

Index

Inventories are ordered and numbered, as exhibited, for sites recommended for listing.

Heritage item inventories		
Alexandria		
1-4		Removed
5.	2-6 Birmingham Street	Former Walter Barr Pty Ltd factory
6.	22-30 Birmingham Street	Former Sil-Ora Dental Products factory
7.	27 Birmingham Street	Electricity Substation No. 375
8.	29-33 Birmingham Street	Former H. G. Whittle & Sons factory
9.	602-612 Botany Road (and 27-31 Ralph Street)	Former Coote & Jorgenson Engineers factory
10.	684 Botany Road	Former White Way service station
11.	47-49 Bourke Road	Former Q Store
12.	138-196 Bourke Road	Former Commonwealth Industrial Gases oxygen factory and demonstration block
13.	16 Euston Road	Electricity Substation No. 117
14.	40A-42 Maddox Street (and 58-68 Euston Road)	Former Alexandria Spinning Mills
15.	1-3 Mandible Street	Former Standard Telephones & Cables industrial building
16.		Removed
17.	124 McEvoy Street	Former Electricity Substation No. 152
18.	52-54 O'Riordan Street	Former National Motor Springs igloo building
19.	82 O'Riordan Street	Electricity Substation No. 225
20.	38 Ralph Street	Former Wilson Bros Willow Ware factory
21.	212-214 Wyndham Street	Former Electric Light Substation No. 89
Annandale		
22.	1B Booth Street	Sewage Pumping Station No. 3
Camperdown		
23.	6-10 Mallett Street	Former Grace Bros Repository
24.	64-106 Mallett Street	Former Bonds Industries complex including interiors, Substation No. 181, Chesty Bond Mural and former commercial building façade for "Bonds Cafeteria" at 97-99 Church Street
Darlington		
25.	2-10 Golden Grove Street	Former Jones IXL factory garage
26.	181 Lawson Street	Former McMurtrie, Kellermann & Co factory (The Foundry)
Erskineville		
27.	7-19 Coulson Street	Former Bakewell Brothers south-east warehouse building
28.	127 Railway Parade	Former factory chimney stack
29.	18-20 Victoria Street	Former Cleveland Shoe Company factory
Forest Lodge		
30.	19 Ross Street	Electricity Substation No. 267

Glebe		
31.	113 Mitchell Street	Former Glebe Volunteer Fire Station
Newtown		
32.	10-12 Egan Street	Former Sydney Confectionery Company factory
33.	197-207 Wilson Street	Former F. W. Gissing factory
Redfern		
34.	53-63 Great Buckingham Street (and 611-619 Elizabeth Street)	Former A. Hordern & Sons factory complex
35.	99 Renwick Street	Electricity Substation No.112
Rosebery		
36.	6-8 Crewe Place	Former Wrigley's factory
37.	85-113 Dunning Avenue	Rosella Preserving and Manufacturing Co. factory
38.	88 Dunning Avenue	Electricity Substation No.192
39.	115-133 Dunning Avenue	Former Commonwealth Weaving Mills and Frederick Rose factory
40.	120 Dunning Avenue	Former Otis Elevator Co. factory
41.	135-151 Dunning Avenue	Former Westinghouse factory
42.	142 Dunning Avenue	Electricity Substation No. 128
43.	1-11 Hayes Road	Former R. C. Henderson Ltd factory
44.	61-71 Mentmore Avenue (and 34 Morley Avenue)	Former Cyclone Fence and Gate Co factory
Surry Hills		
45.	268-274 Devonshire Street	Former Edward Hill & Co factory
46.	470-484 Elizabeth Street	Former W. C. Penfold & Co factory
47.	5 Fitzroy Place	Electricity Substation No. 229
48.	1-15 Foveaux Street	Former Farleigh Nettheim & Co Ltd warehouse
49.	47-97 Marlborough Street	Former David Jones factory
50.	13-15 Marshall Street	Former Allington Stoveworks factory
51.	11-13 Randle Street	Former R. C. Henderson Ltd factory
52.	4-34 Wentworth Avenue	Former warehouse group
Sydney		
53.	115 Clarence Street	Former Noyes Bros warehouse
54.	185 Clarence Street	Former Shelley warehouse
55.	193-195 Clarence Street	Shorter House
56.	123-129 Clarence Street (and 252-258 Kent Street)	Former Edwards Dunlop & Co warehouses
57.	426-430 Kent Street	Former Grace House warehouse
Ultimo		
58.	10-16 Bay Street	Part Bay Street Depot
Waterloo		
59.	723 Elizabeth Street	Former William Brooks factory
60.	378 George Street	Electricity Substation No. 75
61.		Removed

Zetland

62.	146-158 Joynton Avenue	Former Joseph Lucas showroom, workshop and office
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Conservation area inventories**Alexandria**

63.	North Alexandria industrial heritage conservation area	
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Alexandria & Beaconsfield

64.	William Street industrial heritage conservation area	
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Inventory 59

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Address: 723 Elizabeth Street

Planning: Sydney South

Suburb/nearest town: Waterloo 2017

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: William Brooks & Co, Camerich, Fendi

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: Excludes buildings fronting George Street, as mapped in Sydney Local Environmental Plan

Item type: Built

Group: Manufacturing and Processing

Category: Other - Manufacturing & Processing

Owner:

Admin codes:

Code 2:

Code 3:

Current use: Retail (furniture)

Former uses: Printing works

Assessed significance: Local

Endorsed significance:

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Statement of significance: Built in 1915 for printers and lithographers, William Brooks and Co, this former factory represents the industrial development of Waterloo during the early-twentieth century associated with major changes in the suburb including the construction of the tram line along Elizabeth Street. The building is historically significant for its connection to the Australian manufacturing of books, boxes, posters, in particular Australian school text books.

The building has significant associations with the printing firm, William Brooks and Co, from 1915 until the 1980s and the books, boxes, music and World War I recruitment posters made by this firm during this period. The scale of the building and its architectural quality demonstrates the growth of William Brooks' company, the size of its operations, and the popularity of its products during the early decades of the twentieth century.

The factory is also associated with the historical development of the labour movement during the early twentieth century through its connection to William Brooks, a strong activist for employers' rights and opponent of trade unions in his prominent positions as a former president of the Employers Federation of New South Wales (1914-1924), National Party member of the Legislative Council (1917) and Alderman on Sydney Municipal Council (1919-1927).

The factory represents a good example of a large factory from the late-Federation period. The design of the building demonstrates typical features of the Federation warehouse style including heavy masonry construction, engaged piers dividing the facade into bays, facade rectangularity emphasised by moulded cornice, high parapet wall concealing the roof, central pediment, symmetrical facade with an emphatic arch, keystone, and timber-framed windows and doors. This building demonstrates the industrial building typology which contains administrative and manufacturing in distinctly different building forms, with the factory located behind a more architecturally distinctive office or showroom on the street frontage.

The building makes an important contribution to the streetscapes of Elizabeth and Bourke Streets. Its Federation features, scale, irregular footprint and prominent position near the junction of two main streets makes the building a distinctive feature in the surrounding streetscapes, which is visible from a number of near and distant vantage points.

As a major local employer of its time which employed hundreds of workers by 1915, the building may have value to the community of former workers of William Brooks and Co and their descendants. The site may also have significance to the Australian community for its connection to the textbooks widely used in Australian schools and World War I recruitment posters.

This former factory 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 factory is of local heritage significance in terms of its historical, aesthetic and representative values.

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Historical notes of provenance: Early development of the locality:

This site forms part of the land of the Gadigal people, the traditional custodians of land within the City of Sydney council boundaries. For information about the Aboriginal history of the local area see the City's Barani website: <http://www.sydneybarani.com.au/>

The suburb of Waterloo was once part of a vast sand dune system covered by heath, low scrub, creeks and freshwater wetlands that dominated the landscape of the southern suburbs of Sydney. It provided habitat for a range of fauna such as birds, fish and eels, and was a good food source for the Gadigal, the local Aboriginal people. Brolgas, cockatoos and black swans were part of the abundant birdlife.

After European settlement, the land including Alexandria, Waterloo, Zetland and Rosebery became part of one large estate. Originally granted to former convict and public servant William Hutchinson in 1823, the estate, its buildings and water mill, were then sold to Daniel Cooper and Solomon Levy in 1825 before Cooper became the sole owner of 1,585 acres including the Waterloo estate in 1833.

The suburb acquired its name from the Waterloo Mills, established in 1820. The name commemorates the decisive British victory at the Battle of Waterloo (1815) that ended the Napoleonic Wars. Initially the mill ground wheat for the colony. It was later converted into a wool mill due to the rise of the colonial wool industry. Other associated names include the Iron Duke Hotel, Wellington Street and Raglan Street.

For a large part of the nineteenth century, the area was semi-rural low-lying land with swamps. Market gardens, breweries, wool washes, tanneries and boiling down works were all irrigated by the fresh water. The wetlands of Alexandria and Waterloo offered ideal features for these industries which needed to be located close to a plentiful water supply. A number of dams were built in this area, including the Little Waterloo Dam, the Big Waterloo Dam and the Upper Dam, as shown on 1885-1890 Higinbotham and Robinson maps of Alexandria and Waterloo.

Waterloo Council was formed in 1860 to harness the area's industrial potential. The area was connected to the city through a network of trams extending along Botany Road and Elizabeth Street.

The land of the Cooper Estate was progressively subdivided into small acreages and sold for residential purposes in 1872 and 1884 until the final sale occurred in 1914. The release of the Cooper Estate opened up large tracts of land for industrial uses at a time when surrounding areas had become more densely populated. This resulted in the relocation of many industrial establishments from Redfern and Surry Hills to the Waterloo and Alexandria area. This intensive period of industrial development increased land value in the area and forced out all but a few of the remaining market gardeners.

By the early twentieth century, Waterloo was transformed from a small fringe suburb to a major industrial and manufacturing district. Secondary industries declined in the area from the 1970s as industry expanded to the outer suburbs.

Industrial history:

As one of only two major centres for historic Australian industry during the period when industry was centred in cities, Sydney's industrial development is part of the national history of industrialisation. Australia's industrialisation formed part of the 'second industrial revolution' which began during the mid-nineteenth century. This second revolution was driven by major technological innovations including the invention of the internal combustion engine and the assembly line, development of electricity, the construction of canals, railways and electric-power lines.

Sydney's twentieth century industrial development records when and how Sydney became one of the largest industrialised cities in the South Pacific and the diversification of Australia's economy beyond primary industry. Together with Melbourne, Sydney's twentieth century industrial boom expanded Australia's economy from the

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Location: 723 Elizabeth Street Waterloo 2017

Sydney

'sheep's back' to the 'industry stack' or from primary production to manufacturing. By 1947 more Australians were working in city industries than in farms or mines.

Sydney's industrial development not only impacted on the national economy. Twentieth-century industry in Sydney also played a major role in developing Australia's self-sufficiency, growth, urbanisation, society and its contribution to the war effort for World War II. Sydney's industrial development has affected the lives of many Australians directly and indirectly, whether through the number of workers employed, goods and technology produced, the prosperity it engendered, or the social change and urban environments it generated.

William Brooks and Co Ltd:

William Brooks (1858-1937), printer, publisher, politician and patriot, was born on 31 December 1858. Brooks set up a printing business in the late nineteenth century.

Brooks's manufacturing and retailing activities expanded after he won a tender from the Department of Public Instruction for the production of school readers widely used in Australian schools. Brooks also produced a series of Australian Catholic readers. William Brooks and Co Ltd was incorporated in 1901. In 1915 the company expanded to Waterloo.

During World War I, the company produced recruitment posters to encourage young Australian men to join the war effort.

William Brooks was an active member of a number of organisations that advocated the rights of businesses and trades. Brooks represented the Master Printers' and Connected Trades Association on wage boards in 1908-11 and was president in 1911-24. He was also a member of the Employers' Federation of New South Wales in 1913, and its president in 1914-20 and 1921-24. Brooks strongly opposed trade unions and condemned union opposition of piecework, claiming that he had worked as many hours he could get when he was on wages. He strengthened the ability of the Employers' Federation to fight arbitration cases for its members.

With the development and consolidation of employer organisations, Brooks feared that a single organisation for employers would provide incentive to consolidate workers unions into a single union, making industrial conflicts more hazardous for employers. Brooks focused his efforts on amending arbitration legislation to restrict negotiations on minimum wages and standard working weeks.

Prior to 1919 Brooks was involved in the National Party, channeling funds from New South Wales employers to the party. Brooks was appointed to the Legislative Council in 1917. Following amendments to legislation in 1918, the responsibility for the minimum wage was removed from arbitration in New South Wales and directed to a specially created Board of Trade.

Brooks was involved in associations formed to defend the rights of property taxpayers and ratepayers between 1916 and 1924. In 1919-27 he represented Bourke Ward on Sydney Municipal Council, serving on its finance and health committees and advocating a separate authority to control electricity.

Site history:

The building was constructed in 1915 as a factory for printers and lithographers, William Brooks and Co Ltd, between Elizabeth and George Streets in Waterloo. The firm continued to operate on the site until the 1980s.

On 15 September 1914, William Brooks and Co purchased the subject parcel of land from the Cooper Estate (Old System Deed, No 957 Bk 1038). On 27 December 1914, the property was mortgaged to the National Bank of Australasia Ltd which likely financed the construction of the new printing works on the site (Old System Deed, No 538 Bk 1045).

When the factory was constructed in 1915, Waterloo was already considered to be growing into the great

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

manufacturing centre of Sydney. An article on 'the Evolution of Printing' published in the Stock and Station Journal in 1915 described the new factory at Waterloo as 'a large brick built factory in the shape of a great T'. The factory employed hundreds of men and women at this time. (Sydney Stock and Station Journal, 13 July 1915, p 4)

The new factory was officially opened on 15 December 1915. Another article from the Stock and Station Journal featured a sketch of the new factory building. The article described the 'vast two storey factory' as having modern machinery that seemed 'super-humanly intelligent and [able to] work automatically'. In addition the article reported that 'modern work is carried on under the very best conditions working conditions in regard to light and air and sanitation' (Sydney Stock and Station Journal, Tuesday 21 December 1915, p 4).

A 1915 photograph of the building shortly after its construction records that it was originally finished as face bricks with a 'William Brooks & Co Ltd' sign painted on the building's parapet.

An aerial photograph of the site from 1943 shows the William Brooks and Co printing works between Elizabeth Street and George Street in Waterloo. The buildings documented in this photograph are consistent with the configuration shown in the 1915 sketch from the Stock and Station Journal.

The 1945 Workplace Survey listed William Brooks and Co Ltd as a business involved in printing and cardboard box manufacturing. The address of the company was recorded as 199 Elizabeth Street. (1945 Workplace Survey, SRNSW 7/6848)

The 1956 detail sheet shows the large site occupied by the company and the building configuration consistent with the earlier 1915 sketch and 1943 aerial photograph.

On 24 January 1956, the company applied to convert the land to Torrens title (RPA 39479). A certificate of title was issued to William Brooks and Co Ltd on 24 February 1958 (CT 7448 f 180).

A number of applications were submitted for alterations and additions to the factory buildings from the 1960s. On 3 March 1960 and 29 December 1960, additions to the factory were proposed, with works valued at £30,000. On 3 January 1961, additions with works valued at £5,000 and £7,000 were proposed. Further additions were proposed to the existing printing and box making factory on 20 May 1963. (723-725 Elizabeth Street, Waterloo, Street cards, NSCA)

An aerial photograph of the site from 1975 records a number of additions had been constructed by this time. These included the two-storey triangular addition on the southern side of the building and the two-storey addition with undercroft on the northern side of the building.

On 8 February 1971, William Brooks and Co proposed alterations and additions to the mezzanine. On 14 December 1971, the company applied to erect a substation on the site.

On 9 November 1984, an application was submitted to council for the upgrade and conversion of the factory with works valued at \$250,000 (723-725 Elizabeth Street, Waterloo, Street cards, NSCA).

The William Brooks building signage was removed after 1987.

The property has been converted for use as a furniture showroom and the rear ground floor used for car parking.

Themes:	National theme	State theme	Local theme
	3. Economy	Commerce	Warehouses
	3. Economy	Industry	Warehouses
	3. Economy	Technology	Printing machinery

Designer: Unknown

Builder: Unknown

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Year started: 1915

Year completed: 1915

Circa: No

Physical description: The subject building fronting Elizabeth Street was constructed as a factory for William Brooks and Co in 1915. The footprint of the building corresponds with the irregular shape of the site formed by the junction of Elizabeth, Bourke and George Streets. The subject component of the building is two-storeys, constructed of brick walls with timber floors, contained under multiple gabled and hipped roof.

This building demonstrates the industrial building typology which contains administrative and manufacturing in distinctly different building forms, with the long floor-plate of the factory building located behind a more architecturally distinctive office or showroom on the street frontage of Elizabeth Street.

The building is designed in the Federation warehouse style. It exhibits typical characteristics of this architectural style including its heavy masonry construction, engaged piers dividing the facade into bays, facade rectangularity emphasised by moulded cornice, high parapet wall concealing the roof, central pediment, symmetrical facade with an emphatic arch, and timber-framed windows and doors.

The arched entrance features a central keystone displaying the building's 1915 construction date. The building contains timber-framed multi-paned windows with shallow arches on the first floor of the front façade and ground floor of the northern elevation.

Internally, the building retains its original timber structure and exposed load-bearing brick walls.

A number of building modifications were undertaken in the second half of the twentieth century. Prior to 1975, the factory was extended with the construction of a two-storey triangular addition on the southern side of the building and a two-storey addition with undercroft on the northern side of the building. The former face brickwork of the front façade has been rendered and painted and the side walls have been painted. The William Brooks and Co signage was removed after 1987.

The building has been adapted for use as a furniture showroom. The rear of the ground floor is used for parking. Despite these changes, the building retains its architectural integrity as a recognisable former factory.

Category: Individual building. Style: Federation warehouse. Storeys: Two. Façade: Rendered brick. Side/Rear Walls: Painted brick.

Physical condition level: Good

Physical condition:

Archaeological potential level: Not assessed

Archaeological potential Detail:

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Modification dates: Timeline of known dates for changes to the site:

15 September 1914

William Brooks and Co Ltd purchased the site from the Cooper Estate

27 December 1914

Property mortgaged to National Bank of Australasia Ltd, likely to finance the construction of the factory

15 December 1915

New factory officially opened

24 January 1956

William Brooks and Co Ltd applied to convert the property to Torrens Title

24 February 1958

Certificate of Title issued to William Brooks and Co Ltd

3 March 1960

Proposed additions to the factory with works valued at £30,000

29 December 1960

Proposed additions to the factory

3 January 1961

Proposed additions with works valued at £5,000 and £7,000

20 May 1963

Proposal for additions to existing printing and box making factory

Post-1970

Original building signage removed

Pre-1975

Construction of two-storey addition on southern side of building and two-storey addition with undercroft on the northern side of the building

30 July 1979

Application to use two-storey addition for storage

9 November 1984

Application to convert and upgrade site with works valued at \$250,000

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Recommended management: Retain and conserve the building.

A Heritage Assessment and Heritage Impact Statement should be prepared for the building prior to any major works being undertaken.

Archival photographic recording, in accordance with Heritage Council guidelines, should be undertaken before major changes.

Do not paint, render or seal remnant unpainted external brick walls.

Original windows, central arch, keystone with building date, parapet detailing, pediment and any other original building features should be conserved and maintained.

Development to the immediate north should be set back from Elizabeth Street to maintain the outlook and visibility of the original northern window and the presence of the building on Elizabeth Street.

New uses for the building are to complement and enhance the internal and external industrial character of the building by conserving and interpreting significant fabric and spatial qualities.

Alterations for a new use, including changes for compliance with Australian building standards, should allow the essential form of the building to remain readily identifiable.

Management:	Management category	Management name
	Statutory Instrument	List on a Local Environmental Plan (LEP)

Further comments: Heritage Inventory sheets are often not comprehensive, and should be regarded as a general guide only. Inventory sheets are based on information available, and often do not include the social history of sites and buildings. Inventory sheets are constantly updated by the City as further information becomes available. An inventory sheet with little information may simply indicate that there has been no building work done to the item recently: it does not mean that items are not significant. Further research is always recommended as part of preparation of development proposals for heritage items, and is necessary in preparation of Heritage Impact Assessments and Conservation Management Plans, so that the significance of heritage items can be fully assessed prior to submitting development applications.

Criteria a): Built in 1915 for printers and lithographers, William Brooks and Co, this former factory represents the industrial development of Waterloo during the early-twentieth century associated with major changes in the suburb including the construction of the tram line along Elizabeth Street. The building is historically significant for its connection to the Australian manufacturing of books, boxes, posters, in particular Australian school text books.

[Historical significance]

The building has significant associations with the printing firm, William Brooks and Co, from 1915 until the 1980s and the books, boxes, music and World War I recruitment posters made by this firm during this period. The scale of the building and its architectural quality demonstrates the growth of William Brooks' company, the size of its operations, and the popularity of its products during the early decades of the twentieth century.

The factory is also associated with the historical development of the labour movement during the early twentieth century through its connection to William Brooks, a strong activist for employers' rights and opponent of trade unions in his prominent positions as a former president of the Employers Federation of New South Wales (1914-1924), National Party member of the Legislative Council (1917) and Alderman on Sydney Municipal Council (1919-1927).

This former factory 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.

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Criteria b): The building has significant associations with the printing firm, William Brooks and Co, from 1915 until the 1980s and the books, boxes, music and World War I recruitment posters made by this firm during this period.
[Historical association significance]

The factory is also associated with William Brooks, who was a strong activist for employers' rights and opponent of trade unions, prominent business man and politician, as a former president of the Employers Federation of New South Wales (1914-1924), National Party member of the Legislative Council (1917) and Alderman on Sydney Municipal Council (1919-1927).

Criteria c): The factory represents a good example of a large factory from the late-Federation period. The design of the building demonstrates typical features of the Federation warehouse style including heavy masonry construction, engaged piers dividing the facade into bays, facade rectangularity emphasised by moulded cornice, high parapet wall concealing the roof, central pediment, symmetrical facade with an emphatic arch, keystone, and timber-framed windows and doors. This building demonstrates the industrial building typology which contains administrative and manufacturing in distinctly different building forms, with the factory located behind a more architecturally distinctive office or showroom on the street frontage.
[Aesthetic/Technical significance]

The building makes an important contribution to the streetscapes of Elizabeth and Bourke Streets. Its Federation features, scale, irregular footprint and prominent position near the junction of two main streets makes the building a distinctive feature in the surrounding streetscapes, which is visible from a number of near and distant vantage points.

Criteria d): Social assessment requires further study to ascertain its value for the local community. As a major local employer of its time which employed hundreds of workers by 1915, the building may have value to the community of former workers of William Brooks and Co and their descendants. The site may also have significance to the Australian community for its connection to the textbooks widely used in Australian schools and World War I recruitment posters.
[Social/Cultural significance]

Criteria e):
[Research significance]

Criteria f):
[Rarity]

Criteria g): The building represents a good example of an early twentieth factory designed in the Federation warehouse style.
[Representative]

Intactness/Integrity: Largely intact

References:	Author	Title	Year
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	RTA	1943 Aerial Photograph of Sydney	1943
	City of Sydney	1949 aerial survey of the city of Sydney, sheet 95	1949
	The Sydney Stock and Station Journal,	The Evolution of Printing	1915
	Artist: David H. Souter. and Lithograp	Poster- "It is nice in the surf but what about the men in the tren	1917
	William Brooks	Poster: "Australia's imperishable record - Australians! the empi	1915
	City Engineers Department, City of Sy	1956 City Building Surveyors Detail Sheets	1956
	R G Taylor	William Brrooks, the first 100 years	1986
	Scott Cumming	Chimneys and Change: Post European Environmental Impact in	2004
	Radi, Heather	Brooks, William (1858-1937)	1979
	The Sydney Stock and Station Journal,	Brook's New Factory - official opening	1915
	Unknown	Alderman William Brooks, MLC. [1919-1927] NSCA CRS 54/	
	City Engineers Negatives, City of Syd	Bourke Street Widening - NSCA CRS 48/2107	1961

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Studies:	Author	Title	Number	Year
	City Plan Heritage	City of Sydney Industrial & Warehouse Buildings Heritage		2014

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	PART LOT	1		DP	89479

Latitude:

Longitude:

Location validity:

Spatial accuracy:

Map name:

Map scale:

AMG zone:

Easting:

Northing:

Listing:	Name	Title	Number	ListingDate
	City of Sydney Industrial and Ware	Heritage study		

Data entry: Data first entered: 18/08/2014

Data updated: 28/09/2015

Status: Completed

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Front elevation of the former factory on Elizabeth Street

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b00c7347bdf640fe924038e8ef248ada.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345b00c7347bdf640fe924038e8ef248ada.JPG

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Detail of front elevation of former factory showing arched entrance, windows and engaged piers

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34528d4ad4f8e124017b586e35f76fea640.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34528d4ad4f8e124017b586e35f76fea640.JPG

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Part of northern elevation

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34564acb3cd3c4c4382b6fc66ee7371fb23.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34564acb3cd3c4c4382b6fc66ee7371fb23.JPG

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Southern elevation of the former factory showing the 1960s addition

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3456b5f9dfb77804cb78dadb1454242f2d0.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3456b5f9dfb77804cb78dadb1454242f2d0.JPG

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Southern elevation of the former factory showing the rear section of the subject building

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457438722962f84797ba1aef543018acae.JPG>

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Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Interior of former warehouse showing original timber structure and exposed brick walls

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345857461dfce9f4be280c914a22e780f60.JPG>

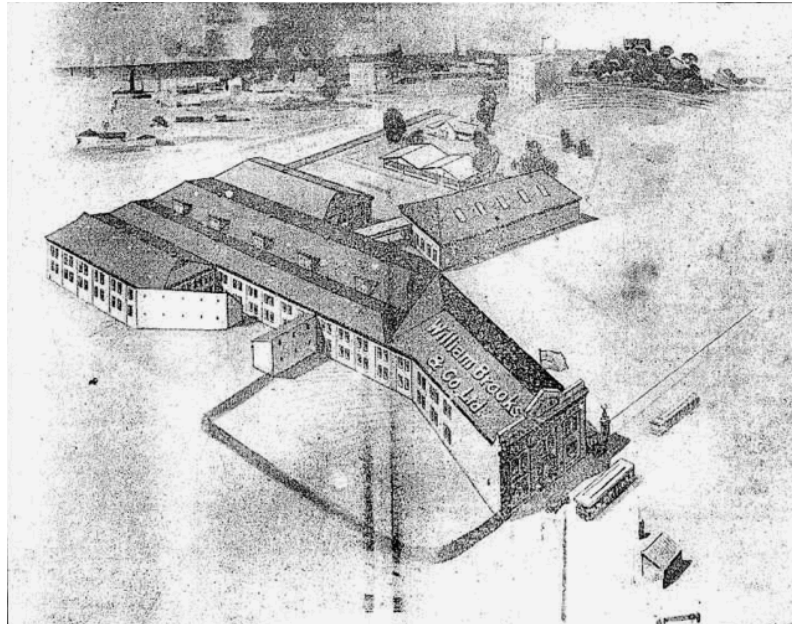
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Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Sketch of the William Brooks buildings published in 1915

Copy right: Sydney Stock and Station Journal

Image by: Sydney Stock and Station Journal

Image date: 13/07/1915

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345228e8774eb474695a9b82a08835c7339.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345228e8774eb474695a9b82a08835c7339.jpg

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: The building in 1915 shortly after construction with the original brick finish and signage

Copy right: William Brooks & Co

Image by: William Brooks in R G Taylor History of William Brooks & Co

Image date: 01/01/1915

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345c9dc8fa098f54771b81112036a7f6008.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345c9dc8fa098f54771b81112036a7f6008.jpg

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Part of William Brooks factory (on the right) shown in 1961 view of Elizabeth Street

Copy right: City of Sydney Archives

Image by: City Engineers Photographic Negatives (NSCA CRS 48)

Image date: 03/11/1961

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345c1797ebfb2c401bb542528f0fe98d9a.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345c1797ebfb2c401bb542528f0fe98d9a.jpg

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: William Brooks factory in 1970, looking north along Elizabeth Street

Copy right: City of Sydney Council

Image by: Sydney Reference Collection 050/050680

Image date: 01/01/1970

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34519c35d49568a43f4a4a12536a53d8fc2.jpg>

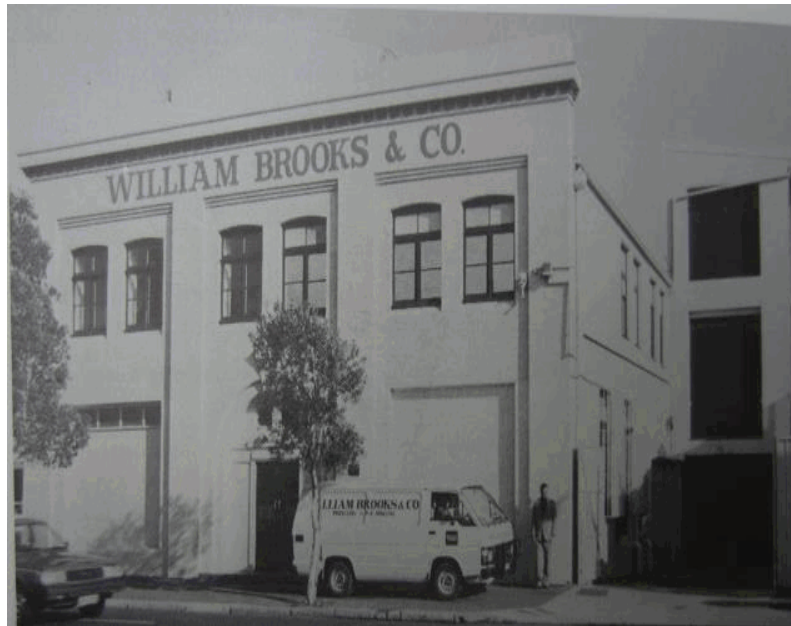
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Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Eastern (front) and northern elevations of the former factory in 1987

Copy right: William Brooks & Co

Image by: R G Taylor

Image date: 01/01/1987

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34501fba3754cc84be1b7ccfab2a111515.jpg>

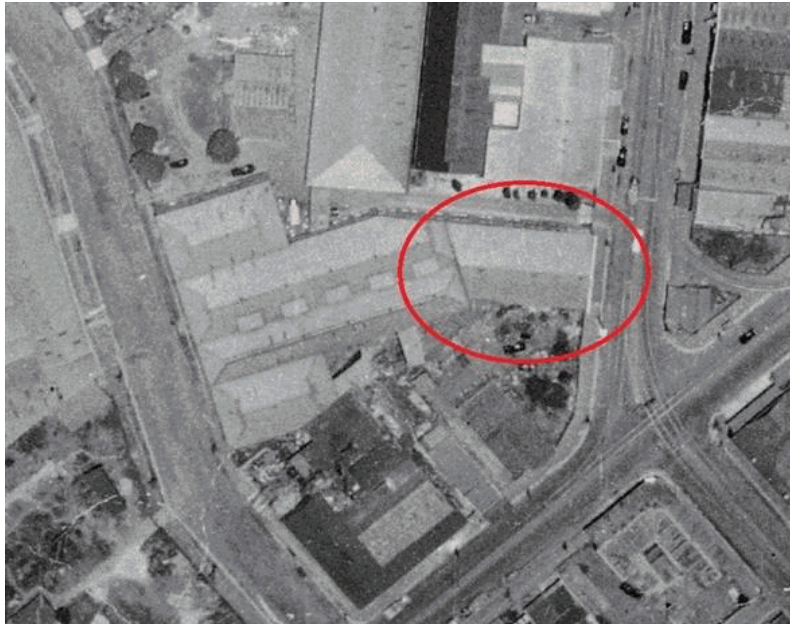
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34501fba3754cc84be1b7ccfab2a111515.jpg

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: 1949 aerial photograph showing the subject building, circled, and surrounding industrial buildings

Copy right: City of Sydney Archives

Image by: City of Sydney

Image date: 15/12/1949

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34589645e845e1f490dbc1ee70fcac5ba85.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34589645e845e1f490dbc1ee70fcac5ba85.jpg

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: City Building Surveyors Detail Sheets from 1956 showing the William Brooks factory site at this time

Copy right: City of Sydney Archives

Image by: City Engineers Department, City of Sydney

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345eade1056ecc94160b7917e347abe38af.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test345eade1056ecc94160b7917e347abe38af.jpg

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Current aerial showing the extent of the subject building circled

Copy right: City of Sydney

Image by: City of Sydney

Image date: 01/01/2011

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345d9bbf41e0126478b917632fd8b156dc1.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345d9bbf41e0126478b917632fd8b156dc1.jpg

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Recruitment poster produced by William Brooks in 1915 for World War I

Copy right: National Library of Australia, <http://nla.gov.au/nla.pic-an7697018-2>.

Image by: William Brooks

Image date: 01/01/1915

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345d7561f0d576848b9839d57f1b39d7f09.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345d7561f0d576848b9839d57f1b39d7f09.jpg

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

Image:



Caption: Another recruitment poster produced by William Brooks in 1917

Copy right: National Library of Australia <http://nla.gov.au/nla.pic-an7697011-3>

Image by: William Brooks

Image date: 01/01/1917

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345615cbac0f6684d0b96578145a25eba75.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345615cbac0f6684d0b96578145a25eba75.jpg

Inventory 60

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Address: 378 George Street

Planning: Sydney South

Suburb/nearest town: Waterloo 2017

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: Zetland substation, Portman Street substation, electricity substation

Area/group/complex:

Group ID:

Aboriginal area:

Curtilage/boundary: As described in Sydney Local Environmental Plan

Item type: Built

Group: Utilities - Electricity

Category: Electricity Transformer/Substation

Owner: State Government

Admin codes:

Code 2:

Code 3:

Current use: Electricity substation

Former uses: Electricity substation

Assessed significance: Local

Endorsed significance:

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Statement of significance: Built in 1915, Electric Light Substation No. 75 represents a surviving example of the original network of more than 360 substations built by Sydney Municipal Council from 1904 to 1936, which first supplied electricity to Sydney's industries and houses. The period and location of the substation records the expansion of Sydney's electricity network and the growth of electricity use in Waterloo. The building also marks the major changes electricity brought for Waterloo's growth, development and population.

Aesthetically, the building demonstrates the characteristic modest form, quality of design and construction for Sydney's substations, which were designed to a higher standard than required for their function in order to integrate into their established urban contexts by reflecting neighbouring architecture or popular styles of the time.

Electric Light Substation No. 75 represents a good example of a simply detailed, purpose-designed and built substation designed in the Federation style. It demonstrates typical characteristics of this architectural style applied to a utilitarian building including the prominent gabled roof and eaves, simple massing, face brickwork, timber sash windows and symmetrical facade composition formed by the gabled roof, arrangement of openings and lintel. The building contributes to the streetscape of George Street and is a significant example of civic architecture in Waterloo.

The building is rare in the locality as the oldest known surviving substation in Waterloo.

Electric Light Substation No. 75 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.

Electric Light Substation No. 75 and the other surviving substations demonstrate the fundamental role that electricity played in powering Australia's industrialisation and how technological innovations of the time, specifically electricity, defined Sydney's industrial development during the twentieth century. Often constructed to service the high energy demands of factories in the near vicinity, the number, concentration and location of substations provide markers of twentieth century industrial centres and factories in the way that chimney stacks mark the location of factories predating electricity.

Waterloo demonstrates this pattern with its larger number of substations reflecting its history as a major industrial area largely developed after the advent of electricity. The south end of George Street was dominated by industry during the first half of the twentieth century. By 1956, the industries surrounding the substation included the W & T Avery (Aust) site to the immediate north, Gibson Battle & Co to the immediate south and George Pearse behind the substation, as well as William Brooks & Co directly opposite.

Electric Light Substation No. 75 is of local heritage significance in terms of its historical, aesthetic, rarity and representative values.

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Historical notes of provenance: Early development of the locality:

This site forms part of the land of the Gadigal people, the traditional custodians of land within the City of Sydney council boundaries. For information about the Aboriginal history of the local area see the City's Barani website: <http://www.sydneybarani.com.au/>

The suburb of Waterloo was once part of a vast sand dune system covered by heath, low scrub, creeks and freshwater wetlands that dominated the landscape of the southern suburbs of Sydney. It provided habitat for a range of fauna such as birds, fish and eels, and was a good food source for the Gadigal, the local Aboriginal people. Brolgas, cockatoos and black swans were part of the abundant birdlife.

After European settlement, the land including Alexandria, Waterloo, Zetland and Rosebery became part of one large estate. Originally granted to former convict and public servant William Hutchinson in 1823, the estate, its buildings and water mill, were then sold to Daniel Cooper and Solomon Levy in 1825 before Cooper became the sole owner of 1,585 acres including the Waterloo estate in 1833.

The suburb acquired its name from the Waterloo Mills, established in 1820. The name commemorates the decisive British victory at the Battle of Waterloo (1815) that ended the Napoleonic Wars. Initially the mill ground wheat for the colony. It was later converted into a wool mill due to the rise of the colonial wool industry. Other associated names include the Iron Duke Hotel, Wellington Street and Raglan Street.

For a large part of the nineteenth century, the area was semi-rural low-lying land with swamps. The principal activities were market gardening, dairying and wool-washing. The wetlands of Alexandria and Waterloo offered ideal features for these industries which needed to be located close to a plentiful water supply. A number of dams were built in this area, including the Little Waterloo Dam, the Big Waterloo Dam and the Upper Dam, as shown on 1885-1890 Higinbotham and Robinson maps of Alexandria and Waterloo.

Waterloo Council was formed in 1860 to harness the area's industrial potential. Market gardens, breweries, wool washes, tanneries and boiling down works were all irrigated by the fresh water. The land of the Cooper Estate was progressively subdivided into small acreages and sold for residential purposes in 1872 and 1884 until the final sale occurred in 1914. The release of the Cooper Estate opened up large tracts of land for industrial uses at a time when surrounding areas had become more densely populated. This resulted in the relocation of many industrial establishments from Redfern and Surry Hills to the Waterloo and Alexandria area. This intensive period of industrial development increased land value in the area and forced out all but a few of the remaining market gardeners.

By the early twentieth century, Waterloo was transformed from a small fringe suburb to a major industrial and manufacturing district. Secondary industries declined in the area from the 1970s as industry expanded to the outer suburbs.

Industrial history:

As one of only two major centres for historic Australian industry during the period when industry was centred in cities, Sydney's industrial development is part of the national history of industrialisation. Australia's industrialisation formed part of the 'second industrial revolution' which began during the mid-nineteenth century. This second revolution was driven by major technological innovations including the invention of the internal combustion engine and the assembly line, development of electricity, the construction of canals, railways and electric-power lines.

Sydney's twentieth century industrial development records when and how Sydney became one of the largest industrialised cities in the South Pacific and the diversification of Australia's economy beyond primary industry. Together with Melbourne, Sydney's twentieth century industrial boom expanded Australia's economy from the 'sheep's back' to the 'industry stack' or from primary production to manufacturing. By 1947 more Australians were working in city industries than in farms or mines.

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Sydney's industrial development not only impacted on the national economy. Twentieth-century industry in Sydney also played a major role in developing Australia's self-sufficiency, growth, urbanisation, society and its contribution to the war effort for World War II. Sydney's industrial development has affected the lives of many Australians directly and indirectly, whether through the number of workers employed, goods and technology produced, the prosperity it engendered, or the social change and urban environments it generated.

Substations history:

One of the major innovations in industry during the nineteenth century was the development of electricity as a power and lighting source, which rivalled and then replaced water and steam power. The mills and workshops of the earlier Industrial Revolution in Britain and North America were mainly water and steam powered, whereas Australia's twentieth century industrial buildings were powered by electricity.

As part of supplying electricity to Sydney's houses and industries for the first time, Sydney Council built Sydney's first power stations and substations during the first half of the twentieth century. Sydney Council, then known as Sydney Municipal Council or the Municipal Council of Sydney, was charged with supplying electricity to Sydney city and surrounding areas in 1896 through the law named the Municipal Council of Sydney Electric Lighting Bill passed on 16th October 1896. Electricity supply was managed through the council's department known by a number of names: the Electric Lighting Committee, the Electric Light Department and the Electricity Department from 1920 to 1935. From 1936 the electricity undertaking was named Sydney County Council when it was reformed as a separate authority as a result of the Gas & Electricity Act of 1935. The various names for the council and subsequent electrical authority are recorded in the initials and building names inscribed in substation facades.

Sydney's first power station at Pyrmont began operating in 1904. The large network of substations were constructed in strategic locations to supply power from these power stations to individual customers and other electricity networks. Their specific purpose was to house machinery to convert high voltage electricity for industrial or domestic use. Substations were often erected in close proximity to factories to service their high energy demands. Consequently the number, concentration and location of substations provide markers of twentieth-century factories and industrial centres in the way that chimney stacks marked factories pre-dating electricity.

Waterloo demonstrates this pattern with its larger number of substations reflecting its history as a major industrial area largely developed after the advent of electricity and before substations of this kind were no longer needed for supplying electricity.

Waterloo's south end of George Street was dominated by industry during the first half of the twentieth century. By 1956, the industries surrounding the substation included the W & T Avery (Aust) site to the immediate north, Gibson Battle & Co to the immediate south and George Pearse behind the substation, as well as William Brooks & Co directly opposite.

The period and location of surviving substations record the progressive extension of Sydney's electrical network from the centre of Sydney to surrounding areas, the scale and importance of this network, and the fundamental changes electricity brought for Sydney's growth, development and society. Sydney Municipal Council built its first substations at Town Hall, Taylor Square, Woolloomooloo and Ultimo, followed by Glebe, Newtown, Camperdown and surrounding areas. From 1904 to 1935, Sydney Council built more than 360 substations and almost 400 pole transformers throughout Sydney and surrounding suburbs. More continued to be built in the following decades. The Energy Australia (AusGrid) heritage and conservation register records that 33 of the surviving substations are located within the City of Sydney. This number excludes those no longer owned or operated by the electricity supplier, including the subject substation.

Each substation has its own number inscribed on the building facade, which reflects its role in the broader electrical network and generally the total number, sequence and period of construction, with some exceptions

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

where disused numbers were reallocated. Most substations were constructed in established urban areas on a small portion of land acquired or subdivided specifically for this purpose. These buildings, while modest in scale and different in function to surrounding buildings, were designed and constructed to a good standard, in a style designed to harmonise with surrounding architecture, in order to reduce community fears or resistance to the incursion of this new technology and impacts on the appearance of streets.

The rise of electricity during the late nineteenth century, and in particular small motors for driving machinery and electrical lights, changed the configuration of industrial buildings and machinery. Electricity meant that factories could be designed with a more flexible layout because small electric motors eliminated the need for belt and shaft drives from the steam plant. Factory building design became less reliant on windows for natural light and gas lighting ventilation because of the advent of electric lighting. Electricity also created a new market for factories to produce the new consumer goods reliant on electric power, such as fridges, washing machines, telephones,

Site history:

Electric Light Substation No.75 was built in 1915 by Sydney Municipal Council. Prior to the establishment of the Zetland zone substation in 1927, this substation was known as the Zetland substation. The name was changed Portman Street substation in 1926.

Like other substations built at this time, the building was equipped with a high-voltage cable tower. The overhead 5.5kV mains were replaced by underground cables during the mid 1920s. The removal of the tower section was authorised in 1934.

In the mid 1950s, the temporary end of the building was replaced with a brick wall and an outdoor transformer yard was constructed. Some transformers were installed outdoors, enabling additional space inside the building. These alterations did not affect the appearance of the building from the street, which remains substantially unchanged since the removal of the tower. (Pennington, 2012)

Themes:	National theme	State theme	Local theme
	3. Economy	Technology	Electricity
	4. Settlement	Utilities	Electricity Substation

Designer: Sydney Municipal Council

Builder: Sydney Municipal Council

Year started: 1915

Year completed: 1915

Circa: No

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Physical description: Electric Light Substation No.75 was built by Sydney Municipal Council in 1915. The substation comprises a single-storey brick building contained under a gabled roof. Unlike most other substation, the transmission yard is located to the rear, and the building is oriented at an angle to the street, reflecting the long, narrow and non-perpendicular angle of the allotment.

This simply detailed, purpose-designed and built substation from the late Federation period exhibits typical characteristics of the Federation style applied to a utilitarian building. These features include the prominent gabled roof with pronounced eaves and exposed rafters on the side elevation, simple massing, face brickwork, and symmetry formed by the gabled roof, arrangement of openings and lintel. The continuous cement lintel with central pediment extends over all three openings. Two windows flank the central entrance, comprising timber double-hung sashes with each sash containing two panes. The windows have bull-nosed brick sills. The central entrance has a steel roller shutter door with smaller inset personnel door. A small shallow arched panel is positioned centrally above the lintel in the gable end. The timber barge board appears to have been replaced.

Original signage is integrated into the façade through relief lettering in the cement lintel over the central entrance, which identify the substation's builder and number within Sydney's electricity network. The logo of the Sydney Municipal Council is still visible in the gable-end panel on the facade.

The rear tower was removed in the 1930s. The decorative timberwork over the gable end shown in original drawings has been removed.

Internally, the roof, foundations and floor structures have not been inspected by the authors.

Category: Individual building. Style: Federation. Storeys: 1. Facade: Facebrick. Side/Rear walls: Facebrick. Roof: Gabled with metal cladding.

Physical condition level: Good

Physical condition:

Archaeological potential level: Not assessed

Archaeological potential Detail:

Modification dates: Timeline of known dates for changes to the site:

1934
High voltage cable tower removed

1950s
Rear building alterations to replace temporary end of the building with a brick wall and construct outdoor transformer yard at the rear (Pennington 2012)

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Recommended management: The building should be retained and conserved.

A Heritage Assessment and Heritage Impact Statement should be prepared for the building prior to any major works being undertaken.

All conservation, adaptive reuse and future development should be undertaken in accordance with the Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter).

Archival photographic recording, in accordance with Heritage Council guidelines, should be undertaken before major changes.

There should be no vertical additions to the building.

Do not paint, render or seal the face brickwork.

Face brick finishes, openings, timber windows, lettered signage and logo, cement lintel and other original building features should be maintained and conserved.

New uses for the building are to complement and enhance the internal and external character of the building by conserving and interpreting significant fabric and spatial qualities. Alterations for a new use, including changes for compliance with Australian building standards, should allow the essential form of the building to remain readily identifiable.

Management: **Management category**
Statutory Instrument

Management name
List on a Local Environmental Plan (LEP)

Further comments: Heritage Inventory sheets are often not comprehensive, and should be regarded as a general guide only. Inventory sheets are based on information available, and often do not include the social history of sites and buildings. Inventory sheets are constantly updated by the City as further information becomes available. An inventory sheet with little information may simply indicate that there has been no building work done to the item recently: it does not mean that items are not significant. Further research is always recommended as part of preparation of development proposals for heritage items, and is necessary in preparation of Heritage Impact Assessments and Conservation Management Plans, so that the significance of heritage items can be fully assessed prior to submitting development applications.

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Criteria a): Built in 1915, Electric Light Substation No. 75 represents a surviving example of the original network of more than 360 substations built by Sydney Municipal Council from 1904 to 1936, which first supplied electricity to Sydney's industries and houses. The period and location of the substation records the expansion of Sydney's electricity network and the growth of electricity use in Waterloo. The building also marks the major changes electricity brought for Waterloo's growth, development and population.

[Historical significance]

The building is rare in the locality as the oldest known surviving substation in Waterloo.

Electric Light Substation No. 75 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.

Electric Light Substation No. 75 and the other surviving substations demonstrate the fundamental role that electricity played in powering Australia's industrialisation and how technological innovations of the time, specifically electricity, defined Sydney's industrial development during the twentieth century. Often constructed to service the high energy demands of factories in the near vicinity, the number, concentration and location of substations provide markers of twentieth century industrial centres and factories in the way that chimney stacks mark the location of factories predating electricity.

Waterloo demonstrates this pattern with its larger number of substations reflecting its history as a major industrial area largely developed after the advent of electricity. The south end of George Street was dominated by industry during the first half of the twentieth century. By 1956, the industries surrounding the substation included the W & T Avery (Aust) site to the immediate north, Gibson Battle & Co to the immediate south and George Pearse behind the substation, as well as William Brooks & Co directly opposite.

Criteria b): The substation has significant associations with the Municipal Council of Sydney, which constructed the building as part of its early twentieth-century responsibility for the generation and distribution of electricity throughout the greater Sydney area from 1904 until 1936.

[Historical association significance]

Criteria c): The building demonstrates the characteristic modest form, quality of design and construction for Sydney's substations, which were designed to a higher standard than required for their function in order to integrate into their established urban contexts by reflecting neighbouring architecture or popular styles of the time.

[Aesthetic/Technical significance]

Electric Light Substation No. 75 represents a good example of a simply detailed, purpose-designed and built substation designed in the Federation style. It demonstrates typical characteristics of this architectural style applied to a utilitarian building including the prominent gabled roof and eaves, simple massing, face brickwork, timber sash windows and symmetrical facade composition formed by the gabled roof, arrangement of openings and lintel.

The building contributes to the streetscape of George Street and is a significant example of civic architecture in Waterloo.

Criteria d): Social significance requires further study to ascertain its value to communities. The building may have value to community members with an interest in the history, buildings and technology for Sydney's electrification or the history of Waterloo.

[Social/Cultural significance]

Criteria e): The building may offer research potential into the evolution of technology for electricity supply and architectural design for substations in Sydney.

[Research significance]

Criteria f): The building is rare in the locality as the oldest known surviving substation in Waterloo.

[Rarity]

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Criteria g): The building represents a good example of a substation from the inter-war period utilising the Federation style.
[Representative]

The substation forms part of a collection of extant substations, which together represent the growth of Sydney's electrical network and the major change that electricity brought for Sydney's growth, development and population during the twentieth century, in particular for the development of industry.

Of more than 360 originally built by Sydney Municipal Council from 1904 to 1930 in metropolitan Sydney, the current Energy Australia (AusGrid) heritage and conservation register records that 33 surviving substations are located in the City of Sydney. This number excludes those no longer owned or operated by the electricity supplier, including the subject substation.

Intactness/Integrity: Intact externally.

References:	Author	Title	Year
	TZG Architects and Orwell & Peter PI	Conservation Management Plan: Substation No. 6 and Undergr	2002
	James Pennington	Electricity Substations of the Sydney Municipal Council, pp. 38	2012
	City of Sydney/ City Building Surveyors	City Building Surveyors Detail Sheets	1949
	Scott Cumming	Chimneys and Change: Post European Environmental Impact in	2004
	Frances Pollon	The book of Sydney suburbs	1996
	Higinbotham & Robinson	Waterloo Sydney	1890

Studies:	Author	Title	Number	Year
	City Plan Heritage	City of Sydney Industrial and Warehouse Buildings Heritage		2014

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	LOT	75		DP	605380

Latitude:

Longitude:

Location validity:

Spatial accuracy:

Map name:

Map scale:

AMG zone:

Easting:

Northing:

Listing:	Name	Title	Number	ListingDate
	City of Sydney Industrial and Ware	Heritage study		

Data entry: Data first entered: 18/08/2014

Data updated: 14/05/2015

Status: Completed

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Image:



Caption: Street (north-eastern) elevation of the substation

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 01/04/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3452d1d86803c9b44588ae9f988c904966e.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3452d1d86803c9b44588ae9f988c904966e.JPG

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Image:



Caption: Substation viewed from north-east

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 01/04/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34550161d11a8884b88bb03e4bfc7ff08b0.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34550161d11a8884b88bb03e4bfc7ff08b0.JPG

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Image:



Caption: Substation viewed from south-east

Copy right: City of Sydney

Image by: City Plan Heritage

Image date: 31/10/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345f4e5f5cef696467bb8620bd0897f7194.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345f4e5f5cef696467bb8620bd0897f7194.jpg

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Image:



Caption: Substation in 2003

Copy right: James Pennington

Image by: James Pennington, p.257

Image date: 01/01/2003

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3452672bc2046b74065a2e21785409db411.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3452672bc2046b74065a2e21785409db411.jpg

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Image:



Caption: Substation interiors in 2011, looking towards the street entrance

Copy right: James Pennington

Image by: James Pennington

Image date: 01/03/2011

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457f417c31467549fe80060826c5ad05bd.jpg>

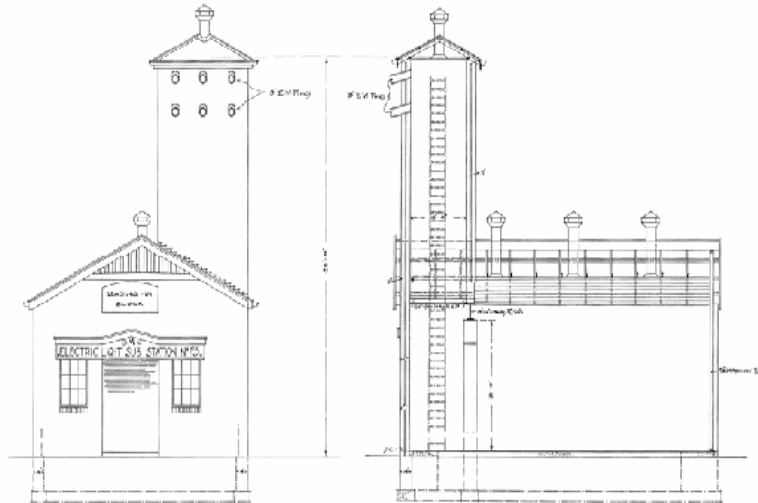
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3457f417c31467549fe80060826c5ad05bd.jpg

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Image:



Caption: Elevation and section for the original substation

Copy right: Ausgrid

Image by: Ausgrid

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3453da03a6ce01d476d84ef2c16a8b2e9f8.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3453da03a6ce01d476d84ef2c16a8b2e9f8.jpg

Item name: Electric Light Substation No. 75 including interiors

Location: 378 George Street Waterloo 2017

Sydney

Image:



Caption: 1956 detail sheet showing subject substation and surrounding industries

Copy right: City of Sydney archives

Image by: City Building Surveyors Department, City of Sydney

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3453bd6faa2eb4345ad809174b756489b01.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3453bd6faa2eb4345ad809174b756489b01.jpg

Inventory 62

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Address: 146-158 Joynton Avenue

Planning: Sydney South

Suburb/nearest town: Zetland 2017

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: Lucas Industries, Larke Hoskins Pty Ltd

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: Showroom, workshop and office building at the south end of the site, as mapped in Sydney Local Environmental Plan

Item type: Built

Group: Manufacturing and Processing **Category:** Other - Manufacturing & Processing

Owner: Private - Corporate

Admin codes:

Code 2:

Code 3:

Current use: Retail (cars)

Former uses: Showrooms, workshop and office

Assessed significance: Local

Endorsed significance:

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Statement of significance: Purpose-built in 1955 for automotive parts manufacturer, Joseph Lucas, this building represents the industrial development of the former Victoria Park Racecourse once dominated by car manufacturing during the mid-twentieth century. The building is historically significant for its connection to Australian manufacturing of automotive parts and for demonstrating the growing importance and use of motor vehicles and aircraft during the mid twentieth-century. The long-term use of the building for the automotive industry from the 1950s provides evidence of this formerly widespread car manufacturing industry in Zetland.

The building has significant associations with one of the largest manufacturers of automotive parts, Joseph Lucas, and their car parts manufactured at this site, which were used in approximately one third of cars in the world by 1975. The building is also associated with technological advancements in engine and brake design during the mid-twentieth century, including the development of fuel injection pumps for improved operation of engines and disc brakes for better vehicle safety. The scale and architectural quality of the building demonstrates the expansion and success of this multinational company in Sydney during the mid-twentieth century.

The historical importance of this precinct and its architecture to the Australian car manufacturing industry is evidenced by the UTS scholarship named after the principal architect for this area, Francis Feledy, which was established by British Motor Corporation workers in the 1960s to support the development of Australian engineers and architects.

The building represents a good example of a mid-twentieth century factory of Zetland. It demonstrates the industrial building typology which contains administrative and manufacturing in distinctly different building forms, including the characteristic sawtooth-roof factory located behind a more architecturally distinctive office and showroom on the street frontage.

Architecturally, the building represents a good example of a showroom, office and workshop designed by Francis E Feledy and Peter Priestly in the post-war international style. It features typical elements of this style including its asymmetrical massing, simple rectangular shapes, contrasting horizontal and vertical motifs, flat roof, curved corner, visible reinforced concrete structural frame, emphatic portal, tower element, multi-paned steel-framed windows, textured brick walls contrasting with large sheets of glass and vertical terrazzo louvres operating as an external sun control device. The building has a high degree of integrity with few significant alterations from its original 1950s construction.

The curved building frontage, projecting curved sunshade and its prominent corner site give the building landmark qualities in the local neighbourhood, where it marks the junction of two streets. The building makes an important contribution to the streetscapes of Joynton Avenue, Epsom Road and Rothschild Avenue, and is visible in the round from a number of near and distant vantage points.

The building may have social value to the community of former workers of Joseph Lucas and other related car manufacturing industries which occupied the Victoria Park site during the mid-twentieth century.

The building is locally rare as one of the few surviving mid-twentieth century car manufacturing buildings, which once dominated the development of the former Victoria Park Racecourse.

This building 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 building is of local heritage significance in terms of its historical, aesthetic, associations, representative and rarity values.

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Historical notes of provenance: Early development of locality:

This site forms part of the land of the Gadigal people, the traditional custodians of land within the City of Sydney council boundaries. For information about the Aboriginal history of the local area see the City's Barani website: <http://www.sydneybarani.com.au/>

The suburb of Zetland was once part of a vast sand dune system covered by heath, low scrub, creeks and freshwater wetlands that dominated the landscape of the southern suburbs of Sydney. It provided habitat for a range of fauna such as birds, fish and eels, and was a good food source for the Gadigal, the local Aboriginal people.

The land that today incorporates the areas of Alexandria, Waterloo, Zetland and Rosebery was originally one large estate. Originally granted to former convict and public servant William Hutchinson in 1823, the estate, its buildings and water mill were then sold to Daniel Cooper and Solomon Levy in 1825 before Cooper became its sole owner in 1833.

The name of Zetland was chosen by Sir Hercules Robinson, Governor of NSW from 1872-79, who named his Waterloo property after one of his British relatives, the Earl of Zetland. In 1874 he built Zetland Lodge, a substantial horse training stable which was set back from the juncture of Bourke and Elizabeth streets. By the early twentieth century, Zetland Lodge was the oldest racing stables in metropolitan Sydney.

The land of the Cooper Estate was gradually subdivided into small acreages and sold for residential purposes in 1872 and 1884. The final sale of the subdivided estate occurred in 1914. The release of the Cooper Estate opened up large tracts of land for industrial uses at a time when surrounding areas had become more densely populated. This resulted in the relocation of many industrial establishments from Redfern and Surry Hills to the southern Sydney area. The wetlands of Alexandria and Waterloo offered ideal features for these industries which needed to be located close to a plentiful water supply.

A significant aspect of the history of Zetland was the Victoria Park Racecourse developed by Joynton Smith which operated from 1908 to 1942. The track was used for horse racing, car racing and was also the site of Australia's first aeroplane flights in 1909. The racecourse was used by the military during the second world war and was subsequently developed by the British Motor Corporation (BMC) for the manufacture of cars between the 1950s and 1975. The site was redeveloped in 1997 as a residential and commercial precinct.

Zetland was characterised by a number of heavy industries including foundries, chemical works, car manufacturers and breweries which employed thousands of workers.

Secondary industries declined in the area from the 1970s as industry expanded to the outer suburbs.

Industrial history:

As one of only two major centres for historic Australian industry during the period when industry was centred in cities, Sydney's industrial development is part of the national history of industrialisation. Australia's industrialisation formed part of the 'second industrial revolution' which began during the mid-nineteenth century. This second revolution was driven by major technological innovations including the invention of the internal combustion engine and the assembly line, development of electricity, the construction of canals, railways and electric-power lines.

Sydney's twentieth century industrial development records when and how Sydney became one of the largest industrialised cities in the South Pacific and the diversification of Australia's economy beyond primary industry. Together with Melbourne, Sydney's twentieth century industrial boom expanded Australia's economy from the 'sheep's back' to the 'industry stack' or from primary production to manufacturing. By 1947 more Australians were working in city industries than in farms or mines.

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Sydney's industrial development not only impacted on the national economy. Twentieth-century industry in Sydney also played a major role in developing Australia's self-sufficiency, growth, urbanisation, society and its contribution to the war effort for World War II. Sydney's industrial development has affected the lives of many Australians directly and indirectly, whether through the number of workers employed, goods and technology produced, the prosperity it engendered, or the social change and urban environments it generated.

Joseph Lucas:

In the early 1860s Joseph Lucas was a dealer of paraffin oil for domestic lamps. In 1872 he established a business in Birmingham, England. In 1880 the company patented the 'king of the road' bicycle lamp. The 'king of the road' lion became a trademark used in the company's advertising for the next 80 years. In 1882, after Lucas formed a private partnership with his son Harry, the company became known as Joseph Lucas & Son.

In 1897 Joseph Lucas Ltd became a public company. By this time, the company was a leading manufacturer of lamps and was expanding into the newly established industry of automotive parts and accessories.

During the twentieth century the range of products produced by the company expanded to include cycle, motorcycle and car accessories including oil, acetylene, and electric lamps.

With the growth of the motor car industry in the 1920s, Joseph Lucas went through a period of rapid expansion, acquiring a number of companies and becoming the largest manufacturer and supplier of car accessories electrical equipment to the majority of vehicles manufactured in Britain.

During the 1930s the company worked in partnership with Bosch to produce fuel injection pumps for diesel engines. Joseph Lucas also began expanding into the aerospace industry.

In 1943 Lucas acquired the Girling brake business, expanding the company's range of products to include hydraulic brakes.

In 1951 the company became known as Joseph Lucas (Industries) Limited. During the 1950s distribution subsidiary companies were set up with eight manufacturing groups in the United Kingdom and more than twelve distribution companies operating overseas. During this period the company manufactured disc brakes for vehicles and introduced the DPA rotary fuel injection pump. The fuel injection equipment produced by the company was used in motor vehicles as well as aircraft.

By 1960 the company employed over 57,000 people. Lucas exported products all over the world with around 4000 authorised outlets by this time.

It is estimated that by 1975, 35% of all cars manufactured worldwide were fitted with brakes produced by Lucas Girling or one of its licensees (Lucas Industries 2015).

Site History:

The workshop, office and showroom was built in 1955 for automotive parts manufacturer, Joseph Lucas (Australia) Pty Ltd. The building was constructed by Kell and Rigby Ltd to the design of architects Francis E Feledy and Peter Priestly. The site has been continuously occupied by car-related companies since its construction, including its subsequent use by Larke Hoskins as a car sales showroom since the 1970s.

Prior to the construction of the subject factory, the site formed part of the Victoria Park Racecourse which occupied the land bound by O'Dea and Joynton Avenues, Epsom Road and Dowling Street. The 1943 and 1949 aerial photographs record the racecourse and the subject site as undeveloped.

In 1946 the 110 acres of land of the former Victoria Park racecourse was purchased by Nuffield (British Motor Corporation) with the intention to develop 57 acres for the company's motor vehicle manufacturing plant and

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

selling the remainder to other car-related industries (http://www.bmclaheritage.org.au/VP_History.html, accessed 3 October 2014).

The 1950 Civic Survey of Rosebery shows the site as vacant, with the South Sydney Hospital located opposite and the tram line running along Joynton Avenue.

In 1951 Joseph Lucas Ltd announced its intention to establish a branch factory in Sydney (SMH, 13 March 1951, p 8). On 25 March 1953, a certificate of title was issued to Joseph Lucas (Australia) Ltd for the subject property known as Lot 1 of DP 24134 on the corner of Joynton Avenue and Epsom Road (CT 6645 f 96).

In February 1954 builders Kell and Rigby Pty Ltd advertised for labourers and carpenters to work on the 'Joseph Lucas job' on the corner of Joynton Avenue and Epsom Road (SMH, 5 Feb 1954, p 24; 12 Feb 1954, p 20). In August 1954 the Department of Labour and Industry notified council that Joseph Lucas (Australia) Pty Ltd would be using this site to repair electrical and diesel automotive engines (146-158 Joynton Avenue, Street cards, NSCA).

On 26 June 1955, Council received an application for the construction of a building for use as a factory, service station, office, and showrooms (146-158 Joynton Avenue, Street cards, NSCA).

In December 1955 the 'Building, Lighting, Engineering' journal published an article about the new Lucas building designed by Francis E Feledy in association with Peter Priestley. The building comprised workshops, offices showrooms and storage. The external walls were constructed of reinforced concrete with textured brick and ceramic tile surfaces. The windows along the curved face of the building were shaded from the strong western sun by vertical terrazzo louvres. The rear section of the building comprised a steel framed factory with corrugated asbestos cement roofing. (Building, Lighting, Engineering, 24 Dec 1955 p 20-1)

Feledy was involved in the design of the major factory operations for Nuffield (Australia) Pty Ltd to the north of the subject site (http://www.bmclaheritage.org.au/VP_History.html, accessed 3 October 2014). He also designed other buildings within the Victoria Park site for the Olympic Tyre & Rubber Co Ltd and James N. Kirby Holdings Pty Ltd.

The 1966 City Building Surveyors Sheets records the site as occupied by Joseph Lucas. The building is shown on the south-western corner of the site with a curved corner to Epsom Road and Joynton Avenue. The detail sheet also indicates a small substation on the north-western corner of the site. By this time, much of the area of the Victoria Park racecourse was owned by Nuffield Australia (the British Motor Corporation) with an assembly plant, warehouse, press shops and a number of other vacant sites owned by this company. The land to the north and east of the subject site on Epsom Road was owned by the Olympic Tyre and Rubber Company.

On 5 July 1956, a series of photographs were taken for the trial film unit of Cinesound Productions at Joseph Lucas (Australia) Pty Ltd Zetland factory (ML d7_01852 -d7_01855). These photographs document the interior of the steel-framed, sawtooth-roofed workshop.

During the 1960s a scholarship, named the Francis E Feledy Memorial Prize, was established at the University of Technology, Sydney, by staff of the British Motor Corporation to honour Feledy's work as an architect and engineer (<https://www.uts.edu.au/future-students/scholarships/0000019541>, accessed 3 October 2014).

A number of alterations and additions were made during the 1960s and 1970s. On 15 October 1961, Kell and Rigby Pty Ltd proposed to construct extensions with works values at £8,300. This was followed with another application on 8 July 1964 for extensions to the factory. These works were valued at £10,000 (146-158 Joynton Avenue, Street cards, NSCA).

The 1975 aerial photograph of the site shows the extension of the factory building northwards along Joynton Avenue. At this time, the factory comprised a curved building with a flat roof concealed behind a parapet wall with a sawtooth-roofed factory at the rear. By 1979 a large addition with a gabled roof had been constructed to

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

the rear of the building.

Based on development application records, the site appears to have been occupied by Larke Hoskins car dealers since the 1970s.

From 1998, many of the former car manufacturing works in Victoria Park were demolished and redeveloped into residential units.

Themes:	National theme	State theme	Local theme
	3. Economy	Industry	Motor car
	3. Economy	Commerce	Factory
	3. Economy	Technology	Automotive

Designer: Francis E Feledy in association with Peter Priestly

Builder: Kell & Rigby Pty Ltd

Year started: 1954

Year completed: 1955

Circa: No

Physical description: The building was constructed in 1955 as the showroom, workshop and offices of Joseph Lucas on the corner of Joynton Avenue and Epsom Road. The building is constructed of textured brick, reinforced concrete and glass. The building is setback from both streets behind a grassed area and gum trees.

The building comprises a two-storey office and showroom contained under a flat roof with a single-storey saw-tooth roof factory at the rear. The two-storey office component of the building is separated from the showroom by a vertically pronounced tower element crowned by a flagpole. The office is distinguished by its curved corner with projecting curved sunshade of vertical terrazzo louvres on the corner of Joynton Avenue and Epsom Road. The showrooms on Epsom Road are setback behind the offices and are distinguished by its visible reinforced concrete structure and predominantly glazed wall.

The building is designed in the post-war international style. It exhibits typical characteristics of this architectural style including asymmetrical massing, simple rectangular shapes, contrasting horizontal and vertical motifs, flat roof, curved corner, visible reinforced concrete structural frame, emphatic portal, tower element, multi-paned steel-framed windows, textured brick walls contrasting with large sheets of glass and vertical terrazzo louvres operating as an external sun control device.

Whilst some alterations have taken place, the building retains a high degree of integrity. Some windows on the ground floor of the Epsom Road elevation have been replaced. Between 1994 and 1998, a single-storey addition was constructed on the eastern side of the building, providing a new entrance to the showroom.

The single-storey component of the building along Joynton Avenue, sawtooth roofed building to the rear, and 1970s gabled-roof rear addition is excluded from the listing.

Category: Individual building. Style: Post-war international. Storeys: One to two. Façade: Textured brick, reinforced concrete and glass.

Physical condition level: Good

Physical condition:

Archaeological potential level: Not assessed

Archaeological potential Detail:

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Modification dates: Timeline of known dates for changes to the site:

March 1951

Joseph Lucas Ltd of Birmingham announced their intention to establish a branch factory in Sydney

25 March 1953

Certificate of title issued to Joseph Lucas (Australia) Pty Ltd, for lot 1 of DP 24134 on the corner of Joynton Avenue and Epsom Road

February 1954

Builders Kell & Rigby Pty Ltd advertise for labourers and carpenters to work on the 'Joseph Lucas job' on the corner of Joynton Avenue and Epsom Road

August 1954

Notification from the Department of Labour and Industry stating that Joseph Lucas (Australia) Pty Ltd will use the site to repair electrical and diesel automotive engines

26 June 1955

Application to erect building for use as a factory, service station, office, and showrooms

15 October 1961

Kell & Rigby Pty Ltd proposed extensions to the factory with works values at £8,300

8 July 1964

Kell and Rigby Pty Ltd proposed extensions to the factory with works valued at £10,000

5 October 1966

G D Mason Pty Ltd applied to construct a new single-storey, steel-framed office of four rooms within existing factory for Joseph Lucas (Australia), with works valued at \$10,000, for the repair and overhaul of aircraft components (BA 2115/66)

21 May 1968

Application for an extension of a steel frame with brick walls with works values at \$35,000 (BA 1193/68)

19 June 1968

Joseph Lucas (Australia) Pty Ltd proposed to extend the existing factory

17 December 1968

Joseph Lucas apply to construct a steel awning at rear of existing warehouse with works valued at \$400

22 November 1977

Application to extend the existing building on lot 11, with works valued at \$500,000

1975-1979

Large addition with gabled roof constructed to the rear of the building

1994-1998

Single-storey addition constructed on the eastern side of the building

9 May 1997

Application approved to divide building into three tenancies and use rear eastern part for transfer and sorting paper and cardboard

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Recommended management: Retain and conserve the building, setbacks from the street and landscaping within the building setbacks.

A Heritage Assessment and Heritage Impact Statement should be prepared for the building prior to any major works being undertaken.

Archival photographic recording, in accordance with Heritage Council guidelines, should be undertaken before major changes.

Do not paint, render or seal brick walls.

Post-war international features, textured brick walls, curved building form, projecting sunshade with vertical louvres, multi-paned steel-framed windows, asymmetrical massing, emphatic portal, tower element, parapet wall and other original or early building features should be conserved and maintained.

Consider new uses for the building that will re-use and expose its industrial features to retain its former industrial character as an integral part of the new use.

Alterations for a new use, including changes for compliance with Australian building standards, should allow the essential form of the building to remain readily identifiable.

Management: **Management category**

Management name

Statutory Instrument

List on a Local Environmental Plan (LEP)

Further comments: Heritage Inventory sheets are often not comprehensive, and should be regarded as a general guide only. Inventory sheets are based on information available, and often do not include the social history of sites and buildings. Inventory sheets are constantly updated by the City as further information becomes available. An inventory sheet with little information may simply indicate that there has been no building work done to the item recently: it does not mean that items are not significant. Further research is always recommended as part of preparation of development proposals for heritage items, and is necessary in preparation of Heritage Impact Assessments and Conservation Management Plans, so that the significance of heritage items can be fully assessed prior to submitting development applications.

Criteria a): Purpose-built in 1955 for automotive parts manufacturer, Joseph Lucas, this building represents the industrial development of the former Victoria Park Racecourse once dominated by car manufacturing during the mid-twentieth century. The building is historically significant for its connection to Australian manufacturing of automotive parts and for demonstrating the growing importance and use of motor vehicles and aircraft during the mid twentieth-century. The long-term use of the building for the manufacture and sale of automotive parts and later cars from the 1950s provides evidence of this formerly widespread car manufacturing industry in Zetland.

[Historical significance]

The building has significant associations with one of the largest manufacturers of automotive parts, Joseph Lucas, and their car parts manufactured at this site from the 1950s to the 1970s, which were used in approximately one third of cars in the world by 1975. The building is also associated with technological advancements in engine and brake design during the mid-twentieth century, including the development of fuel injection pumps for improved operation of engines and disc brakes for better vehicle safety. The scale and architectural quality of the building demonstrates the expansion and success of this multinational company in Sydney during the mid-twentieth century.

The historical importance of this precinct and its architecture to the Australian car manufacturing industry is evidenced by the UTS scholarship named after the principal architect for this area, Francis Feledy, which was established by British Motor Corporation workers in the 1960s to support the development of Australian engineers and architects.

This building 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.

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Criteria b): The building has significant associations with the multi-national manufacturer of automotive parts, Joseph Lucas, from the 1950s to the 1970s and the brakes, fuel injection pumps, headlights and batteries for motor vehicles and aircraft manufactured at this site during this period.

[Historical association significance]

The building design is associated with architects, Francis E Feledy and Peter Priestly, as an example of their industrial works. It forms part of a group of Feledy's designs for the car manufacturing industry on the former Victoria Park racecourse, which also included his building designed for Olympic Tyre & Rubber Co Ltd, James N. Kirby Holdings Pty Ltd and Nuffield Ltd (British Motor Corporation).

Criteria c): The building represents a good example of a mid-twentieth century factory of Zetland. It demonstrates the industrial building typology which contains administrative and manufacturing in distinctly different building forms, including the characteristic sawtooth-roof factory located behind a more architecturally distinctive office and showroom on the street frontage.

[Aesthetic/Technical significance]

Architecturally, the building represents a good example of a showroom, office and workshop designed by Francis E Feledy and Peter Priestly in the post-war international style. It features typical elements of this style including its asymmetrical massing, simple rectangular shapes, contrasting horizontal and vertical motifs, flat roof, curved corner, visible reinforced concrete structural frame, emphatic portal, tower element, multi-paned steel-framed windows, textured brick walls contrasting with large sheets of glass and vertical terrazzo louvres operating as an external sun control device.

The curved building frontage, projecting curved sunshade and its prominent corner site give the building landmark qualities in the local neighbourhood, where it marks the junction of two streets. The building makes an important contribution to the streetscapes of Joynton Avenue, Epsom Road and Rothschild Avenue, and is visible in the round from a number of near and distant vantage points.

Criteria d): The building has a high degree of integrity with few significant alterations from its original 1950s construction. Social significance requires further study to ascertain its value for the local community. The site is likely to have social value to the former workers of Joseph Lucas and other related car manufacturing industries which occupied the Victoria Park site during the mid-twentieth century.

[Social/Cultural significance]

Criteria e):
[Research significance]

Criteria f): The building is locally rare as one of the few surviving mid-twentieth century car manufacturing buildings, which once dominated the development of the former Victoria Park Racecourse.

[Rarity]

Criteria g): The building represents a good example of an industrial building from the mid-twentieth century designed in the post-war international style, and the work of architects Francis E Feledy and Peter Priestly for the car manufacturing industry.

[Representative]

Intactness/Integrity: Largely intact

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

References:	Author	Title	Year
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	Lucas Industries	Lucas Heritage	2015
	Grace's Guide - British Industrial Hist	Joseph Lucas Ltd	
	BMC Leyland Australia Heritage Gro	Victoria Park History	
	RTA	Aerial Photographs of Sydney May-June 1943	1943
	City of Sydney	1949 aerial survey of the city of Sydney, sheet 114	1949
	City Engineers Department, City of Sy	Civic Survey, 1938-1950, Rosebery	1950
	City Building Surveyors Department, C	1956 City Building Surveyors Detail Sheets	1956
	Scott Cumming	Chimneys and Change: Post European Environmental Impact in	2004
	Australian Institute of Architects NSW	NSW Architects biographical information, Francis Eugene Fele	2013
	Building, Lighting, Engineering - 24 E	Joseph Lucas (Aust) Pty Ltd	1955

Studies:	Author	Title	Number	Year
	City Plan Heritage	City of Sydney Industrial & Warehouse Buildings Heritage s		2014

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	PART LOT	11		DP	594967

Latitude:

Longitude:

Location validity:

Spatial accuracy:

Map name:

Map scale:

AMG zone:

Easting:

Northing:

Listing:	Name	Title	Number	ListingDate
	City of Sydney Industrial and Ware	Heritage study		

Data entry: Data first entered: 18/08/2014

Data updated: 28/09/2015

Status: Completed

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: Front elevation of the former Joseph Lucas building showing the offices and showroom

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34591b2bc0859b84666b2d49b9cab6b4fc8.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34591b2bc0859b84666b2d49b9cab6b4fc8.JPG

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: Part of the west elevation of former office and single-storey factory on Joynton Avenue

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345890dfedbe9b14c7cb94d4bc24052437f.JPG>

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Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: Detail of curved office showing textured brick walls and vertical terrazzo sun shade louvres

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 15/01/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3450cb73dae34344224924665320f5dab38.JPG>

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Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: Detail of ground floor staircase of central tower

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 23/06/2015

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3450ae0a4b03e944be980e5f9c97f6b9775.JPG>

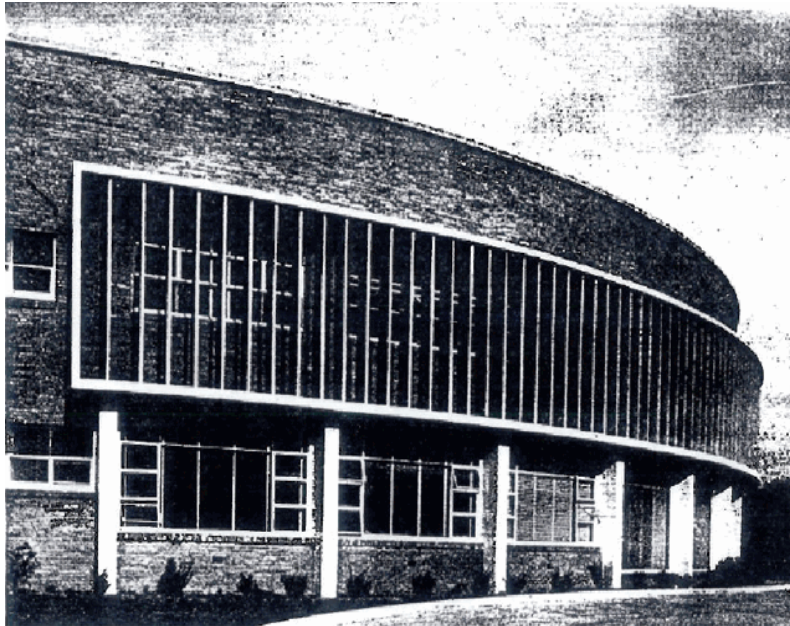
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Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: Former Joseph Lucas building in 1955 shortly after its construction

Copy right: Building, Lighting, Engineering

Image by: Building, Lighting, Engineering

Image date: 24/12/1955

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457f2409274e204996a2e836de3afe0c48.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3457f2409274e204996a2e836de3afe0c48.jpg

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: Joynton Avenue and Epsom Road in the 1950s showing the former Joseph Lucas building on the right

Copy right: City of Sydney Archives

Image by: Len Stone / Vic Solomons Collection 277, Sydney Reference Collection

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345046cb867a3624cb09505daad498cbe8d.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345046cb867a3624cb09505daad498cbe8d.jpg

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: Interior of the steel-framed sawtooth-roofed workshop in 1956

Copy right: State Library of New South Wales

Image by: Irving Winton, ML d7_01854

Image date: 05/07/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345831de1a4f692452eacae5d65a529528.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345831de1a4f692452eacae5d65a529528.jpg

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: 1949 aerial showing the location of the factory site prior to the redevelopment of Victoria Park

Copy right: City of Sydney Archives

Image by: City of Sydney

Image date: 15/12/1949

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451db60b820b7149aaabf92440df3624f4.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3451db60b820b7149aaabf92440df3624f4.jpg

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: 1956 detail sheet showing the extent of the building constructed by this time

Copy right: City of Sydney Archives

Image by: City Building Surveyors Department, City of Sydney

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345f073c0ca12224bcc9946ed790a497335.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345f073c0ca12224bcc9946ed790a497335.jpg

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: 1956 detail sheet showing the surrounding industries dominated by Nuffield (BMC)

Copy right: City of Sydney Archives

Image by: City Engineers Department, City of Sydney

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/3459f35e7ae75f148d8880daf0a4c78a19b.jpg>

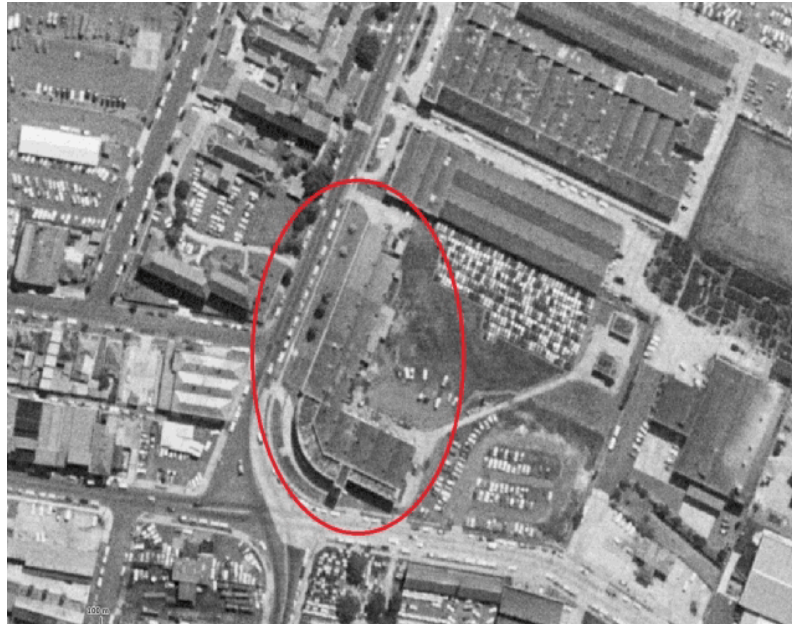
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Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: 1975 aerial photograph showing the extent of the Joseph Lucas building by this time, circled

Copy right: City of Sydney

Image by: City of Sydney

Image date: 01/01/1975

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451948835d180244e9b9c503b29e29d2c4.jpg>

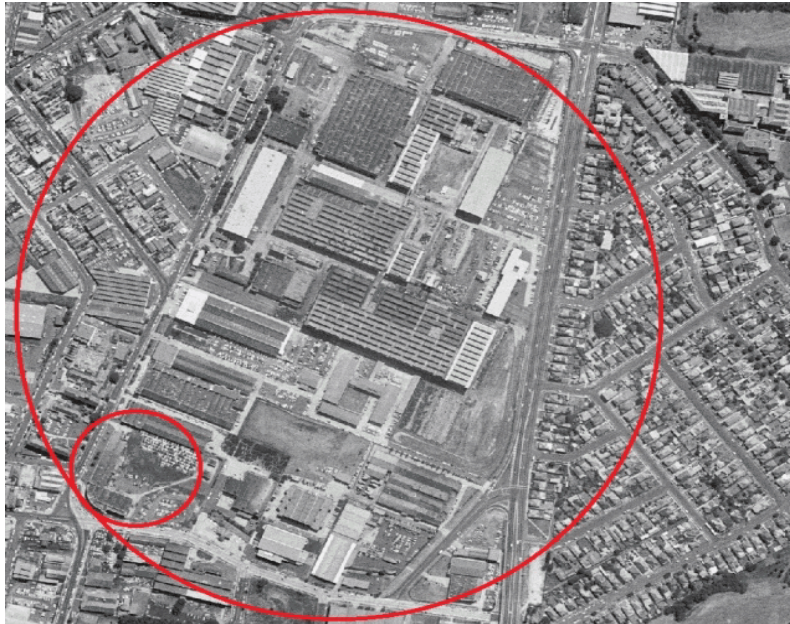
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Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: 1975 aerial showing the development of Victoria Park (outer circle) and subject site (inner circle)

Copy right: City of Sydney

Image by: City of Sydney

Image date: 01/01/1975

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345490344183d5b40eca9e91d9584bb7dff.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345490344183d5b40eca9e91d9584bb7dff.jpg

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: Current aerial showing the extent of the subject building

Copy right: City of Sydney

Image by: City of Sydney

Image date: 01/01/2011

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34596772660c5264623b423114a8dcf1342.jpg>

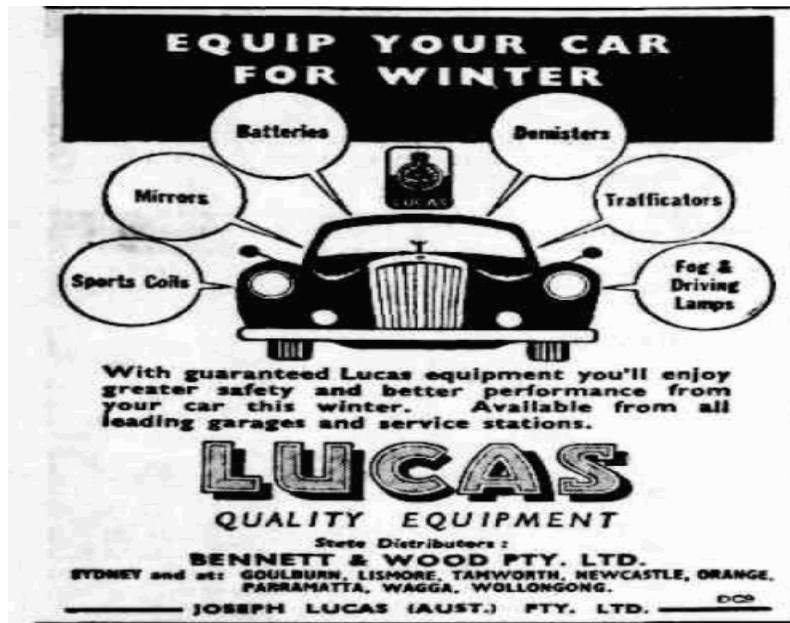
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34596772660c5264623b423114a8dcf1342.jpg

Item name: Former Joseph Lucas office, stairs and showroom, including interiors and building setback

Location: 146-158 Joynton Avenue Zetland 2017

Sydney

Image:



Caption: 1954 advertisement for car parts and accessories manufactured by Joseph Lucas

Copy right: Sydney Morning Herald

Image by: Sydney Morning Herald

Image date: 05/07/1954

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345bf5310e809fb4a43bf8954aead00286d.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345bf5310e809fb4a43bf8954aead00286d.jpg

Inventory 63

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Address: Multiple (refer to map)

Planning: Sydney South

Suburb/nearest town: Alexandria 2015

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: Bentex Weaving Mills, Mail Exchange, Industrial Welding, Gibson Battle, Continental Cabinet, Chapman & Edwards, East B

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: As described in Sydney Local Environmental Plan

Item type: Complex / Group

Group: Manufacturing and Processing

Category: Other - Manufacturing & Processing

Owner: Multiple Owners

Admin codes:

Code 2:

Code 3:

Current use: Industrial, commercial

Former uses: Factory, foundry, workshop, mill

Assessed significance: Local

Endorsed significance:

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Statement of significance: Containing factories, foundries, workshops and mills from the 1910s to the 1960s, the North Alexandria industrial conservation area represents the inter-war and post-war industrial development of Alexandria from the peak period of Australia's industrialisation during the twentieth century. The concentration of industrial buildings in this area demonstrates the growth of Australian manufacturing during the inter-war and post-war periods. The buildings are historically significant as evidence of the formerly widespread textiles, metals and engineering industries in Alexandria, and the growth of these industries associated with the demands of World War II and new technology of the twentieth century. The buildings demonstrate the mix of smaller-scale factories in Alexandria and how industrial development from this period was particularly concentrated along the stormwater channels.

The area has associations with the twentieth-century development of a number of industries including the Bentex Weaving Mills, Mail Exchange, Industrial Welding, Gibson Battle, Continental Cabinet, Chapman & Edwards, East Bros, Replicast Products and Quality Patterns.

Aesthetically, the area represents a good example of a cohesive group of smaller-scale factories from the inter-war and post-war periods. The simple geometric building forms, heavy masonry construction, stepped parapet walls and the multi-paned timber or steel windows found in this area demonstrate typical architectural features of the inter-war and post-war periods. The restrained building design and ornamentation reflects the materials and labour shortages during and following World War II.

The construction of the buildings represent early to mid-twentieth century industrial building techniques, employing repeated modular forms and steel and timber structures to cover large spans, and sawtooth roofs with side lantern windows to light large internal spaces. Vehicular openings integrated into the facades, generally from the rear lane, indicate how many of these buildings were constructed during a period when motorised vehicles became more widespread, and both an integral part and product of manufacturing.

The buildings in this area make important contributions to the streetscapes of three roads and three rear lanes, including Hiles Street, McCauley Street and Stokes Avenue and the intervening lanes. The streetscapes of both roads and lanes have a distinct character derived from the consistent period of the buildings, the dominant brick materials and sawtooth roofs profiles and stepped parapets repeated along the street. The predominant single or two-storey scale of high-roofed factories, modular building forms, robust materials and continuous street walls formed by buildings constructed to the street and side boundaries, add to the unity and industrial character of the streets.

Buildings constructed along the edge of Shea's Creek stormwater channel and the alignment of streets with this channel reflects the historical connection between the development of this precinct and the 1903 construction of the channel. The small allotments and planning of the street incorporating rear lanes demonstrates an earlier form of subdivision pattern for residential housing when privy lanes were needed, developed as an industrial precinct. While contributing to the character of the wide main streets, mature street tree plantings demonstrate later additions to the area.

Some later buildings or alterations have been introduced into the area and buildings converted to new or non-industrial uses. However, the area overall is remarkable for its surviving degree of integrity, with few significant alterations from its original 1910s-1960s construction.

The North Alexandria industrial area 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 area is of local heritage significance in terms of its historical, aesthetic and representative values.

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Historical notes of provenance: Early development of the locality:

This site forms part of the land of the Gadigal people, the traditional custodians of land within the City of Sydney council boundaries. For information about the Aboriginal history of the local area see the City's Barani website: <http://www.sydneybarani.com.au/>

The suburb of Alexandria was once part of a vast sand dune system covered by heath, low scrub, creeks and freshwater wetlands that dominated the landscape of the southern suburbs of Sydney. It provided a habitat for a range of fauna such as birds, fish and eels, and was a good food source for the Gadigal, the local Aboriginal people.

The land that today incorporates the areas of Alexandria, Waterloo, Zetland and Rosebery was originally one large estate. Originally granted to former convict and public servant William Hutchinson in 1823, the estate, its buildings and water mill, were then sold to Daniel Cooper and Solomon Levy in 1825 before Cooper became its sole owner in 1833.

For a large part of the nineteenth century, the area was semi-rural low-lying land with swamps. The principal activities were market gardening, dairying and wool-washing. A number of dams were built in this area, including the Little Waterloo Dam, the Big Waterloo Dam and the Upper Dam, as shown on 1885-1890 Higinbotham and Robinson maps of Alexandria and Waterloo.

Waterloo Council was formed in 1860. The municipality of Alexandria was separated from Waterloo and became the Borough of Alexandria in 1868. The area was connected to the city through a network of trams extending along Botany Road and Elizabeth Street. The land of the Cooper Estate was progressively subdivided into small acreages and sold for residential purposes in 1872 and 1884 with the final sale taking place in 1914. The release of the Cooper Estate opened up large tracts of land for industrial uses at a time when surrounding areas had become more densely populated. This resulted in the relocation of many industrial establishments from Redfern and Surry Hills to the Alexandria and Waterloo area.

This intensive period of industrial development increased land value in the area and forced out all but a few of the remaining market gardeners. Fellmongering, tanning and wool-washing industries were typical of Alexandria. The wetlands of the area offered ideal features for these industries which needed to be located close to a plentiful water supply.

By 1943 an Alexandria Council celebratory publication claimed that Alexandria was the largest industrial municipality in Australia, proudly proclaiming that 'an area of 1,024 acres has been crowded not less than 550 factories' (Alexandria Municipal Council 1943, p78). Secondary industries declined in the area from the 1970s as industry expanded to the outer suburbs.

Industrial history:

As one of only two major centres for historic Australian industry during the period when industry was centred in cities, Sydney's industrial development is part of the national history of industrialisation. Australia's industrialisation formed part of the 'second industrial revolution' which began during the mid-nineteenth century. This second revolution was driven by major technological innovations including the invention of the internal combustion engine and the assembly line, development of electricity, the construction of canals, railways and electric-power lines.

Sydney's twentieth century industrial development records when and how Sydney became one of the largest industrialised cities in the South Pacific and the diversification of Australia's economy beyond primary industry. Together with Melbourne, Sydney's twentieth century industrial boom expanded Australia's economy from the 'sheep's back' to the 'industry stack' or from primary production to manufacturing. By 1947 more Australians were working in city industries than in farms or mines.

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Sydney's industrial development not only impacted on the national economy. Twentieth-century industry in Sydney also played a major role in developing Australia's self-sufficiency, growth, urbanisation, society and its contribution to the war effort for World War II. Sydney's industrial development has affected the lives of many Australians directly and indirectly, whether through the number of workers employed, goods and technology produced, the prosperity it engendered, or the social change and urban environments it generated.

Early history of area:

In the nineteenth century, the land of the conservation area initially contained or was located near the Quatre-Bras wool-scouring works and a tannery along the banks of Shea's Creek. At this time, the land was flat and swampy and largely undeveloped, intersected by the creek.

In an 1885 map, the dam for Quatre-Bras, a tram terminus south of the former creek and a tannery to the west of the subject area were the only recorded nearby development. The wool-scouring works, operated by local wool broker and manufacturer, Octavius Bayliffe Ebsworth, scoured fleeces and prepared wool for making cloth and white yarns at Ebsworth's tweed factory in the city. (City of Sydney, *The Streets of Green Square*, The past shapes the future, nd)

The tannery, owned by John Walsh and later Henry McNamara, was burnt down by a severe fire in 1896 (The Chronicle, Saturday 11 April 1896, p.23).

When the formerly swampy land was drained and the creek replaced with the 1903 extension of Shea's Creek stormwater channel, the subject land to the north of the channel was redeveloped. Following the demolition of the Quatre-Bras wool-scouring works, the land was initially developed for housing.

West of McCauley Street originally comprised one large land parcel of 6 acres 3 roods owned by the Redfern timber merchants, Hudson Brothers. George Hudson and Sons were major producers of prefabricated cottages at their Redfern factory.

By 1915, the land between McCauley Street and Stokes Avenue was occupied by a substantial estate of rental cottages (DP 8236). The weatherboard cottages would have been produced at Hudson Brothers' Redfern factory (Valuer-General, Valuation Cards, Alexandria, SRNSW 13/7449, Stokes Ave, McCauley St, McEvoy St). The weatherboard cottages constructed on Hudson's land were later sold (DP 11167).

Industrial development of area:

From the late 1910s-1920s, earlier housing in this area was progressively replaced by small and medium-scale industry. A concentration of single and two-storey industrial buildings were constructed on the pocket of land between McEvoy Street, Wyndham Street and the Shea's Creek stormwater channel primarily during the inter-war and post-war years. Hiles Street and part of McCauley Street contained the earlier industrial development, followed by the streets to the west including the west side of McCauley Street, Stokes Avenue and Balaclava Lane. Hiles Street contained the larger industrial buildings.

The factories, foundries, workshops and mills in this area made a wide range of goods or services. Textiles, metal-works, motor car and engineering industries were the most common. These reflected major industries of the inter-war and post-war periods in Sydney for supplying the Australian military for World War II and making and repairing the new technology and electrical appliances of the twentieth century, particularly the motor car. Types of metal industries included sheet metal, steel, iron and brass works and welding. Other industries established in the area managed mail and made furniture, soap and oils, confectionary, golf clubs, shoes, bottles and tins, refined oil, boilers, radiators, horse collars, building supplies, tools, paper and printing.

Two of the streets in this area were named after prominent people. Hiles was an early pioneer and McCauley was the mayor of Alexandria from 1906 to 1911. Balaclava Lane was named after the famous battle of the Crimean War in 1854. Stokes Avenue, which was subdivided in 1922, was originally named New Street.

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

While the land west of McCauley remained a residential estate by the 1910s, the land east of McCauley Street was subdivided into small allotments under Old System Title, and transferred to a mix of owners.

By 1921, valuation cards show that a number of small industrial buildings had been constructed on this land. Hiles Street contained the City Motor Body Works. McCauley Street contained Gibson Battle engineers (Valuation Cards, Alexandria, SRNSW 13/7447, Hiles & McCauley Streets).

Gibson Battle was founded in 1883 and were a major importer of agricultural and mining equipment. Their head office was in the city at 535 Kent Street, with their workshop in this location in Alexandria. They also had an iron foundry in Waterloo. (Powerhouse Museum of Australia, <http://from.ph/141204>, accessed 5 March 2015)

By 1932, the eastern side of Hiles Street also contained the Continental Cabinet Co furniture manufacturers and Orr & Johnston Ltd stables. The eastern side of McCauley Street was occupied by Walter Chapman, sheet metal workers, W Boberg & Sons, builders, and Gibson Battle & Co, engineers.

Stokes Avenue still remained residential at this time (Sands, Directory, 1932-3, p 132-4).

By 1936, industrial redevelopment of the formerly residential land accelerated. A number of industries were recorded on Hiles and McCauley Streets in the 1936 Wise Directory including:

On Hiles Street:

Automatic Engineering Co Ltd, Hiles St, mechanical engineers
Bentex Weaving Mills Ltd, Hiles St, weavers
Brogan & Treacy, Hiles St, brass finishers and founders
Crystal Sweets Co, 4 Hiles St, wholesale confectioners
Invicta Iron Foundry, Hiles St, iron founders

On McCauley Street:

Chapman and Edwards, McCauley Street, oxygen and oxy-acetylene welding
Chapman and Edwards, McCauley Street, sheet metal workers
Walter Chapman, McCauley Street, oxygen and oxy-acetylene welding
Walter Chapman, McCauley Street, radiator manufacturers
W Chapman, McCauley Street, sheet metal workers
East Brothers Ltd, 52 McCauley Street, sporting material manufacturers
Gibson Battle & Co Ltd, McCauley Street, mechanical engineers
Edgar O Harris, 54 McCauley Street, nail punch manufacturers
William Boberg & Son, McCauley Street, builders

(Wise, directory, 1936, p 162-5)

In 1941, an application was submitted to rebuild the factory at No. 4 Hiles (Planning street cards 1929-1994, Hiles Street).

The 1945 Workplace survey records the number of manufacturers in the area by this time, and the size of their workforce, including:

On Hiles Street:

Bentex Weaving Mills Pty Ltd, Hiles St, Textile Mfrs, 125 employees
Recon. Process Lubricants, Hiles St, Oil refining, 9 employees
Crystal Sweets Co Pty Ltd, 4 Hiles St, Confectionery, 15 employees
Industrial Welding Co, 9 Hiles St, Elec welding & boilermaking, 6 employees
A E Sindel, 11 Hiles St, Horse collars, 4 employees
J P Talty, 11 Hiles St, Horse collars, 6 employees

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

East Bros Pty Ltd, 35 Hiles St, Cutlery, 26 employees
F Shields, 35 Hiles St, Eng repairs, 6 employees

On McCauley Street:

Australian Essential Oils Ltd, 42-44 McCauley Street, Bottles and tins, 8 employees

(Workplace survey, Alexandria, SRNSW 7/6847)

The 1943 and 1949 aerial photographs record a large number of factory buildings on both sides of Hiles Street and on the east side of McCauley Street, as well as remnant housing (1943 aerial photo, SIX, LPI; 1949 aerial photo, City of Sydney).

By 1951, McCauley Street had only one industrial company recorded on its western side, P W Methven Pty Ltd. On the eastern side, the industrial companies included:

J Baffsky, atomiser manufacturer
Aucher Pty Ltd, electrical engineers
Australian Essential Oils Ltd, soap manufacturers
Quality Patterns, pattern makers
East Bros, golf club manufacturers
S L Dash Pty Ltd, toolmakers
Chapman and Edwards Pty Ltd, ventilating engineers
W Chapman, sheet metal workers

(Civic Survey Sheet, 1951, sheet Zetland)

By 1951, Hiles Street contained two of the largest factories in the area including the Industrial Welding Co Pty Ltd, electrical & oxy welders, on the west side, and Bentex Weaving Mills Pty Ltd, textile manufacturers, occupying most of eastern Hiles Street. Both of these large industrial sites are recorded in the 1951 Civic Survey Sheet as one-two storeys.

In 1953, three new factories were constructed on McCauley Street; one for electroplating and jewellery, one for unspecified uses worth 4,000 pounds and the third for knitting (Planning street cards 1929-1994, McCauley Street).

By 1956, McCauley Street contained Replicast Products, precision casting and jewellery manufacturers, as the only recorded industry on its western side. Industries located on the eastern side included:

The Economical Manufacturers, Aucher Pty Ltd
Australian Essential Oils Ltd
Quality Patterns
S L Dash Pty Ltd (noted in the planning street cards as toolmakers)
Chapman and Edwards Pty Ltd
W Chapman Pty Ltd

(Building Surveyor's Sheet, 1956, sheet 19 & 20)

Hiles Street industry by 1956 still included the Industrial Welding Co Pty Ltd located on the western side and President Consolidated Ltd, the former Bentex mills, on the eastern side (Building Surveyor's Sheet, 1956, sheet 19 & 20). From approximately 1956, industry on this street included a major mail sorting plant for the Post Master General (Planning street cards 1929-1994, Hiles Street).

In 1956, two new industrial buildings were constructed on Macauley Lane for storage, including storing of scrap metal. In 1959, a two-storey shoe factory was constructed at No. 27 McCauley Street (Planning street cards

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

1929-1994, McCauley Lane).

A new building for boiler-making was constructed on Hiles Street on the Industrial Welding Co site at No. 7-25. Further works for manufacturing steel were subsequently proposed for this site in 1969 valued at 30,000 pounds (Planning street cards 1929-1994, Hiles Street).

From the late 1950s and during the 1960s, Stokes Avenue was developed with industrial buildings for uses such as panel beating, motor vehicle repairs, storage, the printing trade and machinery manufacturing (Planning street cards 1929-1994, Stokes Avenue).

During the 1960s, a number of new factories were constructed on McCauley Street. In 1960, a two-storey brick building was built for commercial printing and carton manufacturing. In 1961, three further factories were built on the street with works valued at 9,000 pounds, 23,000 pounds (at No. 21-25) and 2,200 pounds (at No. 46-48). The next year, a factory was constructed at No. 1-3 for sensitized photographic paper, and a factory for appliances. Shoe manufacturing factories were built on the street in 1961 and 1963. In 1965 another new factory was built on the street at an estimated cost of 10,000 pounds (Planning street cards 1929-1994, McCauley Street).

Later developments demolished some earlier industrial buildings located outside this conservation area, including the 1954 blacksmiths shop at 27-29 Hiles Street and a second East Bros golf clubs and cutlery factory at 37-43 Hiles Street. These combined sites of 27-43 Hiles Street were redeveloped in 1984 (Planning street cards 1929-1994, Hiles Street).

Themes:	National theme	State theme	Local theme
	3. Economy	Commerce	Activities relating to buying, se
	3. Economy	Industry	Factories
	4. Settlement	Towns, suburbs and villages	Early Twentieth Century Street
	3. Economy	Industry	Activities associated with the n
	5. Working	Labour	Manufacturing workforce
	4. Settlement	Accommodation	Residential

Designer: Various

Builder: Various

Year started: 1919

Year completed: 1970

Circa: Yes

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Physical description: The area is located in the section of land between the junction of the main roads of McEvoy Street and Wyndham Street and Sheas Creek to the south-east. The area comprises three streets and three lanes laid out in a grid pattern, perpendicular to the Sheas Creek stormwater channel. Streets include Hiles Street and Lane, McCauley Street and Lane, the eastern side of Stokes Street, and Balaclava and the connected unnamed lane to the rear of McEvoy Street. The buildings in the area make an important contribution to all of these streetscapes, as well as the stormwater channel, excluding McEvoy Street.

The buildings within this area were mostly constructed from the 1910s to the 1960s as factories, mills or workshops during the inter-war and post-war periods.

The earlier constructed buildings are located on Hiles Street and eastern McCauley Street and the associated rear lanes, with later buildings on western McCauley Street and Stokes Avenue and the associated rear lanes.

The buildings in this area are uniformly single or two-storeys with the high floor-to-ceiling heights typical of factories. Buildings are predominantly constructed with load-bearing brick walls, exposed steel or timber structural frames and sawtooth roofs with ridgelines oriented perpendicular to the street. Some sawtooth roofs are expressed in profile on the street frontage and others are concealed behind stepped parapet walls.

Buildings are constructed to the full extent of the land parcels with no setbacks from the streets, lanes or side boundaries. Facades consequently form continuous street walls with stepped parapet walls, interrupted only by regularly-placed windows on both street frontages, and vehicular openings generally along the laneways. Windows are commonly timber or steel-framed and multi-paned. Inter-war windows are vertically proportioned. Later post-war steel windows have a horizontal emphasis.

Buildings designs are typically simple and robust, reflecting the modular building forms, with heavy geometric massing and restrained ornament limited to the brickwork and parapet wall, as is typical for industrial buildings of the inter-war and post-war periods.

Some later buildings have been introduced into the area, some window openings changed, and buildings have been converted to new or non-industrial uses. However, the area overall has a high degree of surviving integrity, with a distinctively industrial character and few significant alterations from its original 1910s-1960s construction.

Category: Precinct. Period: Inter-war and post-war. Storeys: One or two. Construction: Brick walls, steel or timber structure and corrugated metal or fibro roof cladding. Windows: Steel or timber multi-paned. Roofs: Sawtooth, some partly concealed by parapet walls.

Physical condition level: Fair

Physical condition: Some buildings are in good condition. Building condition in the area is generally fair.

Archaeological potential level: Not assessed

Archaeological potential Detail: Some archaeological potential exists in particular around the creek areas as well as along the western side of McCauley Street where residential development was replaced with the industrial development in the 1950s.

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Modification dates: Timeline of known dates for changes to the area:

1903

The Shea's Creek stormwater channel was extended from Botany Road to the Quatre-Bras wool-scouring works at what is now Bourke Road near Wyndham Street

1915

The eastern most part of Hudson Brothers land was subdivided as DP 8236

1921

Valuation cards show a number of small industrial enterprises in Hiles Street, including the City Motor Body Works, and Gibson Battle, engineers, in McCauley Street

1922

The land with cottages facing Stokes Avenue was subdivided

1945

Workplace survey listing provides detail of occupiers

1951

Civic Survey Sheet provides detail of occupiers

1956

Building Surveyor's Sheet provides detail of occupiers

Recommended management: Maintain the integrity of the area, including its subdivision pattern, 1910s-1960s buildings and streetscapes of Hiles Street, McCauley Street and Stokes Avenue and the intervening lanes.

The streetscape of McEvoy Street is not a focus of this area.

A Heritage Assessment and Heritage Impact Statement should be prepared when works are proposed, excluding minor works.

Retain and enhance the relationship of the area and its buildings to the Sheas Creek stormwater channel.

Maintain the sawtooth roofs, architectural detailing of facades, stepped parapets, brick finishes and timber and steel windows of buildings in the area.

Do not paint or render unpainted brick walls. Where possible, remove paint of formerly exposed brick walls.

New development should maintain and reinforce the industrial character and historic pattern of industrial development in the area, such as the brick materials, building setbacks and stepped parapet or sawtooth roof skylines.

The appropriate form of new development will be determined through the development application process.

Management: **Management category**

Statutory Instrument

Management name

List on a Local Environmental Plan (LEP)

Further comments: Heritage Inventory sheets are often not comprehensive, and should be regarded as a general guide only. Inventory sheets are based on information available, and often do not include the social history of sites and buildings. Inventory sheets are constantly updated by the City as further information becomes available. An inventory sheet with little information may simply indicate that there has been no building work done to the item recently: it does not mean that items are not significant. Further research is always recommended as part of preparation of development proposals for heritage items, and is necessary in preparation of Heritage Impact Assessments and Conservation Management Plans, so that the significance of heritage items can be fully assessed prior to submitting development applications.

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Criteria a): Containing factories, foundries, workshops and mills from the 1910s to the 1960s, the North Alexandria industrial conservation area represents the inter-war and post-war industrial development of Alexandria from the peak period of Australia's industrialisation during the twentieth century. The concentration of industrial buildings in this area demonstrates the growth of Australian manufacturing during the inter-war and post-war periods. The buildings are historically significant as evidence of the formerly widespread textiles, metals and engineering industries in Alexandria, and the growth of these industries associated with the demands of World War II and new technology of the twentieth century. The buildings demonstrate the mix of smaller-scale factories in Alexandria and how industrial development from this period was particularly concentrated along the Shea's Creek stormwater channel.

[Historical significance]

The North Alexandria industrial area 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.

Criteria b): The area has associations with the twentieth-century development of a number of industries including the Bentex Weaving Mills, Mail Exchange, Industrial Welding, Gibson Battle, Continental Cabinet, Chapman & Edwards, East Bros, Replicast Products and Quality Patterns.

[Historical association significance]

Criteria c): The area represents a good example of a cohesive group of smaller-scale factories from the inter-war and post-war periods. The simple geometric building forms, heavy masonry construction, stepped parapet walls and the multi-paned timber or steel windows found in this area demonstrate typical architectural features of the inter-war and post-war periods. The restrained building design and ornamentation reflects the materials and labour shortages during and following World War II.

[Aesthetic/Technical significance]

The construction of the buildings represent early to mid-twentieth century industrial building techniques, employing repeated modular forms and steel and timber structures to cover large spans, and sawtooth roofs with side lantern windows to light large internal spaces. Vehicular openings integrated into the facades, generally from the rear lane, indicate how many of these buildings were constructed during a period when motorised vehicles became more widespread, and both an integral part and product of manufacturing.

The buildings in this area make important contributions to the streetscapes of three roads and three rear lanes, including Hiles Street, McCauley Street and Stokes Avenue and the intervening lanes. The streetscapes of both roads and lanes have a distinct character derived from the consistent period of the buildings, the dominant brick materials and sawtooth roofs profiles and stepped parapets repeated along the street. The predominant single or two-storey scale of high-roofed factories, modular building forms, robust materials and continuous street walls formed by buildings constructed to the street and side boundaries, add to the unity and industrial character of the streets.

Buildings constructed along the edge of Shea's Creek stormwater channel and the alignment of streets with this channel reflects the historical connection between the development of this precinct and the 1903 construction of the channel. The small allotments and planning of the street incorporating rear lanes demonstrates an earlier form of subdivision pattern for residential housing when privy lanes were needed, developed as an industrial precinct. While contributing to the character of the wide main streets, mature street tree plantings demonstrate later additions to the area.

Some later buildings or alterations have been introduced into the area and buildings converted to new or non-industrial uses. However, the area overall is remarkable for its surviving degree of integrity, with few significant alterations from its original 1910s-1960s construction.

Criteria d): Social significance requires further study to ascertain its value for the local community. As a precinct that collectively employed a large workforce, in particular for the Bentex Weaving Mills and Mail Exchange, it can be anticipated that the area may hold value to the community of former workers.

[Social/Cultural significance]

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Criteria e):
[Research
significance]

Criteria f): The precinct is rare in the local area for the consistency and cohesiveness of its inter-war and post-war industrial buildings located together in a distinct precinct with few incursions.
[Rarity]

Criteria g): The area represents an example of a cohesive group of smaller-scale factories from the inter-war and post-war periods.
[Representative]

Intactness/Integrity: The area has a good level of integrity

References:	Author	Title	Year
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	Frances Pollon	The book of Sydney suburbs	1996
	City of Sydney	History of Sydney Streets	
	City of Sydney/ City Building Surveyors	City Building Surveyors Detail Sheets	1956
	Scott Cumming	Chimneys and Change: Post European Environmental Impact in	2004
	Alexandria Council	Alexandria the Birmingham of Australia: 1868-1943	1943
	Higinbotham & Robinson	Alexandria & Waterloo, Sydney	1890

Studies:	Author	Title	Number	Year
	City Plan Heritage	City of Sydney Industrial & Warehouse Buildings Heritage Study		2014

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
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Latitude:

Longitude:

Location validity:

Spatial accuracy:

Map name:

Map scale:

AMG zone:

Easting:

Northing:

Listing:	Name	Title	Number	ListingDate
	City of Sydney Industrial and Warehouse	Heritage study		

Data entry: Data first entered: 18/08/2014 Data updated: 01/09/2015 Status: Completed

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Balaclava Lane: north end at junction with unnamed lane behind McEvoy Street

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 07/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345150fd07b4fcf438999fb5f34086c5989.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345150fd07b4fcf438999fb5f34086c5989.JPG

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Balaclava Lane: north end, looking south

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 07/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34531062eae6e544140b3714a95ee25beea.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34531062eae6e544140b3714a95ee25beea.JPG

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Balaclava Lane: south end, looking north

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 07/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345aad97c09ebf543bc9a37a7db5781cb38.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345aad97c09ebf543bc9a37a7db5781cb38.JPG

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Unnamed lane behind McEvoy Street: north side

Copy right: City of Sydney

Image by: City Plan Heritage

Image date: 05/09/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457049ebe29fd547e78ff033c4947fd60d.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3457049ebe29fd547e78ff033c4947fd60d.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Stokes Avenue: north end at junction with unnamed lane behind McEvoy Street

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 07/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345edb6883920fa439992479f75972ee733.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345edb6883920fa439992479f75972ee733.JPG

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: McCauley Street: north end, east side

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 03/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451bdd9341450d48708f882319296bd66d.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3451bdd9341450d48708f882319296bd66d.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: McCauley Street: south end, west side

Copy right: City of Sydney

Image by: City of Sydney

Image date: 07/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b0cf639262dd4a3a893920104059d382.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345b0cf639262dd4a3a893920104059d382.JPG

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Hiles Street: south end, east side, viewed from across the channel

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 07/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3453f122423458b4b8cbd0979c16ed2db61.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3453f122423458b4b8cbd0979c16ed2db61.JPG

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Hiles Street: east side

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 07/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345574ea13bceac472fb2d8f438e2be3237.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345574ea13bceac472fb2d8f438e2be3237.JPG

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Hiles Lane: south end, west side

Copy right: City of Sydney

Image by: Jeff Cooke

Image date: 28/01/2015

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345400fbbc1d5404619ad3578b31cd35e25.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345400fbbc1d5404619ad3578b31cd35e25.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Hiles Steet: west side

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 07/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345f10b363bdb1d4f0eb7d3e3804661370f.JPG>

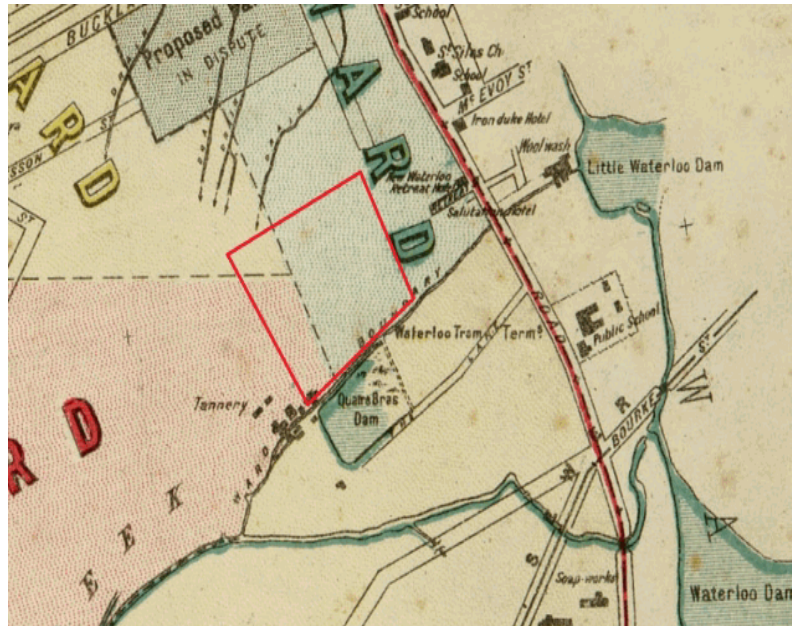
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Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: 1885-1890 map of the area with red box indicating approximate location of the area

Copy right: City of Sydney archives

Image by: Highinbotham & Robinson

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3450200da2d5ed644579370d1e7e073bcb7.jpg>

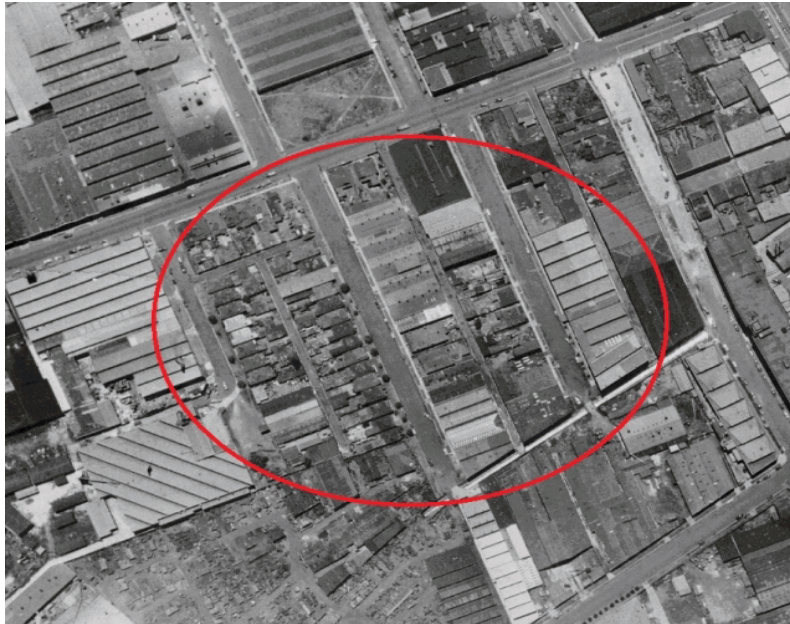
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3450200da2d5ed644579370d1e7e073bcb7.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: 1949 aerial showing the sawtooth-roofed factories and some earlier houses in the area at this time

Copy right: City of Sydney

Image by: City of Sydney

Image date: 15/12/1949

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34534ae6a1a69364af18f7e9ac1b2e8ca5a.jpg>

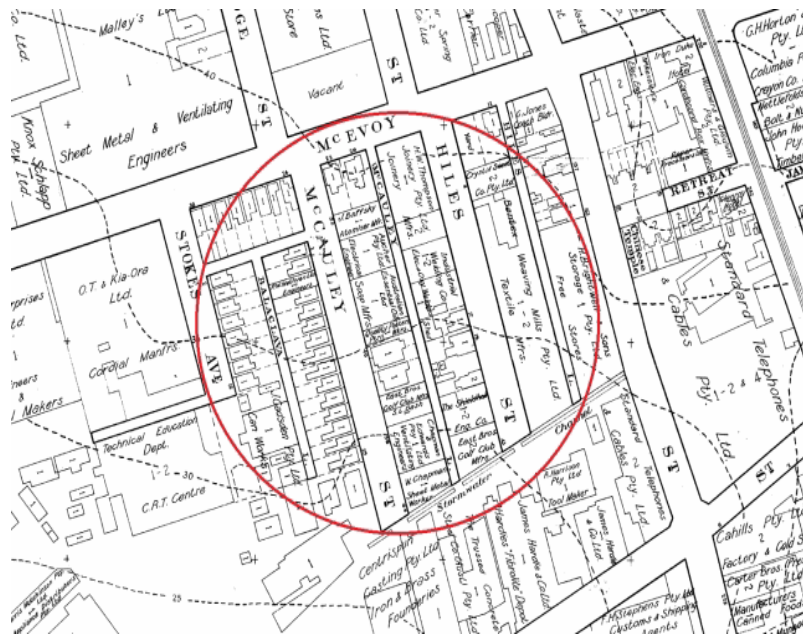
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34534ae6a1a69364af18f7e9ac1b2e8ca5a.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: 1951 civic survey showing the subject area and industries at this time

Copy right: City of Sydney archives

Image by: City of Sydney

Image date: 01/01/1951

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/34563b0b1ab30584dce86d21597256d4732.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test34563b0b1ab30584dce86d21597256d4732.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: 1956 detail sheet showing part of area circled and industries at this time

Copy right: City of Sydney archives

Image by: City of Sydney

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345f1b1b9e235b84338a349a45ee5ddca66.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test345f1b1b9e235b84338a349a45ee5ddca66.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: 1956 detail sheet showing other part of area circled and new industry for former Bentex Mills site

Copy right: City of Sydney archives

Image by: City of Sydney

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/34545fd1989c4914e1684c05d8e8e5c50.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test34545fd1989c4914e1684c05d8e8e5c50.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Bentex Mills on Hiles Street in 1951 viewed from south end before street trees were planted

Copy right: State Library of New South Wales

Image by: Hood, Sam (SLNSW, hood_11695)

Image date: 17/07/1951

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451bbdaad54c38498eac55ca36c030f20b.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3451bbdaad54c38498eac55ca36c030f20b.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Bentex Mills in Hiles Street in 1951 viewed from north end before street trees were planted

Copy right: State Library of New South Wales

Image by: Hood, Sam (SLNSW, hood_11694)

Image date: 17/07/1951

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b33b7e0e04424b6682b3182b3ea876f3.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345b33b7e0e04424b6682b3182b3ea876f3.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Bentex Mills interiors in 1945

Copy right: State Library of New South Wales

Image by: State Library (d1_35985)

Image date: 01/09/1945

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345378ec29aadd24783971961749e63e2f0.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345378ec29aadd24783971961749e63e2f0.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: 1956 exterior of the mail exchange plant on Hiles Street

Copy right: National Archives of Australia

Image by: National Archives of Australia, C4078:N9546B

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3456159b3d95b974d8ab97966f9b08d84ac.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3456159b3d95b974d8ab97966f9b08d84ac.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: 1957 industry on Hiles Street as a major mail sorting plant for the Post Master General

Copy right: National Archives of Australia

Image by: National Archives of Australia, C4078:N10257

Image date: 01/01/1957

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457327ebcb0d674a8dbb622041e27dd09a.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3457327ebcb0d674a8dbb622041e27dd09a.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: 1956 industry on Hiles Street as a major mail sorting plant for the Post Master General

Copy right: National Archives of Australia

Image by: National Archives of Australia, C4078:N9539

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34507fd150a4be44f6588555d106c5e9b49.jpg>

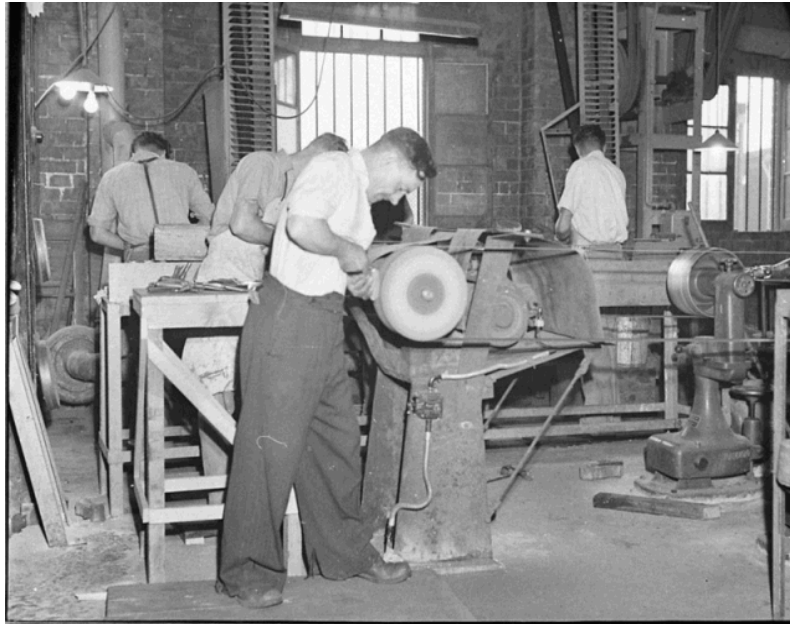
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34507fd150a4be44f6588555d106c5e9b49.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: East Bros factory in 1949, showing the manufacture of golf clubs, at 52 McCauley Street

Copy right: State Library of New South Wales

Image by: State Library (hood_32448)

Image date: 24/01/1949

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457e0bd4b37a884351af6ddd5692fc93f4.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3457e0bd4b37a884351af6ddd5692fc93f4.jpg

Item name: North Alexandria industrial heritage conservation area

Location: Multiple (refer to map) Alexandria 2015

Sydney

Image:



Caption: Location and boundary of the conservation area

Copy right: City of Sydney

Image by: City of Sydney

Image date: 11/07/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345dc2fc2bb6720473f805580b1496a7fc0.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345dc2fc2bb6720473f805580b1496a7fc0.jpg

Inventory 64

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Address: William Street (refer to map)

Planning: Sydney South

Suburb/nearest town: Beaconsfield, Alexandria 2015

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: Webster and Lumsden, Webster & Lumsden, White Elevators, Oliver Manufacturing, Oberon Pty Ltd, Graham Units Pty Ltd

Area/group/complex:

Group ID:

Aboriginal area:

Curtilage/boundary: As described in Sydney Local Environmental Plan

Item type: Conservation Area

Group: Manufacturing and Processing

Category:

Owner:

Admin codes:

Code 2:

Code 3:

Current use: Light industrial, commercial, studio and other mixed uses

Former uses: Factory, foundry, workshop, shop

Assessed significance:

Endorsed significance:

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Statement of significance: Containing factories, foundries, workshops and shops from the late 1930s to the 1960s, the William Street industrial conservation area represents the World War II and post-war industrial development of Beaconsfield and Alexandria from the peak period of Australia's industrialisation during the twentieth century. The concentration of industrial buildings in this area built during World War II demonstrates the growth of Australian manufacturing during this period, especially for machinery and metals. The buildings in the area are historically significant as evidence of the formerly widespread foundry and engineering industries in southern Sydney, and the growth of these industries associated with the demands of World War II and new technology of the twentieth century for machinery, elevators and vehicles.

The area has associations with the twentieth century development of a number of industrial companies, in particular three main manufacturers including the iron pattern makers and foundry of Webster & Lumsden, the elevator manufacturer, White Elevators, and the brass foundry of Oliver Manufacturing.

Aesthetically, the area represents a good example of a cohesive group of smaller-scale factories from the World War II and post-war periods. The simple geometric building forms, heavy masonry construction, stepped parapet walls and the multi-paned steel and timber windows found in this area demonstrate typical architectural features of the World War II and post-war periods. The restrained building design and ornamentation reflects the materials and labour shortages during and following World War II.

The construction of the buildings represent early to mid-twentieth century industrial building techniques, employing repeated modular forms and steel and timber structures to cover large spans, and sawtooth roofs with side lantern windows to light large internal spaces. Vehicular openings integrated into the facades indicate how many of these buildings were constructed during a period when motorised vehicles became more widespread, and both an integral part and product of manufacturing.

The buildings in this area make important contributions to the streetscapes of south William Street and its two rear lanes. The streetscapes of all three roads have a distinct character derived from the consistent period of the buildings, the dominant brick materials, sawtooth roof profiles and stepped parapets repeated along the street. The predominant single or two-storey scale of high-roofed factories, modular building forms, robust materials and continuous street walls formed by buildings constructed to the street and side boundaries add to the unity and industrial character of the streets.

The small allotments and planning of the street incorporating rear lanes demonstrates an earlier form of subdivision pattern for residential housing when privy lanes were needed, developed as an industrial precinct.

The area overall is remarkable for its surviving degree of integrity, with few significant alterations from its original 1930s-1960s construction.

The William Street industrial area 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 area is of local heritage significance in terms of its historical, aesthetic and representative values.

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Historical notes of provenance: Early development of the locality:

This site forms part of the land of the Gadigal people, the traditional custodians of land within the City of Sydney council boundaries. For information about the Aboriginal history of the local area see the City's Barani website: <http://www.sydneybarani.com.au/>

The land forms part of the 1904 Beaconsfield Estate subdivision, which was advertised as the 'working man's model township'. The subdivision was bound by Botany Road, Beaconsfield and Reserve Streets and William Lane. Most allotments within the subdivision had a depth of 100 feet (30.48 metres) and a street frontage of 20 feet (6 metres). These properties were originally offered for 30 year leases.

By the time Beaconsfield was subdivided for housing, the area already contained a number of industries including Goodlet's brickworks, the Hastings Hotel and the Brick and Drain Pipe factory. Goodlet's brickworks was established in the 1850s. By 1877 the brickworks covered 5 acres (20234 square metres) including a one-acre (4047 square metres) quarry approximately 50 feet (15.24 metres) deep.

In 1904, an observer described Beaconsfield as amongst the dreariest parts of Sydney because of the remaining sand hills. At the time, the heavy traffic cut up the, as yet, unmade roads and the country aspects still survived.

While some workers housing was constructed in the suburb, Beaconsfield remained predominantly industrial.

(Whitaker, 2002, p. 98)

Industrial history:

As one of only two major centres for historic Australian industry during the period when industry was centred in cities, Sydney's industrial development is part of the national history of industrialisation. Australia's industrialisation formed part of the 'second industrial revolution' which began during the mid-nineteenth century. This second revolution was driven by major technological innovations including the invention of the internal combustion engine and the assembly line, development of electricity, the construction of canals, railways and electric-power lines.

Sydney's twentieth century industrial development records when and how Sydney became one of the largest industrialised cities in the South Pacific and the diversification of Australia's economy beyond primary industry. Together with Melbourne, Sydney's twentieth century industrial boom expanded Australia's economy from the 'sheep's back' to the 'industry stack' or from primary production to manufacturing. By 1947 more Australians were working in city industries than in farms or mines.

Sydney's industrial development not only impacted on the national economy. Twentieth-century industry in Sydney also played a major role in developing Australia's self-sufficiency, growth, urbanisation, society and its contribution to the war effort for World War II. Sydney's industrial development has affected the lives of many Australians directly and indirectly, whether through the number of workers employed, goods and technology produced, the prosperity it engendered, or the social change and urban environments it generated.

Area history:

The William Street industrial conservation area, located to the south of Collins Street, was mostly developed for foundries, engineering machinery and elevators during the second world war from 1939-1945. Some post-war buildings or extensions were constructed during the 1950s and 1960s.

This area was auctioned by Raine and Horne as the first subdivision of the Beaconsfield Estate on 6 February 1904 (Plan 2554(L), LPI). The land was then subdivided for residential use. The lots did not appear to sell at this time.

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

William Street and Lane were likely named after King William IV, in a similar manner to other north-west streets and rear lanes in the subdivision named after British royalty, including Queens Street and Lane and Victoria Street and Lane.

The whole estate was converted to Torrens Title when the certificate of title was issued on 30 May 1905 (CT 1610 f 198).

This part of William Street remained largely undeveloped at this time. A few factories were located on surrounding land including a soap and candle factory to the south on Beaconsfield Street, and a glass works to the west fronting O'Riordan Street.

The demands of the second world war led to the construction of a number of factories on this street. The valuation lists for William Street show a number of factories were newly constructed during the war years and immediately beforehand.

Large sections of the subject block were developed for single owners including the west side of William Street from No. 29 to 39, and the east side from No. 8 to 18. At the southern end of the street, No. 20-22 was owned and developed separately, as were the two lots on the west side now known as No. 41 and No. 43-45.

By March 1939, a new brick and iron factory, with a corrugated fibro roof, had been built on the west Collins Street corner for Edwin Webster and William Lumsden, pattern makers (Valuer-General, Valuation List, Alexandria, SRNSW 19/8588, No 653). The land of Webster & Lumsden is shown in the later 1956 detail sheet extending across most of the block to the south, incorporating the four adjoining buildings from No. 29 to 39 William Street.

By March 1939, a new brick factory, with a corrugated fibro roof, had been built on the eastern corner of Collins Street for Anne Waschall (Valuer-General, Valuation List, Alexandria, SRNSW 19/8588, No 652 superseded). An early photo, estimated to date from 1935, shows the former building in this location at 8 William Street, for White Elevators, with its main frontage to Collins Street. The White Elevators land is shown in the later 1956 detail sheet as extending south for most of the block to Queens Lane.

By March 1941, a brick factory with a corrugated fibro roof plus a factory of galvanised iron walls and roof was constructed on the west side owned by Gustav Ramin, contractor (Valuer-General, Valuation List, Alexandria, SRNSW 19/8588, No 654). This brick building may have comprised one of the three surviving gabled buildings at No. 35, 37 or 39. The iron building may have formed one of the three smaller single-storey buildings previously located at No. 41-45 shown in the later 1943 aerial photo.

By 1942, a brick factory and offices, with a corrugated fibro roof, had been built on the east side on lots 16-17 and part of lot 18, for Oberon Pty Ltd by 23 June 1942 (Valuer-General, Valuation List, Alexandria, SRNSW 19/8588, No 649). This likely includes the front elevation, part of the sawtooth roofs and side wall of the building currently located at 20-22 William Street. The subsequent survey of 1950 shows this site in use for Oliver Manufacturing Co Pty Ltd, brass founders.

The 1943 aerial photograph records the industrial buildings constructed on William Street by this time, including the existing buildings on the western side of the street at No. 29, 31-33 and No. 35. The buildings at No. 31-33 were then contained under three small gabled roofs, with a small yard, before the current sawtooth roof was constructed. The 1943 aerial records that the two gabled buildings at No. 37-39 appear to be under construction at this time, showing the constructed external walls and no roof. Further to the south, the 1943 aerial shows this land was occupied by three smaller buildings before the current buildings were constructed.

On the eastern side of the street, the 1943 aerial records the former White Elevators building constructed on the Collins Street corner at No. 8. Only one small outbuilding is shown occupying the otherwise undeveloped land of No. 10-18 at this time. Both these buildings on the White Elevators site were replaced by subsequent development, likely in 1988 when demolition was proposed. The 1943 aerial also shows the construction of part

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

of the existing building at No. 20-22 on the Queens Lane corner. The building at this time had curved corners on the street façade, contained wholly under three sawtooth roofs, before subsequent extensions.

By March 1945, a weatherboard and iron workshop owned by Kenneth Patrick Russell had been constructed on the west side of William Street. A new brick factory with a tile roof had also been constructed on the western corner site owned by Oscar Harvey & Co Pty Ltd on the land now known as No. 45 William Street (Valuer-General, Valuation List, Alexandria, SRNSW 19/8588, No 65, 657). These buildings possibly comprised part of the three earlier buildings at No. 41, 43 and 45 William Street shown in the 1943 aerial photo and subsequent 1950 and 1956 surveys.

The 1945 Workplace Survey indicates the number of industrial sites and the size of their work forces including:

Oliver Manufacturing Co Pty Ltd, Brass foundry & engineers, 41 employees
Russell, K P, Prefabricated huts, 20 employees
Webster & Lumsden, Foundry, 20 employees
G S Ramin (cnr Collins & William Sts), Galvanising, 4 employees (possibly outside the area)

(Workplace Survey, SRNSW 7/6847)

The 1947 business directory only listed two of these workplaces on William Street including:

Oliver Manufacturing Co Pty Ltd, Brass finishers and founders;
Webster & Lumsden, iron founders

(Wise, Directory, 1947, p 195-200)

The 1949 aerial photo records few changes to the buildings shown in the 1943 aerial. The only changes are the addition of two gable roofs to No. 37-39 and a slightly larger small outbuilding at No. 10-18 behind the main building fronting Collins Street.

The 1950 Civic Survey records that all buildings constructed at this time on William Street were single-storey. The survey also documents that the western side of the street was occupied by Graham Units Pty Ltd from No. 29-39, and the eastern side by White Elevators Pty Ltd from the Collins Street corner from No. 8-18. The buildings to the south of Graham Units at No. 41, 43 and 45 are recorded in this 1950 survey with the same building footprints as the 1943 aerial photo.

On the east side of William Street, the 1950 survey records that Oliver Manufacturing Company Pty Ltd, brass founders, were located on the Queens Lane corner at No. 20-22 (Civic Survey, 1950, Alexandria East sheet, NSCA). No. 20-22 is shown at this time as a single-storey building with the building footprint matching the 1943 aerial before subsequent extensions.

In 1953-5, Webster & Lumsden submitted three applications proposing to replace roofs over the existing foundry building on the west side of William Street. Two of the proposed works were valued at 6,000 and 20,000 pounds (William Street Alexandria, Planning Street Cards). These applications were likely for the current triple sawtooth roof over No. 31-33 which differed to the roof forms shown in the earlier 1943 and 1949 aerials.

In 1953, White Elevators applied on 15 October to extend the existing engineering workshop at No. 8-18 William Street (8-18 William Street, Planning Street Cards, NSCA). This likely included the construction of the current large sawtooth factory at No. 10-18 because surviving physical evidence indicates these buildings were once connected before the building at No. 8 was redeveloped in 1988. Available historic aerial photographs and surveys show the building was not constructed by 1950, appears to be constructed by 1956 and was clearly built by 1975 when it was shown in the aerial photograph of this year.

In 1955, Oberon Pty Ltd proposed additions to its factory at No. 20-22 William Street with works valued at

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

£6,500 on 28 November (20-22 William Street, Planning Street Cards, NSCA). This likely included the extensions shown in the 1956 survey.

By 1956, the Building Surveyor's sheet records that Webster & Lumsden continued to occupy western William Street at No. 29-39. White Elevators Pty Ltd still occupied eastern William Street at No. 8-18 (Building Surveyor's sheet, 1956, Sheet 23, NSCA). Unlike the 1950 survey, this 1956 survey provides no building footprint for White Elevators, other than the single lot boundary for No. 8-18. This may indicate that the larger factory building was constructed by this time and extended over the full lot boundary.

The 1956 survey also records the building footprints, but not the industry name or use at the south end of William Street. This includes the three smaller buildings at No. 41, 43 and 45 still shown as they were in the 1943 and 1950 survey.

On the east side of the street, the 1956 survey records the extension of the building at No. 20-22. This survey records that the two northern sawtooth roofs had been extended to the rear lane. This addition was likely the result of the 1955 application noted above. White Elevators continued to own the building until at least 1975 when they lodged an application for minor works, to erect a radio mast (William Street, Planning Street Cards).

Application records also document the construction the buildings at the south end of the west side of this street in the late 1950s and 1960s. In 1959, Nick Moraitis applied on 16 September to erect a building for selling produce at 41 William Street (41 William Street, Planning Street Cards, NSCA).

In 1963, on 18 July it was proposed to rezone the street as Industrial Class A instead of Residential Class C under the City of Sydney Planning scheme. Records of this proposal noted that residential premises had been used for industrial purposes without authorisation (William Street, Planning Street Cards, NSCA).

A number of buildings in the area were subsequently converted for use as car repairs.

Summary by address – west side from corner of Collins Street:

No. 29:

Built by 1939 for Webster & Lumsden, pattern makers and iron foundry, with south roof possibly replaced in 1953.

No. 31-33:

External walls built early 1940s, likely also for Webster & Lumsden, originally contained under three gable roofs with an internal yard, later changed to three sawtooth roofs possibly in 1953-5.

No. 35:

Built by 1943, likely also for Webster & Lumsden.

No. 37-39:

Built as a pair in 1943-1949, likely also for Webster & Lumsden.

No. 41:

Applied in 1959 for construction for Nick Moraitis to sell produce.

Summary by address – east side from corner of Collins Street:

No. 10-18:

Factory likely built in 1953 as an extension to former building fronting Collins Street for White Elevators at No. 8 (No. 8 was later demolished in circa 1988).

No. 20-22:

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Factory and offices built in 1942 for Oberon Pty Ltd, also identified in records as Oliver Manufacturing Co Pty Ltd, brass foundry, finishers & engineers, and extended in 1955 by Oberon Pty Ltd.

Themes:	National theme	State theme	Local theme
	3. Economy	Industry	Factories
	3. Economy	Commerce	Warehouses

Designer: Various

Builder: Various

Year started: 1939

Year completed: 1960

Circa: Yes

Physical description: The William Street industrial conservation area is located on the boundary between Alexandria and Beaconsfield in an industrial precinct on the western edge of Beaconsfield, east of O'Riordan Street, bound by Collins Street to the north and Beaconsfield Street to the south. While the west side of William Street and William Lane are located in the suburb of Alexandria, the street pattern of the area is more closely associated with the suburb of Beaconsfield.

The area comprises the southern end of William Street and the two rear lanes of William Lane and Queens Lane laid out in a grid pattern of relatively small lots, originally subdivided for residential use.

The buildings in the area comprise smaller-scale industrial building from the World War II and post-war periods lining both sides of William Street, dating from 1939-1960s. The older buildings in the area are located at the north end of the west side on the street (No. 29-39) and No. 20-22 on the east side, constructed in the 1930s and 1940s. No. 41 and No. 10-18 were constructed during the 1950s or early 1960s.

The buildings in the area are predominantly single-storey on the western side of William Street and two-storey on the eastern side, all with the high floor-to-ceiling heights typical of factories. Buildings are uniformly constructed of brick walls, some painted, exposed steel or timber structures, and mostly sawtooth or gabled roofs with corrugated metal cladding. Some roof profiles are exposed or project beyond the parapet, but most are concealed behind parapet walls.

The design of these buildings, including their simple geometric building forms, heavy masonry construction, stepped parapet walls and multi-paned steel and timber windows, demonstrate typical architectural features of the World War II and post-war periods. Buildings designs are simple and robust, reflecting the modular building forms, with restrained ornament limited to the relief or polychromatic brickwork and parapet wall, as is characteristic for industrial buildings of this period. The restrained building design also reflects the materials and labour shortages during and following World War II. The curved corners and horizontal emphasis of the building at No. 20-22 are characteristic of the inter-war functionalist style, even though constructed during the war.

The construction of the buildings represent early to mid-twentieth century industrial building techniques, employing repeated modular forms and steel and timber structures to cover large spans, and sawtooth roofs with side lantern windows to light large internal spaces. Vehicular openings integrated into the facades indicate how many of these buildings were constructed during a period when motorised vehicles became more widespread, and both an integral part and product of manufacturing.

Buildings are constructed to the full extent of the land parcels with no setbacks from the street, lanes or side boundaries. Facades consequently form continuous street walls of stepped or gabled parapet walls or sawtooth roofs, interrupted only by regularly-placed windows and vehicular openings.

The area overall has a high degree of surviving integrity, with a distinctively industrial character and few significant alterations from its original 1930s-1960s construction.

Category: Precinct. Period: World War II and post-war (1939-1960s). Storeys: One or two. Construction: Brick walls, steel or timber structure and corrugated metal or fibro roof cladding. Windows: Steel or timber multi-paned. Roofs: Sawtooth, gabled or hipped, some partly concealed by parapet walls.

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Physical condition level: Good

Physical condition:

Archaeological potential level: Not assessed

Archaeological potential Detail:

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Modification dates: Timeline of known dates for changes to the area:

6 February 1904

Auction by Raine and Horne of the first subdivision of the Beaconsfield Estate

30 May 1905

Certificate of title issued for whole estate after conversion to Torrens Title

1939

New brick and iron factory built on the west side at the Collins Street corner for Edwin Webster and William Lumsden, pattern makers

1941

New brick factory with a corrugated fibro roof and a factory of galvanised iron walls and roof built on the west side, owned by Gustav Ramin, contractor

1942

New brick factory and offices, with a corrugated fibro roof, built on the east on for Oberon Pty Ltd, later known as 20-22 William Street

1943

Aerial photograph records buildings constructed on the street by this time.

1945

Workplace Survey listed businesses in William Street

1949

Aerial photograph records buildings constructed on the street by this time, relatively unchanged from 1943 aerial

1950

Civic Survey sheet showed industries on the street

15 October 1953

White Elevators Pty Ltd apply to extend the existing factory at 8-18 William Street

1953

Three application for new roofs to existing foundry building for Webster & Lumsden.

28 November 1955

Application by Oberon Pty Ltd to make additions to factory worth £6,500 at 20-22 William Street

1956

Building Surveyors sheet showed industries on the street

16 September 1959

Application to erect building at 41 William Street to sell produce by N Moraitis

18 July 1963

Proposal to rezone as Industrial Class A instead of Residential Class C under planning scheme

6 April 1988

Finn & McKinlay applied to demolish office and plant factory and erect new office at a cost of \$150,000, likely relating to No.8 outside of the conservation area

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Recommended management: Maintain the integrity of the area, including its buildings, subdivision pattern, streetscapes and laneways.

A Heritage Assessment and Heritage Impact Statement should be prepared when works are proposed, excluding minor works.

Maintain the sawtooth, hipped or gabled roofs, architectural detailing of facades, stepped parapets, brick finishes and steel and timber windows of buildings in the area.

Do not paint or render unpainted brick walls. Where possible, remove paint of formerly exposed brick walls.

New development should maintain and reinforce the industrial character and historic pattern of industrial development in the area, such as the brick materials, building setbacks and stepped parapet or sawtooth roof skylines.

The appropriate form of new development will be determined through the development application process.

Management: **Management category**
Statutory Instrument

Management name
List on a Local Environmental Plan (LEP)

Further comments: Heritage Inventory sheets are often not comprehensive, and should be regarded as a general guide only. Inventory sheets are based on information available, and often do not include the social history of sites and buildings. Inventory sheets are constantly updated by the City as further information becomes available. An inventory sheet with little information may simply indicate that there has been no building work done to the item recently: it does not mean that items are not significant. Further research is always recommended as part of preparation of development proposals for heritage items, and is necessary in preparation of Heritage Impact Assessments and Conservation Management

Criteria a): Containing factories, foundries, workshops and shops from the late 1930s to the 1960s, the William Street industrial conservation area represents the World War II and post-war industrial development of Beaconsfield and Alexandria from the peak period of Australia's industrialisation during the twentieth century. The concentration of industrial buildings in this area built during World War II demonstrates the growth of Australian manufacturing during this period, especially for machinery and metals. The buildings in the area are historically significant as evidence of the formerly widespread foundry and engineering industries in southern Sydney, and the growth of these industries associated with the demands of World War II and new technology of the twentieth century for machinery, elevators and vehicles

Criteria b): The William Street industrial area 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.

Criteria b): The area has associations with the twentieth century development of a number of industrial companies, in particular three main manufacturers including the iron pattern makers and foundry of Webster & Lumsden, the elevator manufacturer, White Elevators, and the brass foundry of Oliver Manufacturing.

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Criteria c): The area represents a good example of a cohesive group of smaller-scale factories from the World War II and post-war periods. The simple geometric building forms, heavy masonry construction, stepped parapet walls and the multi-paned steel and timber windows found in this area demonstrate typical architectural features of the World War II and post-war periods. The restrained building design and ornamentation reflects the materials and labour shortages during and following World War II.

[Aesthetic/
Technical
significance]

The construction of the buildings represent early to mid-twentieth century industrial building techniques, employing repeated modular forms and steel and timber structures to cover large spans, and sawtooth roofs with side lantern windows to light large internal spaces. Vehicular openings integrated into the facades indicate how many of these buildings were constructed during a period when motorised vehicles became more widespread, and both an integral part and product of manufacturing.

The buildings in this area make important contributions to the streetscapes of south William Street and its two rear lanes. The streetscapes of all three roads have a distinct character derived from the consistent period of the buildings, the dominant brick materials, sawtooth roof profiles and stepped parapets repeated along the street. The predominant single or two-storey scale of high-roofed factories, modular building forms, robust materials and continuous street walls formed by buildings constructed to the street and side boundaries add to the unity and industrial character of the streets.

The small allotments and planning of the street incorporating rear lanes demonstrates an earlier form of subdivision pattern for residential housing when privy lanes were needed, developed as an industrial precinct.

The area overall is remarkable for its surviving degree of integrity, with few significant alterations from its original 1930s-1960s construction.

Criteria d): Social significance requires further study to ascertain its value for the local community. As a precinct that collectively employed a reasonable workforce, in particular for White Elevators, Webster and Lumsden and Oliver Manufacturing, it can be anticipated that the area may hold value to the community of former workers.

[Social/Cultural
significance]

Criteria e):
[Research
significance]

Criteria f): The area is rare in the local area for the consistency and cohesiveness of its World War II and post-war era industrial buildings located together in a distinct precinct with little alteration.

[Rarity]

Criteria g): The area represents an example of a cohesive group of smaller-scale factories from the World War II and post-war periods.

[Representative]

Intactness/Integrity: Generally intact

References:	Author	Title	Year
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	Anne-Maree Whitaker	Pictorial History of South Sydney	2002
	Scott Cumming	Chimneys and Change: Post European Environmental Impact in	2004
	Frances Pollon	The book of Sydney suburbs	1996
	Higinbotham & Robinson	Alexandria, Sydney	1890
	City Engineers Department	City Engineers Department; Civic Survey	1938
	City of Sydney/ City Building Surveyors	City Building Surveyors Detail Sheets	1956

Studies:	Author	Title	Number	Year
	City Plan Heritage	City of Sydney Industrial & Warehouse Buildings Heritage	1	2014

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Parcels: Parcel code Lot number Section number Plan code Plan number

Latitude:

Longitude:

Location validity:

Spatial accuracy:

Map name:

Map scale:

AMG zone:

Easting:

Northing:

Listing: Name

Title

Number

ListingDate

City of Sydney Industrial and Ware Heritage study

Data entry: Data first entered: 18/08/2014

Data updated: 29/09/2015

Status: Completed

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Street streetscape: west side

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451b29fdda2e22405d8a3a6af2f5dddbe4.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3451b29fdda2e22405d8a3a6af2f5dddbe4.JPG

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Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Street streetscape: east side

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345399a808ff9b04f0b95a2ab1d142a7094.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345399a808ff9b04f0b95a2ab1d142a7094.JPG

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Street: east side, No. 10-18.

Copy right: The City of Sydney Council

Image by: City Plan Heritage and JCIS Consultants

Image date: 29/08/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345ef8abb351f6f4d6590bb02362f70561b.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345ef8abb351f6f4d6590bb02362f70561b.jpg

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Street: east side, No. 20-22

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3454e3b860631354fd2a352436790554a1e.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3454e3b860631354fd2a352436790554a1e.JPG

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Street: west side, No. 29

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/02/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345050cddea236a4889af69952436ba0142.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345050cddea236a4889af69952436ba0142.JPG

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Street: west side, No. 31-33

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34544ea5696c5a547f9bfae651183d0747b.JPG>

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Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Street: west side, No. 35 and 37

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345527f73bdea934a5aaade0780cf9a4a8c.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345527f73bdea934a5aaade0780cf9a4a8c.JPG

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Street: west side, No. 39 and 41

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345e2ce6d9c785745cc8e1773cd4b383370.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345e2ce6d9c785745cc8e1773cd4b383370.JPG

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Lane: No. 29 and No. 31-33 William Street from rear

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345fff757eb4bc542bdb6411f24a6fc01a2.JPG>

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Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: William Lane: No. 35, 37-39 and 41 William Street from rear

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345737e2f85df7f40ef89f32f6972564222.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345737e2f85df7f40ef89f32f6972564222.JPG

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: 1904 residential subdivision of William Street and adjoining industries at this time

Copy right: State Library of NSW

Image by: State Library of NSW (a9617020)

Image date: 06/02/1904

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/3459754d3c8518847e9994dd473d21fa401.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test3459754d3c8518847e9994dd473d21fa401.jpg

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: 1950 civic survey showing the industries and buildings within the area recorded at this time

Copy right: City of Sydney archives

Image by: City of Sydney

Image date: 01/01/1950

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457a6aac42eb95478c998b1dac7198aa2a.png>

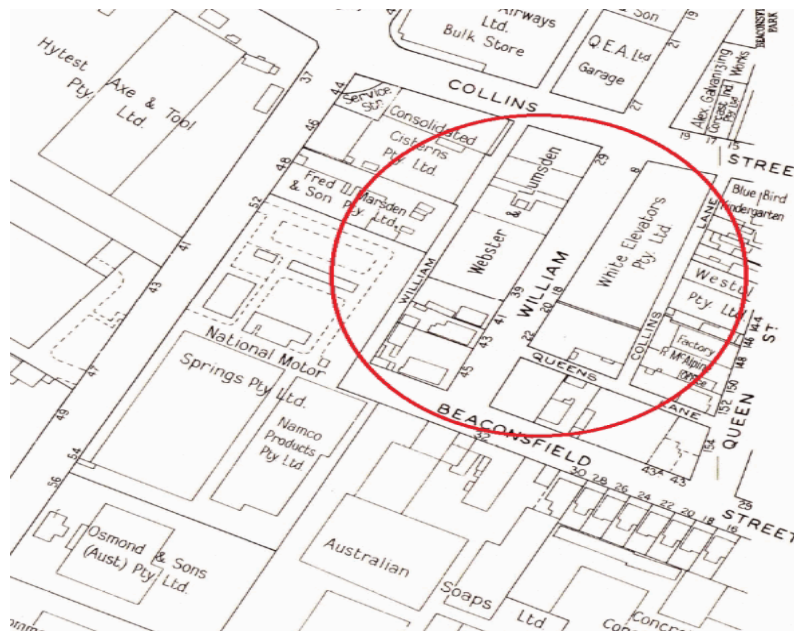
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3457a6aac42eb95478c998b1dac7198aa2a.png

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: 1956 detail sheet showing the area circled and included industries

Copy right: City of Sydney archives

Image by: City of Sydney

Image date: 01/01/1956

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3452b0078ba12334ed79905b09e8f9c2d3b.png>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3452b0078ba12334ed79905b09e8f9c2d3b.png

Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: 1943 aerial of the area showing the factories along William Street at this time

Copy right: NSW Land and Property Information, SIX

Image by: RTA

Image date: 01/01/1943

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b1992f69f84c4c01afda1a5abb2c3574.jpg>

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Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: 1949 aerial of the area showing the factories along William Street at this time

Copy right: City of Sydney archives

Image by: City of Sydney

Image date: 01/01/1949

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345e51148384d6444a388bae2a477360aa1.jpg>

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Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: Former White Elevators building, circa 1935, looking down east William Street behind

Copy right: State Library of NSW

Image by: Hood, Sam (SLNSW, hood_33060)

Image date: 01/01/1935

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34580b53a88557b4d86ba8b746887370f9c.jpg>

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Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: West side of William Street in 1953 with No. 29 at centre

Copy right: City of Sydney archives

Image by: Robert Watt (SRC22949)

Image date: 16/01/1953

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34513d615d8c16c46df9a814af6a51546b4.jpg>

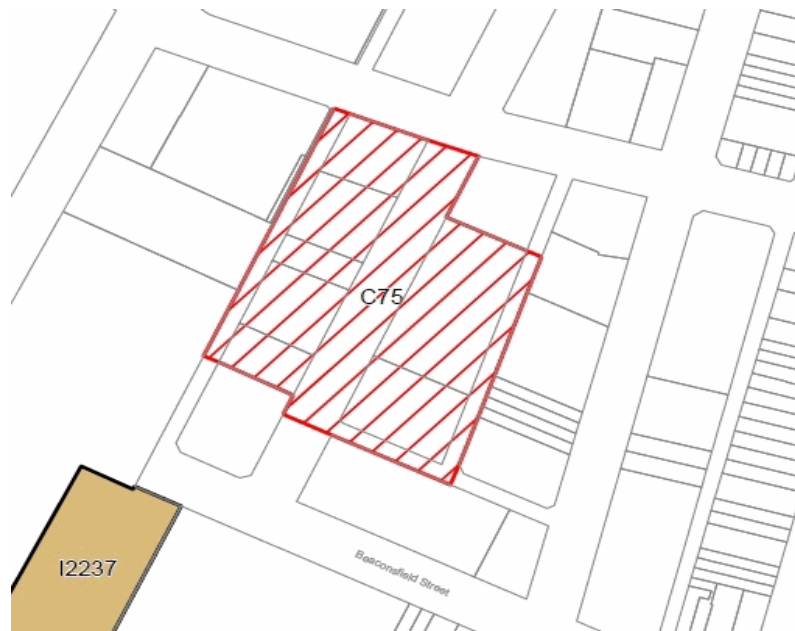
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Item name: William Street industrial heritage conservation area

Location: William Street (refer to map) Beaconsfield, Alexandria 2015

Sydney

Image:



Caption: Boundary of the conservation area, hatched red

Copy right: City of Sydney

Image by: City of Sydney

Image date: 17/09/2015

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34549fcfb09df4438781af22519e77923d.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34549fcfb09df4438781af22519e77923d.jpg