.	
069_ALEXANDRA_CANAL_2017	W	View to the location of Bridge 10 along the western canal wall.	
070_ALEXANDRA_CANAL_2017	SW	View along the Canal, facing towards Canal Road.	
071_ALEXANDRA_CANAL_2017	SW	View along the Canal, facing towards Canal Road.	
072_ALEXANDRA_CANAL_2017	W	View to the location of Bridge 10 along the western canal wall.	
073_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	

Image N	Direction	Details	Thumbnail
074_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
075_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
076_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
077_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
078_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
079_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
080_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	

Image N	Direction	Details	Thumbnail
081_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
082_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
083_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
084_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
085_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
086_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
087_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	

Image N	Direction	Details	Thumbnail
088_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
089_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
090_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
091_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
092_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
093_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
094_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	

Image N	Direction	Details	Thumbnail
095_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
096_ALEXANDRA_CANAL_2017	W	View of the western wall of the canal to be impacted by Bridge 10.	
097_ALEXANDRA_CANAL_2017	N	View along Alexandra Canal from Canal Road Bridge, towards Woolshed Reach.	
098_ALEXANDRA_CANAL_2017	N	View along Alexandra Canal from Canal Road Bridge, towards Woolshed Reach.	
099_ALEXANDRA_CANAL_2017	NE	View to eastern wall of Alexandra Canal from Canal Road Bridge.	
100_ALEXANDRA_CANAL_2017	E	View to eastern wall of Alexandra Canal from Canal Road Bridge.	
101_ALEXANDRA_CANAL_2017	W	View to western wall of Alexandra Canal from Canal Road Bridge.	

Image N	Direction	Details	Thumbnail
102_ALEXANDRA_CANAL_2017	N	View to eastern wall of Alexandra Canal from Canal Road Bridge.	
103_ALEXANDRA_CANAL_2017	NE	View to eastern wall of Alexandra Canal from western embankment.	
104_ALEXANDRA_CANAL_2017	NE	View to eastern wall of Alexandra Canal from Canal Road Bridge.	
105_ALEXANDRA_CANAL_2017	NE	View to eastern wall of Alexandra Canal from western embankment.	
106_ALEXANDRA_CANAL_2017	E	View to eastern wall of Alexandra and Canal Road Bridge from western embankment.	

4.2 Photographic Proof Sheets

Alexandra Canal- Photographic Archival Recording 2017/2018 - Photographer: Ben Calvert



001_ALEXANDRA_CANAL_2018
f/5.6 ISO 100 2018/05/25 11:50:25

002_ALEXANDRA_CANAL_2018
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f/7.1 ISO 100 2018/05/25 11:54:31

012_ALEXANDRA_CANAL_2018
f/6.3 ISO 100 2018/05/25 11:54:46



013_ALEXANDRA_CANAL_2018
f/5.6 ISO 100 2018/05/25 11:55:18

014_ALEXANDRA_CANAL_2018
f/7.1 ISO 100 2018/05/25 11:55:21

015_ALEXANDRA_CANAL_2018
f/7.1 ISO 100 2018/05/25 11:55:23

016_ALEXANDRA_CANAL_2018
f/5.6 ISO 100 2018/05/25 11:55:26

Alexandra Canal- Photographic Archival Recording 2017/2018 - Photographer: Ben Calvert



017_ALEXANDRA_CANAL_2018
 1/5 ISO 100 2018/05/25 12:24:47

018_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:24:56

019_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:25:05

020_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:25:13



021_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:25:26

022_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:25:35

023_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:26:25

024_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:26:33



025_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:26:55

026_ALEXANDRA_CANAL_2018
 1/6.3 ISO 100 2018/05/25 12:27:07

027_ALEXANDRA_CANAL_2018
 1/5.6 ISO 100 2018/05/25 12:27:15

028_ALEXANDRA_CANAL_2018
 1/6.3 ISO 100 2018/05/25 12:27:25



029_ALEXANDRA_CANAL_2018
 1/5 ISO 100 2018/05/25 12:27:37

030_ALEXANDRA_CANAL_2018
 1/5 ISO 100 2018/05/25 12:27:58

031_ALEXANDRA_CANAL_2018
 1/5 ISO 100 2018/05/25 12:28:07

032_ALEXANDRA_CANAL_2018
 1/5 ISO 100 2018/05/25 12:28:25

Alexandra Canal- Photographic Archival Recording 2017/2018 - Photographer: Ben Calvert



033_ALEXANDRA_CANAL_2018
1/5 ISO 100 2018/05/25 12:28:35



034_ALEXANDRA_CANAL_2017
1/7.1 ISO 400 2017/04/13 14:59:06



035_ALEXANDRA_CANAL_2017
1/0 ISO 400 2017/04/13 15:10:53



036_ALEXANDRA_CANAL_2017
1/0 ISO 400 2017/04/13 15:11:23



037_ALEXANDRA_CANAL_2017
1/0 ISO 400 2017/04/13 15:11:38



038_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:01:37



039_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:01:44



040_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:01:51



041_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:01:56



042_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:02:04



043_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:02:26



044_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:02:42



045_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:02:50



046_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:02:58



047_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:03:08



048_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:03:13

Alexandra Canal- Photographic Archival Recording 2017/2018 - Photographer: Ben Calvert



049_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:03:23

050_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:03:33

051_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:03:47

052_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:03:55



053_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:04:03

054_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:04:12

055_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:04:22

056_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:04:40



057_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:05:00

058_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:05:09

059_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:05:18

060_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:05:27



061_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:05:36

062_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:05:40

063_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 15:05:47

064_ALEXANDRA_CANAL_2017
 1/5.6 ISO 800 2017/04/13 15:55:46

Alexandra Canal- Photographic Archival Recording 2017/2018 - Photographer: Ben Calvert



065_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:56:32



066_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:56:51



067_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:57:14



068_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:57:28



069_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:58:01



070_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:58:14



071_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:58:18



072_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:59:02



073_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:42:52



074_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:49:08



075_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:42:58



076_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:43:14



077_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:43:24



078_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:43:34



079_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:44:31



080_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:44:54

Alexandra Canal- Photographic Archival Recording 2017/2018 - Photographer: Ben Calvert



081_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:45:01

082_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:45:08

083_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:45:15

084_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:45:21



085_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:45:51

086_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:45:44

087_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:46:04

088_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:46:30



089_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:46:44

090_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:46:53

091_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:53:51

092_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:46:57



093_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:53:54

094_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:47:03

095_ALEXANDRA_CANAL_2017
1/5.6 ISO 800 2017/04/13 15:53:59

096_ALEXANDRA_CANAL_2017
1/8 ISO 400 2017/04/13 15:47:09

Alexandra Canal- Photographic Archival Recording 2017/2018 - Photographer: Ben Calvert



097_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 16:20:47



098_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 16:22:10



099_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 16:22:43



100_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 16:22:47



101_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 16:22:59



102_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 16:23:48



103_ALEXANDRA_CANAL_2017
 1/8 ISO 400 2017/04/13 16:26:13



104_ALEXANDRA_CANAL_2017
 1/7.1 ISO 800 2017/04/13 16:27:31



105_ALEXANDRA_CANAL_2017
 1/6.3 ISO 800 2017/04/13 16:27:11



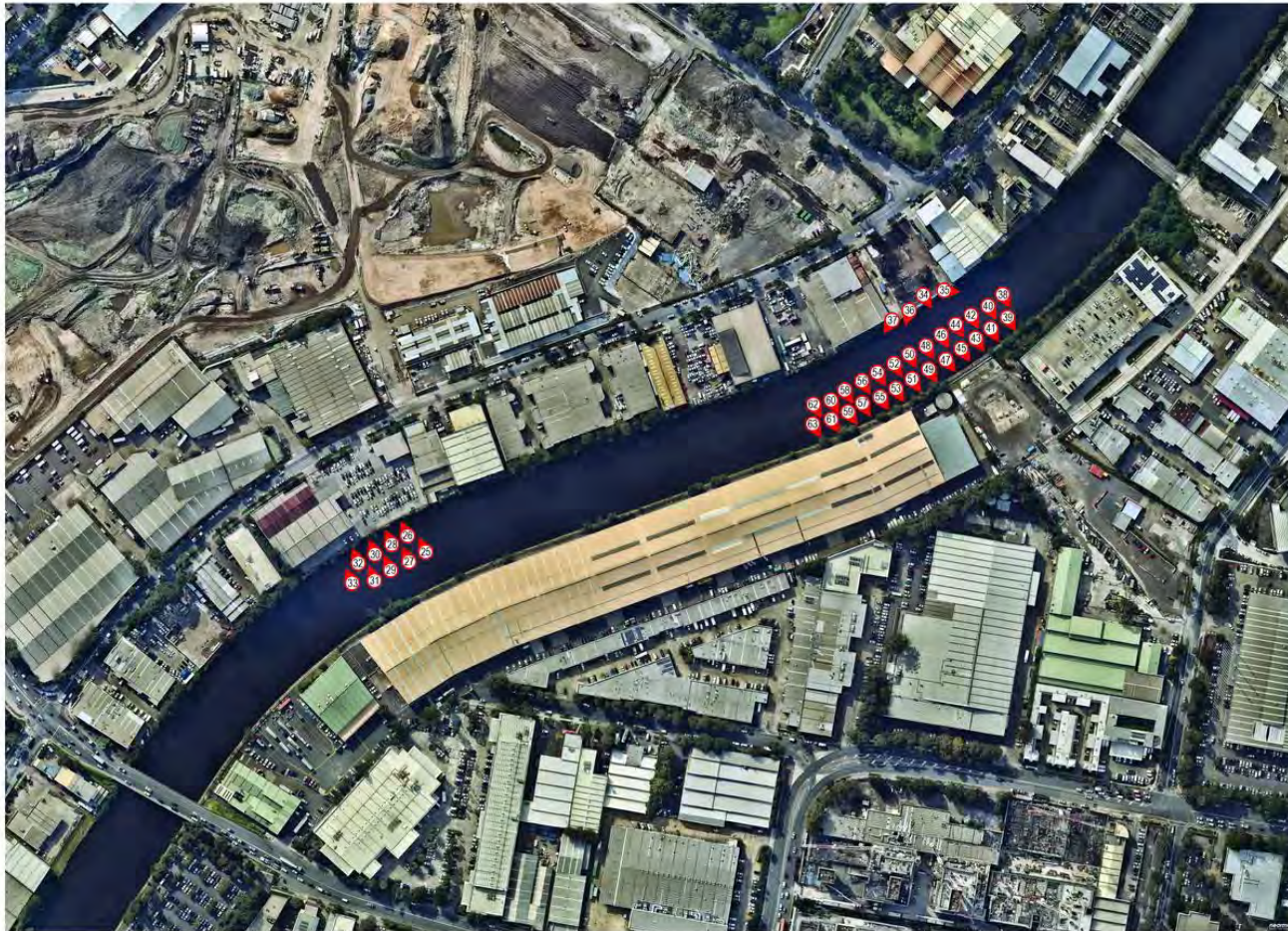
106_ALEXANDRA_CANAL_2017
 1/7.1 ISO 800 2017/04/13 16:27:25

4.3 Photographic Direction Plan

NOT TO SCALE



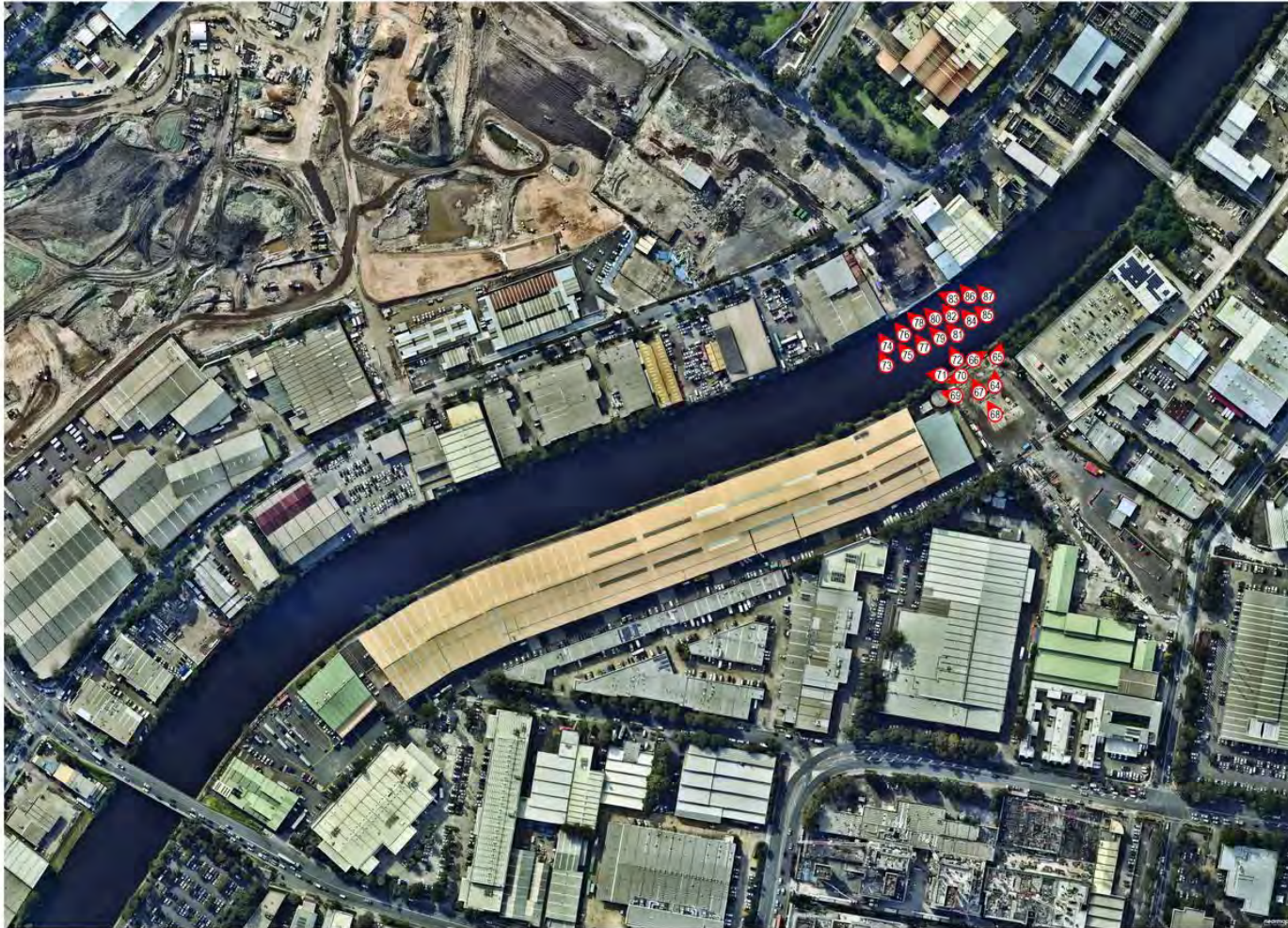
NOT TO SCALE



ALEXANDRA CANAL, ALEXANDRIA NSW

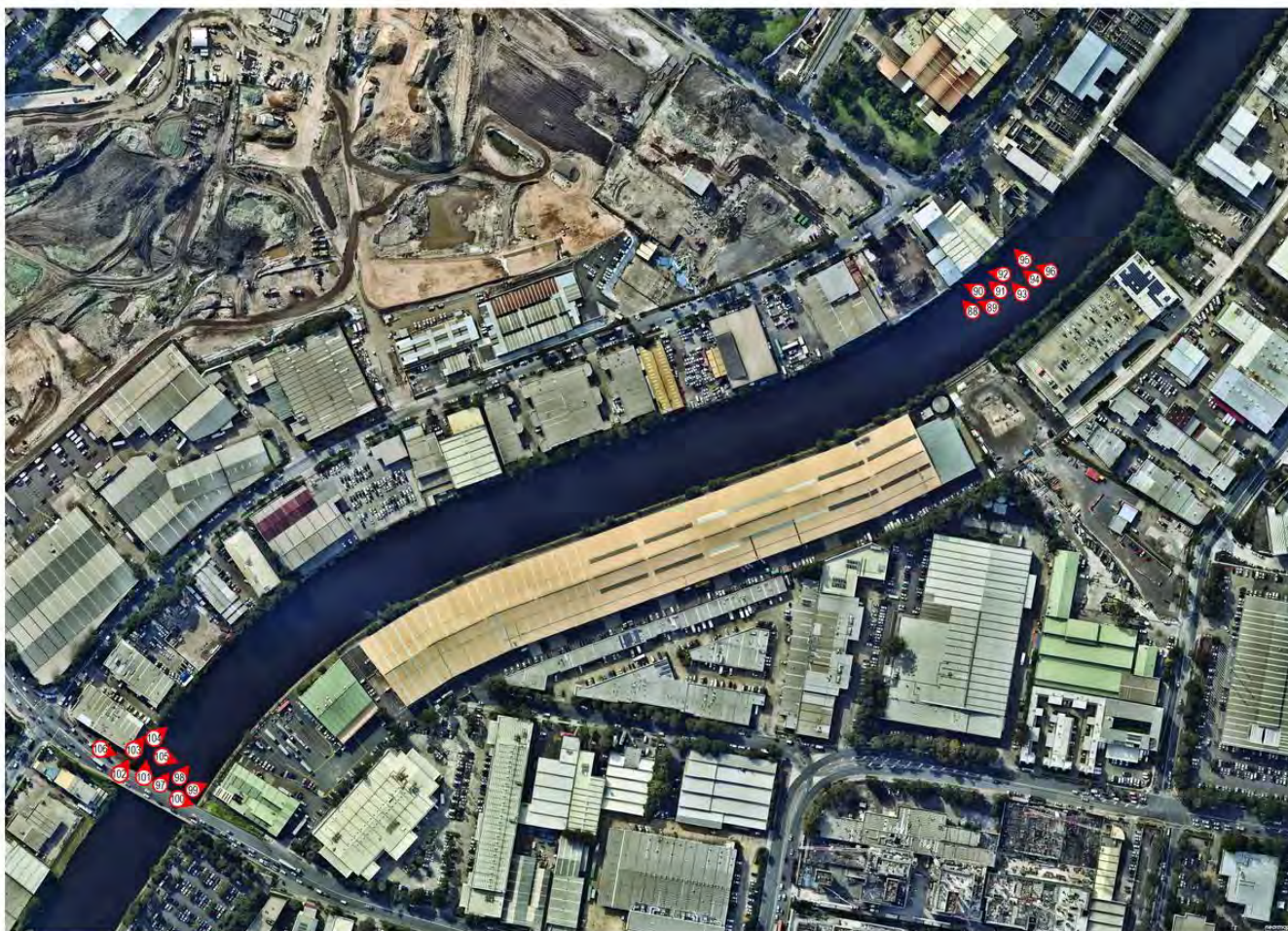
Type: Direction Plan
Date: 7 September 2018

NOT TO SCALE



ALEXANDRA CANAL, ALEXANDRIA NSW

NOT TO SCALE






ALEXANDRA CANAL, ALEXANDRIA NSW



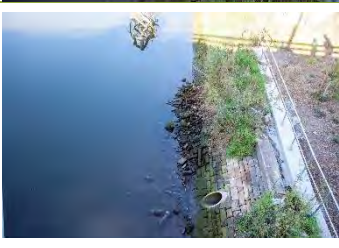



Type: Direction Plan
Date: 7 September 2018






5. Post Works





5.1 Photographic Recording Sheet

ALEXANDRA CANAL – ALEXANDRIA, NSW	
Photographers:	Ben Calvert
Date:	27 February 2020, 03 March 2020
Camera:	Canon EOS 5D and 7D
Lens:	16-35mm, 24-105mm
Comments:	Photos taken in early morning light.

Image name	Direction	Details	Thumbnail
001_ALEXANDRA_CANAL_PW_2020	NW	Newly inserted stormwater outlet on the western side of the canal, south of bridge 10.	
002_ALEXANDRA_CANAL_PW_2020	NW	Newly inserted stormwater outlet on the western side of the canal, south of bridge 10.	
003_ALEXANDRA_CANAL_PW_2020	NW	General view of the canal wall around the newly inserted stormwater outlet.	

004_ALEXANDRA_CANAL_PW_2020	SW	Detail of replaced sandstone around the newly inserted stormwater canal. Western side of the canal, south of bridge 10.	
005_ALEXANDRA_CANAL_PW_2020	SW	Detail of replaced sandstone around the newly inserted stormwater canal. Western side of the canal, south of bridge 10.	
006_ALEXANDRA_CANAL_PW_2020	SW	General view of the canal wall around the newly inserted stormwater outlet, including vegetation. Western side of the canal, south of bridge 10.	
007_ALEXANDRA_CANAL_PW_2020	SW	General view of the canal wall around the newly inserted stormwater outlet, including vegetation. Western side of the canal, south of bridge 10.	
008_ALEXANDRA_CANAL_PW_2020	SE	Detail of outlet canal profile, located on the western side of the canal, south of bridge 10.	
009_ALEXANDRA_CANAL_PW_2020	SE	Detail of outlet canal profile on the western side of the canal, south of bridge 10.	

<p>010_ALEXANDRA_CANAL_PW_2020</p>	<p>NW</p>	<p>Newly inserted stormwater outlet on the western side of the canal, north of bridge 10.</p>	
<p>011_ALEXANDRA_CANAL_PW_2020</p>	<p>NW</p>	<p>Newly inserted stormwater outlet on the western side of the canal, north of bridge 10.</p>	
<p>012_ALEXANDRA_CANAL_PW_2020</p>	<p>N</p>	<p>Newly inserted stormwater outlet on the western side of the canal, north of bridge 10.</p>	
<p>013_ALEXANDRA_CANAL_PW_2020</p>	<p>N</p>	<p>Newly inserted stormwater outlet on the western side of the canal, north of bridge 10.</p>	
<p>014_ALEXANDRA_CANAL_PW_2020</p>	<p>NE</p>	<p>Detail of replaced sandstone around the newly inserted stormwater canal. Western side of the canal, north of bridge 10.</p>	

<p>015_ALEXANDRA_CANAL_PW_2020</p>	<p>NE</p>	<p>General view of the canal wall around the newly inserted stormwater outlet, including vegetation. Western side of the canal, north of bridge 10.</p>	
<p>016_ALEXANDRA_CANAL_PW_2020</p>	<p>NE</p>	<p>Detail of replaced sandstone around the newly inserted stormwater canal. Western side of the canal, north of bridge 10.</p>	
<p>017_ALEXANDRA_CANAL_PW_2020</p>	<p>NE</p>	<p>General view of the canal wall around the newly inserted stormwater outlet, including vegetation. Western side of the canal, north of bridge 10.</p>	
<p>018_ALEXANDRA_CANAL_PW_2020</p>	<p>NE</p>	<p>Detail of replaced sandstone around the newly inserted stormwater canal. Western side of the canal, north of bridge 10.</p>	

019_ALEXANDRA_CANAL_PW_2020	SE	Detail of outlet canal profile, located on the western side of the canal, north of bridge 10.	
020_ALEXANDRA_CANAL_PW_2020	SE	Detail of outlet canal profile, located on the western side of the canal, north of bridge 10.	
021_ALEXANDRA_CANAL_PW_2020	SE	View of stormwater outlet on the eastern side of the canal, north of bridges 8 & 9.	
022_ALEXANDRA_CANAL_PW_2020	SE	View of stormwater outlet on the eastern side of the canal, north of bridges 8 & 9.	
023_ALEXANDRA_CANAL_PW_2020	SE	View of the eastern side of the canal underneath bridges 8 & 9.	
024_ALEXANDRA_CANAL_PW_2020	SE	View of the stormwater outlet on the eastern side of the canal south of bridges 8 & 9.	
025_ALEXANDRA_CANAL_PW_2020	SE	View of the stormwater outlet on the eastern side of the canal south of bridges 8 & 9.	
026_ALEXANDRA_CANAL_PW_2020	SE	View of the stormwater outlet on the eastern side the canal, south of bridge 10	

5.2 Photographic Proof Sheet

Alexandra Canal, St Peters - 2020 Photographic Archival Recording - Photographer: Ben Calvert



001 ALEXANDRA CANAL_PW_20
20 f/10 ISO 400 2020/02/28
08:59:21



002 ALEXANDRA CANAL_PW_20
20 f/10 ISO 400 2020/02/28
08:58:27



003 ALEXANDRA CANAL_PW_20
20 f/8 ISO 400 2020/02/28
08:58:45



004 ALEXANDRA CANAL_PW_20
20 f/5.6 ISO 400 2020/02/28
08:43:56



005 ALEXANDRA CANAL_PW_20
20 f/5.6 ISO 400 2020/02/28
08:44:28



006 ALEXANDRA CANAL_PW_20
20 f/6.3 ISO 400 2020/02/28
08:44:42



007 ALEXANDRA CANAL_PW_20
20 f/5.6 ISO 400 2020/02/28
08:43:48



008 ALEXANDRA CANAL_PW_20
20 f/6.3 ISO 400 2020/02/28
08:54:04



009 ALEXANDRA CANAL_PW_20
20 f/6.3 ISO 400 2020/02/28
08:53:34



010 ALEXANDRA CANAL_PW_20
20 f/10 ISO 400 2020/02/28
09:00:02



011 ALEXANDRA CANAL_PW_20
20 f/8 ISO 400 2020/02/28
09:00:42



012 ALEXANDRA CANAL_PW_20
20 f/9 ISO 400 2020/02/28
09:00:35



013 ALEXANDRA CANAL_PW_20
20 f/8 ISO 400 2020/02/28
09:01:13



014 ALEXANDRA CANAL_PW_20
20 f/9 ISO 400 2020/02/28
08:47:50



015 ALEXANDRA CANAL_PW_20
20 f/9 ISO 400 2020/02/28
08:46:38



016 ALEXANDRA CANAL_PW_20
20 f/10 ISO 400 2020/02/28
08:47:54

Alexandra Canal, St Peters - 2020
Photographic Archival Recording - Photographer: Ben Calvert



017 ALEXANDRA CANAL_PW_20
20 #9 ISO 400 2020/02/28
08:46:32



018 ALEXANDRA CANAL_PW_20
20 #9 ISO 400 2020/02/28
08:48:00



019 ALEXANDRA CANAL_PW_20
20 #10 ISO 400 2020/02/28
08:52:00



020 ALEXANDRA CANAL_PW_20
20 #9 ISO 400 2020/02/28
08:52:10



021 ALEXANDRA CANAL_PW_20
20 #8 ISO 400 2020/03/03
10:26:03



022 ALEXANDRA CANAL_PW_20
20 #8 ISO 400 2020/03/03
10:26:41



023 ALEXANDRA CANAL_PW_20
20 #5.6 ISO 400 2020/03/03
10:29:02



024 ALEXANDRA CANAL_PW_20
20 #9 ISO 400 2020/03/03
10:30:08



025 ALEXANDRA CANAL_PW_20
20 #9 ISO 400 2020/03/03
10:30:58



026 ALEXANDRA CANAL_PW_20
20 #8 ISO 400 2020/03/03
10:41:51

5.3 Direction Plan



