

Volume 2f

Inventory forms for recommended
heritage listings

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Annandale

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Updated names note

Some item names have been updated to reflect information uncovered while finalising inventories or for consistency with other item naming conventions. They do not alter the affected land, as described in the planning proposal.

Additional text is shown below underlined and deleted text as ~~strikethrough~~.

Heritage items	Former name (2014)	Updates (2015)	Updated name (2015)	Notes on updates
Alexandria				
33A Bourke Road (and 6 Euston Road)	Sydney Water sewer pipeline		Sydney Water sewer pipeline	No change
See map for location	Doody Street stormwater channel		Doody Street stormwater channel	No change
See map for location	Macdonaldtown stormwater channel		Macdonaldtown stormwater channel	No change
See map for location	Shea's Creek stormwater channel		Shea's Creek stormwater channel	No change
2-6 Birmingham Street	Former Walter Barr Pty Ltd factory including interiors		Former Walter Barr Pty Ltd factory including interiors	No change
22-30 Birmingham Street	Former Sil-Ora Dental Products factory including interiors		Former Sil-Ora Dental Products factory including interiors	No change
27 Birmingham Street	Electricity Substation No. 375 including interiors		Electricity Substation No. 375 including interiors	No change
29-33 Birmingham Street	Former H.G. Whittle & Sons warehouse including interiors	Former H.G. Whittle & Sons warehouse <u>factory</u> including interiors	Former H. G. Whittle & Sons factory including interiors	Name changed to primary historic use
602-612 Botany Road (and 27-31 Ralph Street)	Former Coote and Jorgenson Engineers warehouses including interiors	Former Coote and <u>& Jorgenson</u> Engineers warehouses <u>factory</u> including interiors	Former Coote & Jorgenson Engineers factory including interiors	Name changed to primary historic use and formatted consistently with others
684 Botany Road	Inter-war service station including interiors	Inter-war <u>Former White Way</u> service station including interiors	Former White Way service station including interiors	Name changed to include historic name and add 'former' for past use

47-49 Bourke Road	Q Store including interiors	<u>Former</u> Q Store including interiors	Former Q Store including interiors	Name changed to add 'former' for past use
138-196 Bourke Road	Former Commonwealth Industrial Gases warehouse & stores building including interiors	Former Commonwealth Industrial Gases warehouse & stores <u>building oxygen factory and demonstration block</u> including interiors	Former Commonwealth Industrial Gases oxygen factory and demonstration block including interiors	Name changed to primary historic use for identified buildings
16 Euston Road	Electricity Substation No. 117 including interiors		Electricity Substation No. 117 including interiors	No change
40A-42 Maddox Street (and 58-68 Euston Road)	Former Alexandria Spinning Mills including interiors		Former Alexandria Spinning Mills including interiors	No change
1-3 Mandible Street	Former Standard Telephones & Cables industrial building including interiors		Former Standard Telephones & Cables industrial building including interiors	No change
30 Mandible Street	Former Lempriere & Co office building including interiors		Former Lempriere & Co office building including interiors	No change
124 McEvoy Street	Former Electricity Substation No. 152 including interiors		Former Electricity Substation No. 152 including interiors	No change
52-54 O'Riordan Street	Former National Motor Springs igloo building including interiors		Former National Motor Springs igloo building including interiors	No change
82 O'Riordan Street	Electricity Substation No. 225 including interiors		Electricity Substation No. 225 including interiors	No change
38 Ralph Street	Former Wilson Bros Willow Kitchenware Co. warehouse and factory including interiors	Former Wilson Bros Willow Kitchenware Co. warehouse and <u>Ware</u> factory including interiors	Former Wilson Bros Willow Ware factory including interiors	Name changed to primary historic name and use
212-214 Wyndham Street	Former Electric Light Substation No. 89 including interiors		Former Electric Light Substation No. 89 including interiors	No change
Annandale				

1B Booth Street	Sewage Pumping Station No. 3 including interiors		Sewage Pumping Station No. 3 including interiors	No change
Camperdown				
6-10 Mallett Street	Former Grace Bros Repository including interiors		Former Grace Bros Repository including interiors	No change
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 97-88 Church Street	Former Bonds Industries complex including interiors, Substation No. 181, Chesty Bond Mural and former commercial building façade for "Bonds Cafeteria" at 97- 88 99 Church 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	Correction to match existing schedule 5 item name for the cafeteria
Darlington				
2-10 Golden Grove Street	Former Jones IXL factory garage including interiors		Former Jones IXL factory garage including interiors	No change
181 Lawson Street	The Foundry including interiors	The Foundry <u>Former McMurtrie, Kellermann & Co factory</u> including interiors	Former McMurtrie, Kellermann & Co factory including interiors	Name changed to primary historic name and use
Erskineville				
7-19 Coulson Street	H. Brightwell & Sons Pty Ltd. south-east warehouse building including interiors	H. Brightwell & Sons Pty Ltd. <u>Bakewell Brothers</u> south-east warehouse building including interiors	Former Bakewell Brothers south-east warehouse building including interiors	Name changed to primary historic name
127 Railway Parade	Former Gramophone Coy Ltd factory chimney stack	Former Gramophone Coy Ltd factory chimney stack	Former factory chimney stack	Name changed to remove company because chimney does not have one primary historic company name
18-20 Victoria Street	Former shoes and boot factory including interiors	Former shoes and boot Cleveland Shoe Company factory including interiors	Former Cleveland Shoe Company factory including interiors	Name changed to primary historic name
Forest Lodge				

19 Ross Street	Electricity Substation No. 267 including interiors		Electricity Substation No. 267 including interiors	No change
Glebe				
113 Mitchell Street	Former Volunteer Brigades fire station including interiors	Former <u>Glebe Volunteer Brigades fire station</u> <u>Fire Station</u> including interiors	Former Glebe Volunteer Fire Station including interiors	Name changed to primary historic name
Newtown				
10-12 Egan Street	Former Sydney Confectionery Company factory including interiors		Former Sydney Confectionery Company factory including interiors	No change
197-207 Wilson Street	Former Gissing Bros warehouse including interiors	Former <u>F. W. Gissing Bros warehouse</u> <u>factory</u> including interiors	Former F. W. Gissing factory including interiors	Name changes to primary historic name and use
Redfern				
53-63 Great Buckingham Street (and 611-619 Elizabeth Street)	Former Hordern & Sons warehouse including interiors	Former <u>A. Hordern & Sons warehouse</u> <u>factory complex</u> including interiors	Former A. Hordern & Sons factory complex including interiors	Name changed to primary historic name and typology:
99 Renwick Street	Electricity Substation No.112 including interiors		Electricity Substation No.112 including interiors	No change
Rosebery				
6-8 Crewe Place	Former Wrigley's factory	Former Wrigley's factory <u>including interiors</u>	Former Wrigley's factory including interiors	Name changed to clarify includes interiors as with others
85-113 Dunning Avenue	Former Rosella Preserving Manufacturing Co. buildings including interiors	Former Rosella Preserving <u>and Manufacturing Co. buildings</u> <u>factory</u> including interiors	Rosella Preserving and Manufacturing Co. factory including interiors	Name changed to primary historic name and use
88 Dunning Avenue	Electricity Substation No.192 including interiors		Electricity Substation No.192 including interiors	
115-133 Dunning Avenue	Former Commonwealth Weaving Mills including interiors	Former Commonwealth Weaving Mills <u>and Frederick Rose factory</u> including interiors	Former Commonwealth Weaving Mills and Frederick Rose factory including interiors	Name changed to include historic name of second factory

120 Dunning Avenue	Former Otis Elevator Co. Pty Ltd warehouse including interiors	Former Otis Elevator Co. Pty Ltd warehouse including interiors	Former Otis Elevator Co. factory including interiors	Name changed to primary historic name and use
135-151 Dunning Avenue	Former Westinghouse warehouse buildings including interiors	Former Westinghouse warehouse <u>buildings factory</u> including interiors	Former Westinghouse factory including interiors	Name changed to primary historic use
142 Dunning Avenue	Electricity Substation No. 128 including interiors		Electricity Substation No. 128 including interiors	No change
1-11 Hayes Road	Former R.C. Henderson Ltd warehouse including interiors	Former R.C. Henderson Ltd warehouse <u>factory</u> including interiors	Former R. C. Henderson Ltd factory including interiors	Name changed to primary historic use
61-71 Mentmore Avenue (and 34 Morley Avenue)	Former Cyclone Co. of Australia factory including interiors	Former Cyclone <u>Fence and Gate</u> Co. of Australia factory including interiors	Former Cyclone Fence and Gate Co factory including interiors	Name changed to primary historic name
Surry Hills				
268-274 Devonshire Street	Former Hill & Co warehouse including interiors	Former <u>Edward Hill & Co</u> warehouse <u>factory</u> including interiors	Former Edward Hill & Co factory including interiors	Name changed to primary historic name and use: Former Edward Hill & Co factory
470-484 Elizabeth Street	Former W. C. Penfold Co. Ltd. warehouse including interiors	Former W. C. Penfold <u>& Co. Ltd.</u> warehouse <u>factory</u> including interiors	Former W. C. Penfold & Co factory including interiors	Name changed to primary historic name and use
5 Fitzroy Place	Electricity Substation No. 229 including interiors		Electricity Substation No. 229 including interiors	No change
1-15 Foveaux Street	Former Farleigh Nettheim & Co Ltd warehouse including interiors		Former Farleigh Nettheim & Co Ltd warehouse including interiors	No change
47-97 Marlborough Street	Former David Jones factory including interiors		Former David Jones factory including interiors	No change
13-15 Marshall Street	Former Allington Stoveworks warehouse including interiors	Former Allington Stoveworks warehouse <u>factory</u> including interiors	Former Allington Stoveworks factory including interiors	Name changed to primary historic use
11-13 Randle Street	Former R.C. Henderson Ltd warehouse including interiors	Former R.C. Henderson Ltd warehouse <u>factory</u> including interiors	Former R. C. Henderson Ltd factory including interiors	Name changed to primary historic use

4-34 Wentworth Avenue	Group of warehouses including interiors	Group of warehouses <u>Former warehouse group</u> including interiors	Former warehouse group including interiors	Name changed to add 'former' for past use and re- order words
Sydney				
115 Clarence Street	Former Noyes Brothers Ltd warehouse including interiors	Former Noyes Brothers <u>Ltd Bros</u> warehouse including interiors	Former Noyes Bros warehouse including interiors	Name changed to primary historic name
185 Clarence Street	Former McLaughlin & Co Pty Ltd warehouse including interiors	Former McLaughlin & Co Pty <u>Ltd Shelley</u> warehouse including interiors	Former Shelley warehouse including interiors	Name changed to primary historic use
193-195 Clarence Street	Shorter House store & offices including interiors	Shorter House store & offices including interiors	Shorter House including interiors	Name simplified
123-129 Clarence Street (and 252-258 Kent Street)	Former Edwards Dunlop & Co warehouses including interiors		Former Edwards Dunlop & Co warehouses including interiors	No change
426-430 Kent Street	Clarence Kent House warehouse	Former Clarence Kent <u>Grace</u> House warehouse including interiors	Former Grace House warehouse including interiors	Name changed to primary historic name
Ultimo				
10-16 Bay Street	Part Bay Street Depot including interiors		Part Bay Street Depot including interiors	No change
Waterloo				
723 Elizabeth Street	Former William Brooks industrial building including interiors	Former William Brooks industrial building factory including interiors	Former William Brooks factory including interiors	Name changed to primary historic use
378 George Street	Electricity Substation No. 75 including interiors	Electricity <u>Light</u> Substation No. 75 including interiors	Electricity Substation No. 75 including interiors	Name changed to primary historic name
23 Lachlan Street	Former Electricity Substation No. 109 including interiors		Former Electricity Substation No. 109 including interiors	No change
Zetland				

146-158 Joynton Avenue	Former Joseph Lucas industrial building including interiors	Former Joseph Lucas industrial building <u>showroom, workshop and office</u> including interiors	Former Joseph Lucas showroom, workshop and office including interiors	Name changes to primary historic uses
Conservation area name (2014)			Updated name (2015)	Notes on updates
Alexandria				
North Alexandria industrial heritage conservation area			North Alexandria industrial heritage conservation area	No change
Alexandria & Beaconsfield				
William Street industrial heritage conservation area			William Street industrial heritage conservation area	No change

Inventory 53

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Address: 115 Clarence Street

Planning: Sydney South

Suburb/nearest town: Sydney 2000

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: Noyes Bros (Sydney) Ltd, Foundation House

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: As described in Sydney Local Environmental Plan

Item type: Built

Group: Commercial

Category: Warehouse/storage area

Owner: Private - Corporate

Admin codes:

Code 2:

Code 3:

Current use: Commercial

Former uses: Warehouse, office, demonstration and sample rooms

Assessed significance: Local

Endorsed significance:

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Statement of significance: Built in 1910-11 as warehouses and offices for Noyes Bros, the building demonstrates the Federation development of one of Sydney's earliest warehouse districts during the early twentieth century, associated with the major working port of Darling Harbour. The height and design quality of the building provide evidence of the growth of industry and commerce in central Sydney and the intensified development of the inner-city during the Federation period.

As the purpose-built head office, showroom and warehouse for building and engineering suppliers Noyes Bros, the building is historically significant as evidence of Sydney's widespread engineering and building industries during the first half of the twentieth century. The continuous association of the building with Noyes Bros until the 1950s documents the increasing demand for building materials and machinery during the twentieth century, associated with technological innovations of the time, such as the advent of electricity and reinforced concrete construction.

Architecturally, the building demonstrates a good example of an inner-city warehouse designed in the Federation warehouse style by noted architects, Spain, Cosh & Minnett. The building exhibits typical characteristics of this style including the masonry construction, face brickwork (since painted), facade rectangularity emphasised by projecting bracketed cornice, decorative parapet wall, piers dividing the facade into four vertical bays, three bays terminated by pronounced arches, and pairs of timber double-hung sash windows. While the ground floor fenestration and awning have been altered and the northern cartway opening infilled, the building retains a high degree of overall architectural integrity.

The building makes an important contribution to the streetscape of Clarence Street. With its near proximity to the Erskine Street corner, exposed side wall, relative height compared to the corner hotel and Federation warehouse features, the building forms a distinctive feature in the streetscape of Clarence Street, which is visible from a number of near and distant vantage points, including Erskine Street.

The building also represents one of the cohesive group of multi-storey warehouse buildings from the Victorian and Federation periods located in the narrow grid pattern of streets along the western edge of central Sydney north of Sydney Town Hall.

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

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

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/>

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.

Early warehouses history:

Sydney's early warehouses were built to store imported products and goods for export, transported by ship. Sydney's first warehouses were consequently located near the waterfront and major wharves. Early warehousing was built at the mouth of the Tank Stream and along western side of Sydney Cove, near the first dockyards, the government Commissariat stores, Customs House, and the first privately owned stores belonging to Robert Campbell of the East India Company. Early warehouses were primarily built to store exports from the sealing and whaling industries, and then for wool exports from the 1820s. Imports also required storage, including tea, alcohol, household goods, horses, hoists and most provisions used for the settlement and residents of colonial Sydney.

The only stores built far from the wharves were for goods considered dangerous or vulnerable, often on islands in the harbor. Gunpowder was stored on Goat Island and grain on Cockatoo Island. A few warehouses and stores from the 1830s and beyond remain in The Rocks and Millers Point.

Later stores spread around Dawes Point to the Pyrmont peninsular primarily for the wool trade from the 1880s, and into Darling Harbour for produce from the coastal shipping trade. The 1887 Corn Exchange building at the base of Market Street and warehouses built over the next few decades along Kent Street, demonstrate the warehousing development of the late nineteenth and early twentieth century. They were sited in proximity to Darling Harbour and to the City Markets.

(Dr Shirley Fitzgerald, Sydney's historic industrial and warehouse resources: overview of historic development, April 2014; City Plan Heritage, Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

Precinct history:

The area forms one of the early warehousing districts of Sydney, located within the narrow grid pattern of streets

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

on the western edge of central Sydney, principally defined by York, Clarence, Kent and Sussex Streets.

The street layout of this area dates from the early colonial period of Sydney's settlement. Originally these streets were named Barrack Row for York Street, Middle Soldiers Row for Clarence Street, and Back Row or Back Row West for Kent Street. The early street names reflect how this part of Sydney town was originally occupied by the military. The military district extended between the land bound by George Street to the east, Druitt Street to the south and a line extending from Hunter Street to Darling Harbour to the north. No civilians were allowed in this area. This regulation was in force until the arrival of Governor Macquarie. (City of Sydney, York Street Special Character Area heritage inventory)

Wynyard Barracks was built in several stages within this district to become the largest British military barracks in the southern hemisphere. It was one of the most prominent landmarks in the town and occupied fifteen acres in the centre of the town. Various facilities developed around the Barrack. The pubs, eating houses and brothels were located in nearby streets. The wives of the soldiers lived just behind the barracks in rows of wooden huts in what is now Clarence Street. The military use of this land ended when the barracks was relocated to Darlinghurst and the Wynyard garrison moved out in 1848. (City of Sydney, York Street Special Character Area heritage inventory)

When Lachlan Macquarie arrived to govern the fledgling colony in 1810, he instituted major changes to the planning and buildings of Sydney town and other early settlements of New South Wales. Governor Macquarie renamed the subject streets in 1810 after British peers: York, Clarence, Kent and Sussex. Market Street was also named by Macquarie at the same time, indicating the early plans for markets located on the site of the later Queen Victoria Building from approximately 1812. (City of Sydney, History of Sydney Streets, <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/people-and-places/streets>, accessed 13 April 2015)

In February 1811, Governor Macquarie opened the new wharf at Cockle Bay, now Darling Harbour. Until this time, all general provisions for the colony were landed at Hospital Wharf in Sydney Cove. The only two other wharfs in operation were Governor's Wharf and Robert Campbell's Wharf. Produce from Parramatta was brought to the Market Wharf and transported to the new market located at the present site of the Queen Victoria Building. This stimulated commercial development in this western section of the town.

From the 1870s purpose-built warehouses were constructed to the north of Sydney Town Hall and Druitt Street within this district, to serve the major working port of Darling Harbour. The land was well located between the Darling Harbour docks to the west and the markets and later the Queen Victoria Building to the east. By 1900 the Clarence Street block between Market and Druitt Streets was almost entirely occupied by warehouses (City of Sydney, York Street Special Character Area heritage inventory, undated; Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

By the 1980s, the working Port of Sydney had effectively shifted from Port Jackson to Botany Bay, removing the need for extensive warehousing along the city waterfronts of Pyrmont, Darling Harbour and Millers Point.

Sydney building height history:

Technological advancements during the late 1800s and early 1900s made the construction of taller buildings possible, including steel and reinforced concrete construction materials, the introduction of a reliable and affordable electricity supply in 1904, and development of lifts and elevators for efficiently moving people and goods vertically.

In 1890 and 1901, major fires in Sydney and resulting loss of life and property, increased public concern and debate about the ability to fight fires and rescue people from tall buildings. The 1901 fire which destroyed Anthony Hordern's eight-storey department store in Haymarket, killed five people including one man trapped at 120 feet (36.6 metres) who couldn't be reached by the fire brigade's tallest ladder. At the time, the chief officer of the fire brigades, Alfred Webb, was reported as advocating that no building should be erected higher than 90 feet (27.4 metres) "because it is recognised as the highest practicable height at which a brigade can fight a fire."

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Chief Webb was later quoted in 1907 describing buildings of 100 feet (30.5 metres) as “suicidal” because the fire brigade ladders could only extend to 80 feet (24.4 metres) with a possible extra 10 feet. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Private development increased in the early twentieth century. Between 1905 and 1910, five new department stores opened in Sydney, including a rebuilt Anthony Horderns. By 1911, a record 6503 private buildings were constructed in Sydney. Never before had so many buildings been erected in one year. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Yet Sydney's building regulations were still modelled on eighteenth century English regulations, which assumed buildings were constructed of brick and wood and would not exceed six stories. The building regulations also inadequately provided for fire safety and enforcement. The Fire Underwriters Association of NSW promoted fire safety in building design such as through discounted insurance premiums; however this was not legally binding. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

International comparisons were important in debates about limiting building height at this time. It was noted in the NSW Parliament that most European cities had building height limits under 100 feet (30.5 metres), with Paris set at 65.5 feet (20 metres) and London at 80 feet (24.4 metres), while American cities such as Chicago had limits closer to 200 feet (61 metres). New York was generally held up as an example of the negative consequences of high-rise development, such as overcrowding, aesthetic and moral concerns. Sydney's first building act had been based on English legislation, and the English influences continued to hold sway in 1912 when the new laws were passed by Parliament. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

In 1912, the NSW government passed the laws which limited building heights to 150 feet (45.7 metres) in the Height of Building Act 1912. The laws also required any building taller than 100 feet to make adequate provision for protection against fire. This resulted in the fire-retardant malthoid roofs and water or sprinkler towers for fighting fires found in Sydney's tall buildings of the time. In 1957, modifications to the 1912 laws relaxed the height limits. (<http://dictionaryofsydney.org/entry/planning>, accessed 15 April 2015; <http://www.smithsonianmag.com/history/the-anti-skyscraper-law-that-shaped-sydney-australia-30000644/?no-ist>, accessed 15 April 2015)

Site history:

This building was built in 1910-11 for Noyes Bros (Sydney) Ltd on land they leased from the owner. It was designed by architects, Spain, Cosh & Minnett, and built by J M and A Pringle. Noyes Bros (Sydney) Ltd acted as agents for various manufacturers selling a wide range of products including electrical goods, machinery, cement and other building supplies, sporting goods, glassware and ammunition.

Architects Spain, Cosh & Minnett lodged plans for the building at 115 Clarence Street, which were approved on 19 September 1910 (Clarence Street, Street cards 1908-28, NCSA). The architectural drawings submitted with this application record the original plans. The bay window shown in the original drawings does not appear to have been constructed. The Clarence Street elevation documents the fenestration and northern cartway on the ground floor which have since been removed, covered or infilled.

The contract let for the Noyes Bros Ltd building, with Spain, Cosh & Minnett as architects and J M and A Pringle as builders, was noted in the Sydney Morning Herald of 25 October 1910 (SMH, 25 Oct 1910, p 10).

On 4 June 1912, the site was formally leased by the owner, Thomas Harrison, to Noyes Bros (Sydney) Ltd (Old

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

System Deed, No 276 Bk 971).

The Noyes Bros building is first recorded in the assessment books in 1914. This entry described the building as a brick and stone warehouse and offices of seven floors and seven rooms with a malthoid roof, owned by Thomas Harrison. (Lang Ward Assessment Book, 1914, No 423)

The Noyes Bros engineering company was originally founded in Australia in 1888. From 1914, the company had a long association with the cement industry through supplying components to Kandos Cement. Most Australian cement plants have components supplied by Noyes Bros. Another product sold by Noyes Bros (Sydney) Ltd was 'Poilite' Brand asbestos cement sheets and tiles manufactured in Britain (Building, 11 April 1914, p 25).

A revised version of the fire underwriters' plan originally dated November 1919 records that 109-115 Clarence Street continued to be occupied by Noyes Bros (Sydney) Ltd as an office and demonstration and sample rooms. It notes that the building was seven storeys with a basement, a flat roof and contained two staircases and one lift. This plan also shows the rear yard abutting the building. (Fire underwriters' plan, Block 132-9, NCSA).

During the 1920s, Noyes Bros proposed alterations to 115 Clarence Street in applications lodged on 30 June 1920 (Clarence Street, Street cards 1908-28, NCSA) and 27 November 1924 (Clarence Street, Street cards, NCSA).

The lease of 115 Clarence Street was renewed on 27 April 1927 (Old System Deed, No 60 Bk 1469).

On 23 October 1933, Noyes Bros proposed to convert a cart dock to a show window (115 Clarence Street, Street cards, NCSA).

A sketch of the building from a 1920s Noyes Bros catalogue and early photographs from approximately the 1930s record the constructed building during these first few decades. The 1920s catalogue sketch also describes the building as their head office. These records indicate that the bay window shown in the original architectural drawings was not constructed. These records also document the original unpainted brick finish of the main facade, the original or early ground floor street frontage, a square street awning, and the Noyes Bros painted signage on the northern side wall, which have all since been altered or obscured.

By a deed of 8 September 1941, the property was conveyed to Noyes Bros (Sydney) Ltd (Old System Deed, No 213 Bk 1916). On 14 November 1941, A E Catterall proposed alterations to the front ground floor worth £333. Various minor alterations were made to the building from 1942 to 1945 (115 Clarence Street, Street cards, NCSA).

The company applied to convert the land to Torrens Title and, on 18 July 1945, a certificate of title was issued to Noyes Bros (Sydney) Ltd for the land described as part of lot 12, section 53, City of Sydney, facing Clarence Street (CT 5509 f 172).

Noyes Bros (Sydney) Ltd continued to occupy the building until at least the mid-1950s when they were still recorded as the use in the 1956 building survey (1956 Building surveyors sheet No 6, NCSA).

On 14 June 1961, ownership of the property was transferred to Traders Prudent Insurance Company Limited (CT 5509 f 172). In January and February 1962, parts of the building were leased by the owner to various firms of chartered accountants (CT 5509 f 172).

Themes:	National theme	State theme	Local theme
	3. Economy	Commerce	Warehouses
	3. Economy	Technology	machinery
	3. Economy	Industry	Activities associated with the n
	3. Economy	Industry	Warehouses

Designer: Spain, Cosh & Minnett

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Builder: J M and A Pringle

Year started: 1910

Year completed: 1911

Circa: Yes

Physical description: The building was constructed in 1910-11 as a warehouse, showroom and head office for Noyes Bros, designed by architects, Spain, Cosh & Minnett, and built by J M and A Pringle.

The building is situated on a rectangular land parcel beside the corner pub of Wynyard Hotel at the intersection of Erskine Street. Its main frontage is to Clarence Street, with an exposed side wall for the upper levels above the three-storey Wynyard Hotel.

The building is six storeys, plus a basement and partial rooftop level, constructed of brick walls with timber floors. The flat roof is concealed behind parapet walls. The building measures approximately 29 metres above street level (96 feet) based on original architectural drawings. Original drawings indicate the basement level measured 14 feet internally (24 feet externally), the ground level had 13 feet ceiling heights (23 feet externally) and the upper levels had 11-12 feet ceiling heights (14-18 feet externally).

The building is designed in the Federation warehouse architectural style. It exhibits typical characteristics of this style including the masonry construction, face brickwork (since painted), facade rectangularity emphasised by projecting bracketed cornice, decorative parapet wall, piers dividing the facade into four vertical bays, three bays terminated by pronounced arches, and pairs of timber double-hung sash windows.

While the Clarence Street façade is evenly divided into four bays of paired timber windows, the south bay is treated separately as the bay originally containing the main arched entrance at the ground floor. The southern bay is distinguished from the northern three by the different flat window heads with decorative reliefwork, the different parapet profile and the spandrels flush with the plane of the piers emphasising the verticality of this bay. Continuous rendered brick lintels and sills emphasise the spandrels between levels.

At the street level, the opening for the original cartway at the north end of the ground floor elevation is retained. The awning has been replaced.

The exposed side wall of unadorned brickwork contains setback windows and remnants of earlier painted signs.

Internally, the building retains its timber floors and timber stair. The staircase is panelled with Queensland Maple wainscoting on the ground and first floor levels. The ground floor lift foyer also retains some original or possibly inter-war finishes, including green terrazzo floors.

While the ground floor fenestration and awning have been altered and the northern cartway opening infilled, the building retains a high degree of overall architectural integrity.

Category: Individual building. Style: Federation warehouse. Storey: 6 plus basement. Facade: Painted brick. Side/rear walls: Unpainted brick with painted sign remnants. Roof: Flat concealed by parapet.

Physical condition level: Good

Physical condition:

Archaeological potential level: Not assessed

Archaeological potential Detail:

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Modification dates: Face brickwork of Clarence Street facade has been painted. Alterations to the ground floor elevation include a new awning, infilling the northern cartway opening and new or obscured original fenestration.

Timeline of known dates for changes to the site:

15 September 1910

Plans lodged for 115 Clarence Street by Spain, Cosh & Minnett, approved on 19 September 1910

25 October 1910

Contract let for erection of warehouse premises in Clarence Street for Noyes Bros Ltd, with Spain, Cosh & Minnett as architects and J M and A Pringle as builders

1911

Assessment book shows site as vacant

4 June 1912

Lease of land from Thomas Harrison to Noyes Bros (Sydney) Ltd

1914

Assessment book shows 115 Clarence Street owned by Thomas Harrison and occupied by Noyes Bros (Sydney) Ltd, noted as a warehouse and offices, built of brick and stone and a malthoid roof, of seven floors and seven rooms

November 1919

Revised fire underwriters' plan, originally from November 1919, showed 109-115 Clarence Street occupied by Noyes Bros (Sydney) Ltd, described as as office, demonstration and sample rooms

30 June 1920

Application by Noyes Bros for unspecified works to 115 Clarence Street

27 November 1924

Application by Noyes Bros for alterations and additions

27 April 1927

Lease renewed

23 October 1933

Application by Noyes Bros to convert cart dock to show window

8 September 1941

Conveyance of land from Frank Matthew Hammond Harrison and another to Noyes Bros (Sydney) Ltd

14 November 1941

Application by A E Catterall for alterations to the front ground floor estimated to cost £333

1942-45

Various minor alterations to the building

18 July 1945

Certificate of title issued to Noyes Bros (Sydney) Ltd for part of lot 12 section 53 City of Sydney, facing Clarence Street

14 June 1961

Ownership transfer to Traders Prudent Insurance Company Limited

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

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 unpainted brick walls. Consider removal of paint to formerly unpainted external walls. For repainting, use a colour scheme appropriate to the Federation period of the building, which highlights its decorative details in different tones.

Original brickwork, decorative relief brick details, timber double-hung sash windows, bracketed cornices, arched openings, painted sign remnants, and other original or early architectural features should be conserved and maintained.

Consider new uses for the building that will re-use and expose its warehouse 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**
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.

Criteria a): Built in 1910-11 as warehouses and offices for Noyes Bros, the building demonstrates the Federation
[Historical significance] development of one of Sydney's earliest warehouse districts during the early twentieth century, associated with the major working port of Darling Harbour. The height and design quality of the building provide evidence of the growth of industry and commerce in central Sydney and the intensified development of the inner-city during the Federation period.

As the purpose-built head office, showroom and warehouse for building and engineering suppliers Noyes Bros, the building is historically significant as evidence of Sydney's widespread engineering and building industries during the first half of the twentieth century. The continuous association of the building with Noyes Bros until the 1950s documents the increasing demand for building materials and machinery during the twentieth century, associated with technological innovations of the time, such as the advent of electricity and reinforced concrete construction.

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.

Criteria b): The building has significant associations with the building and engineering suppliers, Noyes Bros, from its
[Historical association significance] construction in 1911 until the 1950s. Its design is associated with the noted architects, architects, Spain, Cosh & Minnett.

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

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Criteria c): Architecturally, the building demonstrates a good example of an inner-city warehouse designed in the Federation warehouse style by noted architects, Spain, Cosh & Minnett. The building exhibits typical characteristics of this style including the masonry construction, face brickwork (since painted), facade rectangularity emphasised by projecting bracketed cornice, decorative parapet wall, piers dividing the facade into four vertical bays, three bays terminated by pronounced arches, and pairs of timber double-hung sash windows.

While the ground floor fenestration and awning have been altered and the northern cartway opening infilled, the building retains a high degree of overall architectural integrity.

The building makes an important contribution to the streetscape of Clarence Street. With its near proximity to the Erskine Street corner, exposed side wall, relative height compared to the corner hotel and Federation warehouse features, the building forms a distinctive feature in the streetscape of Clarence Street, which is visible from a number of near and distant vantage points, including Erskine Street.

The building also forms part of the cohesive group of multi-storey warehouse buildings from the Victorian and Federation periods located in the narrow grid pattern of streets along the western edge of central Sydney north of Sydney Town Hall.

Criteria d): Social significance requires further study to ascertain its value for the local community.
[Social/Cultural significance]

Criteria e):
[Research significance]

Criteria f):
[Rarity]

Criteria g): The building represents a good example of an inner-city Federation warehouse.
[Representative]

Intactness/Integrity: Largely intact externally above ground floor

References:	Author	Title	Year
	Roberts, Alex and O'Malley, Pat	Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth Century Sydney	2008
	Paul Ashton and Robert Freestone	Planning	2008
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	City of Sydney/ City Building Surveyors	City Building Surveyors Detail Sheets	1956
		Rate Books - various	

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

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	LOT	1		DP	85252

Latitude:

Longitude:

Location validity:

Spatial accuracy:

Map name:

Map scale:

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

AMG zone:

Easting:

Northing:

Listing: Name

Title

Number

ListingDate

City of Sydney Industrial and Ware Heritage study

Data entry: Data first entered: 14/08/2014

Data updated: 22/05/2015

Status: Completed

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Clarence Street elevation

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34527ca31f234434847b81f605dc0e82650.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34527ca31f234434847b81f605dc0e82650.JPG

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: North-east view of Clarence Street elevation and north side wall

Copy right: City of Sydney

Image by: City Plan Heritage

Image date: 19/08/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345d1d29489faea4a29a1048c9bde398031.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345d1d29489faea4a29a1048c9bde398031.jpg

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Detail of ground level street frontage

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34559d14a3f7bcd445e8cb54b1ce10249aa.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34559d14a3f7bcd445e8cb54b1ce10249aa.JPG

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Original 1910 elevation by Spain, Cosh & Minnett (DA 1910/699)

Copy right: City of Sydney archives

Image by: Spain, Cosh & Minnett

Image date: 01/01/1910

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345c2e57fb2da424db6a6e5a79d1a5ad532.jpg>

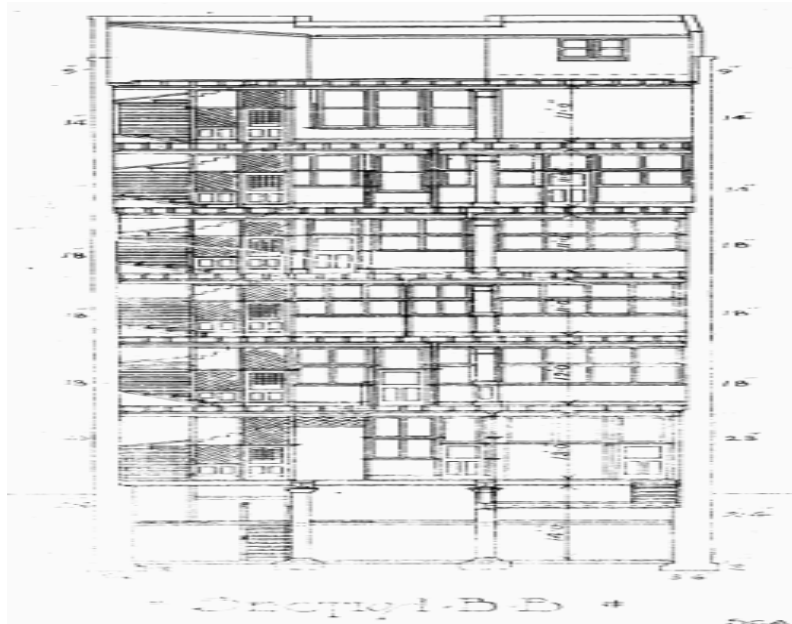
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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Original 1910 transverse section by Spain, Cosh & Minnett (DA 1910/699)

Copy right: City of Sydney archives

Image by: Spain, Cosh & Minnett

Image date: 01/01/1910

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345634dcf1b68e441ecb14f0d4207968731.jpg>

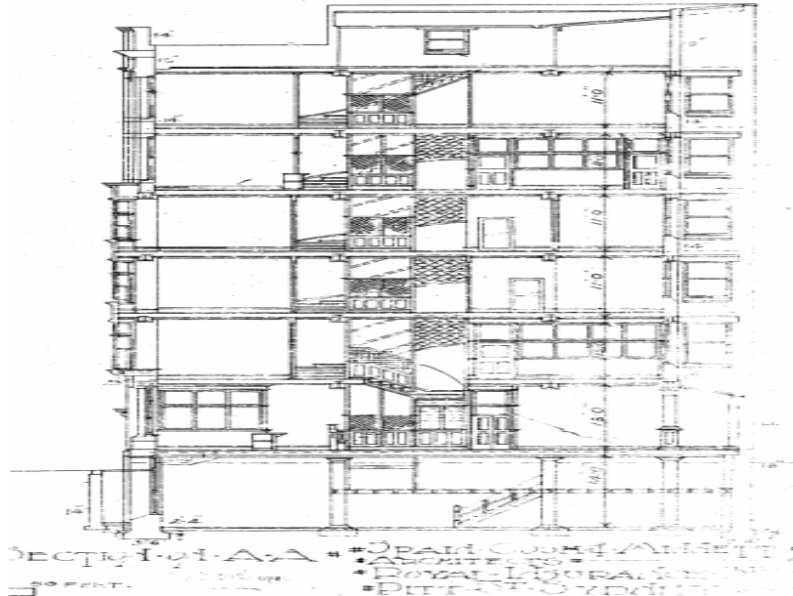
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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Original 1910 longitudinal section by Spain, Cosh & Minnett (DA 1910/699)

Copy right: City of Sydney archives

Image by: Spain, Cosh & Minnett

Image date: 01/01/1910

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345780025819e764eb98e16386693fbaab1.jpg>

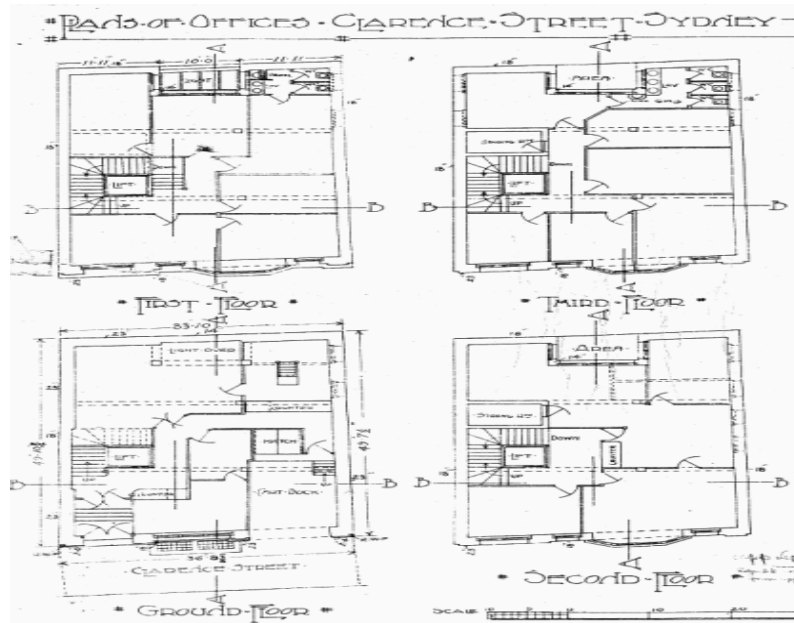
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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Some of original 1910 floor plans by Spain, Cosh & Minnett (DA 1910/699)

Copy right: City of Sydney archives

Image by: Spain, Cosh & Minnett

Image date: 01/01/1910

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345940bfc38d022412f9d569865c1af201d.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345940bfc38d022412f9d569865c1af201d.jpg

Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Undated panorama of Clarence Street and Darling Harbour docks from Railway House on York Street

Copy right: State Records of NSW

Image by: State Records of NSW Darling Harbour Gallery

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457c3b10084696496abd1de7e9cf19a9d3.jpg>

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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Extract of undated panorama of Noyes Bros from Railway House on York Street

Copy right: State Records of NSW

Image by: State Records of NSW Darling Harbour Gallery

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34593c52f5d4f8f492c83c53506dc4fce1e.jpg>

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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: North and east elevations shown in an undated photograph from circa 1909-1939

Copy right: State Library of New South Wales (oai:sl.nsw.gov.au:41736)

Image by: Hall & Co (hall_35045)

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3452044b239c5194226b69bd04aab38761a.jpg>

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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: The building viewed from the north in an undated photograph from circa 1909-1939

Copy right: State Library of New South Wales (oai:sl.nsw.gov.au:41768)

Image by: Hall & Co (hall_35076)

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3459b41070b75d14e1ea8328b2985cfd3ae.jpg>

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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Sketch of the building published on the back cover of Noyes Bros catalogue from the 1920s

Copy right:

Image by: Noyes Bros (Sydney) Ltd, Engineers and merchants, catalogue

Image date: 01/01/1920

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3453e39111a603545238c7b28889697623d.jpg>

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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: The building in circa 1920 viewed from the south

Copy right: City of Sydney archives

Image by: City of Sydney Archives (SRC14558)

Image date: 01/01/1920

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345300ee925baa241208e96d441bcee4f38.jpg>

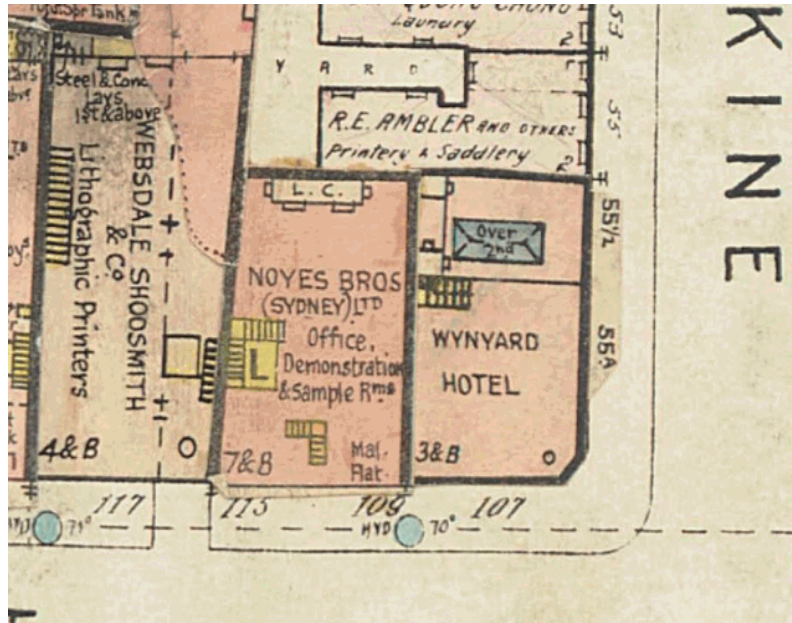
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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: 1919 Fire Underwriters' Plan extract showing the subject building

Copy right: City of Sydney archives

Image by: Fire Underwriters Association of NSW, Block 132-9

Image date: 01/11/1919

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451176e31ffeb0451e9c611d5ef9e81b69.jpg>

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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: 1956 detail sheet showing the subject building circled and surrounding warehouse district

Copy right: City of Sydney

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/345c9945f40c244466090b9a44b9d5d20b6.jpg>

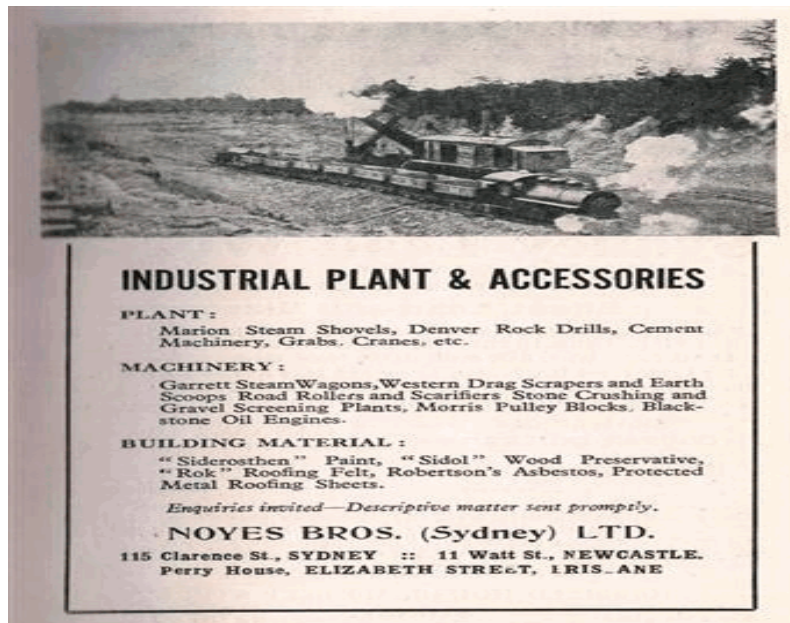
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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: 1920s Noyes Bros advertisement listing their products

Copy right:

Image by: C E Mayes, The Australian Builders & Contractors' Price Book, Sydney, 1927

Image date: 01/01/1927

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345f96a984b5c914c029cbe9fc1a951373f.jpg>

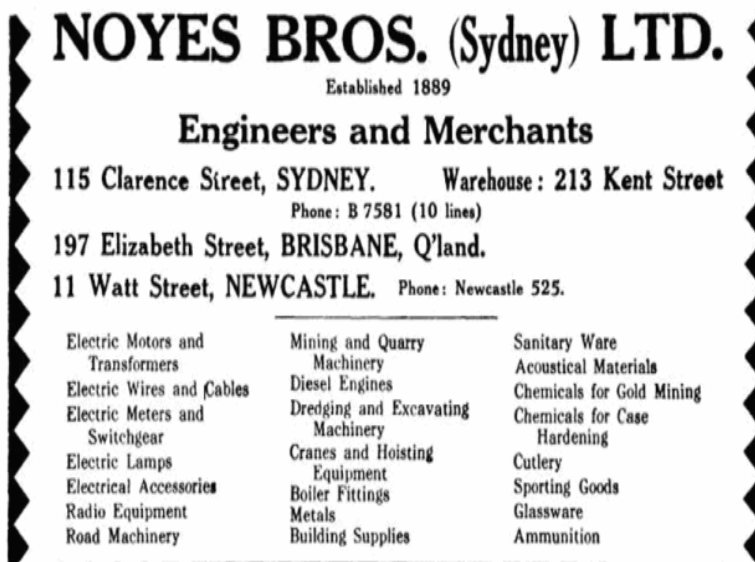
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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: 1936 advertisement from the Wise business directory, listing the diverse goods offered by Noyes

Copy right:

Image by: Wise, Directory, 1936, p 1135

Image date: 01/01/1936

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3453f5dec07f4e041ab8d24831e0df1b6c2.jpg>

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Item name: Former Noyes Bros warehouse including interiors

Location: 115 Clarence Street Sydney 2000

Sydney

Image:



Caption: Noyes Bros pavilion at the Royal Easter Show, circa 1930s, displaying a number of their products

Copy right: State Library of New South Wales

Image by: Sam Hood (ML PXE 789, volume 34, a359158h)

Image date: 01/01/1930

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345054b7c133c744c20975ddab1e36ae198.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345054b7c133c744c20975ddab1e36ae198.jpg

Inventory 54

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Address: 185 Clarence Street

Planning: Sydney South

Suburb/nearest town: Sydney 2000

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: McLaughlin & Co Pty Ltd, E A Dawbarn & Co, Arthur Cocks & Co

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: As described in Sydney Local Environmental Plan

Item type: Built

Group: Commercial

Category: Warehouse/storage area

Owner:

Admin codes:

Code 2:

Code 3:

Current use:

Former uses: Warehouse/ store

Assessed significance: Local

Endorsed significance:

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Statement of significance: Built in 1909 as a warehouse for wine and spirit merchant, Norman Shelley, the building represents the Federation development of one of Sydney's earliest warehouse districts during the early twentieth century, associated with the major working port of Darling Harbour. The height and design quality of the building provide evidence of the growth of industry and commerce in central Sydney, in particular relating to the liquor industry, and the intensified development of the inner-city during the Federation period.

The building demonstrates the commercial body of work of well-known architect, Arthur Pritchard, a past president of the NSW Chapter of the Institute of Architects. It represents a good and remarkably intact example of an inner-city warehouse designed in the Federation warehouse style which makes reference to the 'Chicago Style' and the work of influential architects such as Louis Sullivan. The building exhibits typical features of these styles and influences through its emphatic vertical masonry piers, vertical oriel bay, façade rectangularity emphasised by projecting bracketed cornices and the early use of the modern aesthetic of broad spandrel fenestration.

Technically, the building demonstrates multi-storey warehouse construction of the early twentieth century in the use of load-bearing brick walls with blind arches, exposed timber floor joists with herringbone struts, riveted steel stanchions and beams to span long distances and provide large spaces for storing goods, and the use of lifts for efficiently transporting goods between multiple levels. The exposed steel framework is rare as an unusual example of construction for an early twentieth century high-rise building.

The building makes an important contribution to the dual streetscapes of Kent and Clarence Streets, as part of a cohesive group of multi-storey warehouse buildings from the Victorian and Federation periods located in the narrow grid pattern of streets along the western edge of central Sydney.

The extant lifts and pipework provide evidence of Sydney's early hydraulic power system of reticulated high-pressure water used to drive lifts, cranes, wool presses, bank doors, and conveyors before the advent of electricity. They may offer research potential into the early twentieth history of hydraulic power and lift design in Sydney.

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

High Significance: Intact original fabric of the Clarence and Kent Street façades, external pavement lights, all interiors, including the basement level. Medium Significance: Altered windows. Low Significance: Later partitions.

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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/>

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.

Early warehouses history:

Sydney's early warehouses were built to store imported products and goods for export, transported by ship. Sydney's first warehouses were consequently located near the waterfront and major wharves. Early warehousing was built at the mouth of the Tank Stream and along western side of Sydney Cove, near the first dockyards, the government Commissariat stores, Customs House, and the first privately owned stores belonging to Robert Campbell of the East India Company. Early warehouses were primarily built to store exports from the sealing and whaling industries, and then for wool exports from the 1820s. Imports also required storage, including tea, alcohol, household goods, horses, hoists and most provisions used for the settlement and residents of colonial Sydney.

The only stores built far from the wharves were for goods considered dangerous or vulnerable, often on islands in the harbor. Gunpowder was stored on Goat Island and grain on Cockatoo Island. A few warehouses and stores from the 1830s and beyond remain in The Rocks and Millers Point.

Later stores spread around Dawes Point to the Pyrmont peninsular primarily for the wool trade from the 1880s, and into Darling Harbour for produce from the coastal shipping trade. The 1887 Corn Exchange building at the base of Market Street and warehouses built over the next few decades along Kent Street, demonstrate the warehousing development of the late nineteenth and early twentieth century. They were sited in proximity to Darling Harbour and to the City Markets.

(Dr Shirley Fitzgerald, Sydney's historic industrial and warehouse resources: overview of historic development, April 2014; City Plan Heritage, Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

Precinct history:

The area forms one of the early warehousing districts of Sydney, located within the narrow grid pattern of streets

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on the western edge of central Sydney, principally defined by York, Clarence, Kent and Sussex Streets.

The street layout of this area dates from the early colonial period of Sydney's settlement. Originally these streets were named Barrack Row for York Street, Middle Soldiers Row for Clarence Street, and Back Row or Back Row West for Kent Street. The early street names reflect how this part of Sydney town was originally occupied by the military. The military district extended between the land bound by George Street to the east, DrUITT Street to the south and a line extending from Hunter Street to Darling Harbour to the north. No civilians were allowed in this area. This regulation was in force until the arrival of Governor Macquarie. (City of Sydney, York Street Special Character Area heritage inventory)

Wynyard Barracks was built in several stages within this district to become the largest British military barracks in the southern hemisphere. It was one of the most prominent landmarks in the town and occupied fifteen acres in the centre of the town. Various facilities developed around the Barrack. The pubs, eating houses and brothels were located in nearby streets. The wives of the soldiers lived just behind the barracks in rows of wooden huts in what is now Clarence Street. The military use of this land ended when the barracks was relocated to Darlinghurst and the Wynyard garrison moved out in 1848. (City of Sydney, York Street Special Character Area heritage inventory)

When Lachlan Macquarie arrived to govern the fledgling colony in 1810, he instituted major changes to the planning and buildings of Sydney town and other early settlements of New South Wales. Governor Macquarie renamed the subject streets in 1810 after British peers: York, Clarence, Kent and Sussex. Market Street was also named by Macquarie at the same time, indicating the early plans for markets located on the site of the later Queen Victoria Building from approximately 1812. (City of Sydney, History of Sydney Streets, <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/people-and-places/streets>, accessed 13 April 2015)

In February 1811, Governor Macquarie opened the new wharf at Cockle Bay, now Darling Harbour. Until this time, all general provisions for the colony were landed at Hospital Wharf in Sydney Cove. The only two other wharfs in operation were Governor's Wharf and Robert Campbell's Wharf. Produce from Parramatta was brought to the Market Wharf and transported to the new market located at the present site of the Queen Victoria Building. This stimulated commercial development in this western section of the town.

From the 1870s purpose-built warehouses were constructed to the north of Sydney Town Hall and DrUITT Street within this district, to serve the major working port of Darling Harbour. The land was well located between the Darling Harbour docks to the west and the markets and later the Queen Victoria Building to the east. By 1900 the Clarence Street block between Market and DrUITT Streets was almost entirely occupied by warehouses (City of Sydney, York Street Special Character Area heritage inventory, undated; Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

By the 1980s, the working Port of Sydney had effectively shifted from Port Jackson to Botany Bay, removing the need for extensive warehousing along the city waterfronts of Pyrmont, Darling Harbour and Millers Point.

Sydney building height history:

Technological advancements during the late 1800s and early 1900s made the construction of taller buildings possible, including steel and reinforced concrete construction materials, the introduction of a reliable and affordable electricity supply in 1904, and development of lifts and elevators for efficiently moving people and goods vertically.

In 1890 and 1901, major fires in Sydney and resulting loss of life and property, increased public concern and debate about the ability to fight fires and rescue people from tall buildings. The 1901 fire which destroyed Anthony Hordern's eight-storey department store in Haymarket, killed five people including one man trapped at 120 feet (36.6 metres) who couldn't be reached by the fire brigade's tallest ladder. At the time, the chief officer of the fire brigades, Alfred Webb, was reported as advocating that no building should be erected higher than 90 feet (27.4 metres) "because it is recognised as the highest practicable height at which a brigade can fight a fire."

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Chief Webb was later quoted in 1907 describing buildings of 100 feet (30.5 metres) as “suicidal” because the fire brigade ladders could only extend to 80 feet (24.4 metres) with a possible extra 10 feet. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Private development increased in the early twentieth century. Between 1905 and 1910, five new department stores opened in Sydney, including a rebuilt Anthony Horderns. By 1911, a record 6503 private buildings were constructed in Sydney. Never before had so many buildings been erected in one year. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Yet Sydney's building regulations were still modelled on eighteenth century English regulations, which assumed buildings were constructed of brick and wood and would not exceed six stories. The building regulations also inadequately provided for fire safety and enforcement. The Fire Underwriters Association of NSW promoted fire safety in building design such as through discounted insurance premiums; however this was not legally binding. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

International comparisons were important in debates about limiting building height at this time. It was noted in the NSW Parliament that most European cities had building height limits under 100 feet (30.5 metres), with Paris set at 65.5 feet (20 metres) and London at 80 feet (24.4 metres), while American cities such as Chicago had limits closer to 200 feet (61 metres). New York was generally held up as an example of the negative consequences of high-rise development, such as overcrowding, aesthetic and moral concerns. Sydney's first building act had been based on English legislation, and the English influences continued to hold sway in 1912 when the new laws were passed by Parliament. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

In 1912, the NSW government passed the laws which limited building heights to 150 feet (45.7 metres) in the Height of Building Act 1912. The laws also required any building taller than 100 feet to make adequate provision for protection against fire. This resulted in the fire-retardant malthoid roofs and water or sprinkler towers for fighting fires found in Sydney's tall buildings of the time. In 1957, modifications to the 1912 laws relaxed the height limits. (<http://dictionaryofsydney.org/entry/planning>, accessed 15 April 2015; <http://www.smithsonianmag.com/history/the-anti-skyscraper-law-that-shaped-sydney-australia-30000644/?no-ist>, accessed 15 April 2015)

Hydraulic lifts history:

Before the advent of petroleum and electricity as energy sources, pollution from burning coal was impacting heavily on city life, and there was no alternate, easily reticulated energy source other than mechanical power.

During the early nineteenth century, both compressed air and hydraulic (high pressure water) systems, were developed to meet the needs of industry. The main person to selectively develop and use water-based hydraulic power was William Armstrong with a hydraulic crane in 1840 and the hydraulic accumulator of 1858.

By the 1880s, local authorities installed public hydraulic power systems. These provided high-pressure water to consumers who paid a fee based on their water usage.

This system functioned through high-pressure pumps which forced water into an accumulator to maintain the pressure and provided a small reservoir of high-pressure water. The water from the accumulator could then be readily reticulated around a factory, or a city, as an energy source.

The Sydney Hydraulic Power Company (SHPC) was set up by an Act of Parliament in 1889. This represented

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the fifth such system in the world. At its peak, the company had over 2000 customers and 80 km of pipes throughout the city.

The water at 750 psi was used primarily to drive passenger and goods lifts, cranes, bullion lifts, wool presses, bank doors and conveyors. the hydraulic lift was instrumental in enabling building heights to increase, ultimately leading to the modern skyscraper.

(J Gibson, Sydney Hydraulic Power Company, Extant Remains in Sydney, Notes on 185 Clarence Street, 11 October 2014)

Site history:

This building was constructed in 1909 as a warehouse and store on land owned by the Union Trustee Company of Australia (Lang Rate Assessment, 1907, No 499; CT 2107 f 145). The company leased land between Clarence and Kent Streets land to Norman Shelley, a Sydney merchant, for 40 years at £400 per annum. The lease required Shelley to construct a warehouse and store costing £8,000 to the plans of 'Mr Pritchard' at his own expense. The building was to be complete by 29 December 1909 (Old System Deed, No 358 Bk 872).

Architect Arthur F Pritchard's plans for the building were signed by the building firm, Baldwin Brothers, on 31 December 1908 and approved by Council on 15 January 1909. Baldwin Brothers, of Angel Place, Sydney, and 141 Enmore Rd, Newtown, was run by John William Baldwin and George Baldwin (Registers of Firms, SRNSW 2/8532, No 67).

Arthur F. Pritchard, a past president of NSW Chapter of the Institute of Architects, took a leading part in promoting the Architects' Registration Bill in 1920. His firm designed a number of large commercial premises in Sydney, including the warehouses of Goldsbrough, Mort & Co. at Pyrmont and Circular Quay, and the large stores of Winchcombe, Carson & Co. at Pyrmont. Pritchard also designed important alterations to the Royal Exchange, which included the Wool Exchange.

Pritchard's original drawings document the building design and construction of brick walls, timber floors and steel stanchions extending nine bays between the two streets. A staircase along the northern side wall, two lifts near Kent Street, a strong room in the basement and cart docks off Kent Street are also shown in these plans. The block plan in these drawings also show the outline of the 'old store' and 'old cottage' on the site which were demolished for construction of this building. (SCC Plan 1909/0007)

The Sands directory of 1910 showed Norman Shelley, wine and spirit merchant at '187 Clarence Street'. This entry had been updated to No. 185 by 1911 (Sands, Directory, 1910, p 32; 1911, p 33). The 1911 rate book also recorded that the building was occupied by Norman Shelley and owned by the Union Trustee Company of Australia. Rate books then described the building as a warehouse of brick with a slate roof of 6 floors and 6 rooms (Lang Rate Assessment, 1911, No 487).

Norman Shelley died on 17 January 1915 after building up a large firm (SMH, 19 Jan 1915, p 5). The goodwill and leasehold of these premises were transferred to his brother Harry M Shelley (SMH, 23 April 1915, p 8). The building was used for many years as a wholesale liquor warehouse and store.

In 1917, plans for works were lodged with council by H N Shelley for 185 Clarence Street on 19 November (SCC Street cards).

Assessment books record the tenancy change from rating Norman Shelley in 1918 to Harry Shelley from 1924 (Lang Rate Assessment, 1918, 1921, 1924 and 1927).

By 1921, the fire underwriters plan held in the Mitchell Library dated 8 April recorded that the building measured seven storeys on Kent Street and 6 storeys with 2 basements on Clarence Street with a flat malthoid roof. The use was noted as 'Harry Shelley, general merchants & wholesale grocers'. Three lifts are shown on this

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plan, including the pair near the Kent Street frontage and one between the lower floors near the Clarence Street frontage, plus a timber staircase along the south side wall. (Fire Underwriters Plan, ML Block 146, 147)

The building had two hydraulic lifts installed, located side-by-side near the Kent Street entrance, used as goods lifts ranging from the ground level to level 5 over 6 floors, and a third 'dumb waiter' style hydraulic lift in the sub-basement level near Clarence Street. McLaughlin and Co Ltd were later connected to the Sydney Hydraulic Power system on 20 May 1935 at a fee of three pounds per quarter per machine. McLaughlin's lifts were still functioning when Sydney Hydraulic Power Company closed by 1975 because two modern oil-based hydraulic pumps were used to replace the public water-based system. (J Gibson, Sydney Hydraulic Power Company, Extant Remains in Sydney, Notes on 185 Clarence Street, 11 October 2014).

Harry Shelley died on 26 June 1932, aged 69 (SMH, 27 June 1932, p 10). The 1936 rate book recorded that 186 Clarence Street [sic] was subsequently leased to 'McLaughlin & Co Pty Ltd'. The building was still noted as a warehouse at this time. By 1948, the building was still leased to McLaughlin & Co Pty Ltd. (Gipps Rate Assessment, 1936, No 27175; 1948, No 27136).

The altered fire underwriters plan from approximately 1940 records the building as 'McLaughlin & Co Pty Ltd & E A Dawbarn & Co Pty Ltd'. These uses are noted as a wholesale wine & spirit merchants store, blending & bottling workrooms, and warehouse and liqueur mixing workroom (Fire Underwriters Plan, SCC, Block 146, 147).

E A Dawbarn & Co Pty Ltd was a manufacturer's agency. Its imports included sanitary earthenware (SMH, 24 Feb 1938, p 7; 15 July 1944, p 2).

In 1949, R M Joy & Pollitt proposed to use the building as an office & storeroom in plans lodged on 8 July (SCC Street cards).

In 1955, the property was transferred to McLaughlin & Co Pty Ltd on 25 March (CT 3176 f 57), as shown in the 1956 detail sheet. After the building was transferred to the Sydney County Council on 21 January 1969, the premises were leased the same day to McLaughlin & Co Pty Ltd (CT 3176 f 57).

On 16 July 1973, Arthur Cocks & Co proposed to use the building for jewelry and optical sales and as a warehouse (SCC Street cards). Later, on 9 October 1973, Kennedy & Scott Pty Ltd proposed alterations for works valued at \$40,000 (SCC Street cards).

The warehouse and showroom were subsequently leased to a number of tenants including Cocks & Halls Ltd on 19 November 1975 (CT 3176 f 57) and Warringah Industrial Park Ltd on 20 February 1979 (CT 3176 f 57). The second floor was leased to Hospitals Contribution Fund of Australia on 11 October 1979 (CT 3176 f 57). The ground floor was leased to Lyttle & Westaway Pty Ltd on 25 February 1980 (CT 3176 f 57).

Themes:	National theme	State theme	Local theme
	3. Economy	Commerce	Activities relating to buying, se
	3. Economy	Commerce	Warehouses
	3. Economy	Industry	Warehouses

Designer: Arthur F Pritchard

Builder: John William Baldwin and George Baldwin

Year started: 1909

Year completed: 1909

Circa: No

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Physical description: The building was constructed as a warehouse for Norman Shelly in 1909 to the design of the architect, Arthur F Pritchard. The building is located in the warehouse district on the western edge of central Sydney on land with dual frontages to Clarence and Kent Streets.

The building is seven storeys high; six storeys plus a sub-basement level fronting Clarence Street and seven storeys including the basement fronting Kent Street, contained under a flat roof concealed behind parapet walls. The main entrance at ground level is accessed from Clarence Street. The former cart docks and goods entrance at the basement level is accessed from Kent Street.

Construction materials include face brick walls (part rendered and painted), timber floors boards, timber floor joists with herringbone struts, supported on riveted steel beams and stanchions. Windows and doors are timber-framed and pressed-metal is used in ornamental details.

The building is designed in the Federation warehouse architectural style with influences of the later Chicacoesque style and the work of architects such as Louis Sullivan. The building exhibits typical characteristics of these styles including the emphatic vertical masonry piers dividing the façade into bays, face brickwork (since partly painted and rendered), symmetrical facades, façade rectangularity emphasised by projecting bracketed cornices, spandrel emphasising divisions between floors, ornamentation concentrated along the parapet wall, timber fenestration and pressed metal oriel bay window. The horizontal proportions of the broad spandrel windows demonstrate an early use of the modern aesthetic typically found from the inter-war period in the Chicacoesque architectural style.

Both facades are terminated by a cornice formed into a sweeping bracketed segmental arch, supported by pairs of engaged pilasters. Banks of casement windows with transom lights are arranged between the brick piers. The two bays of the Clarence Street façade are unusually interrupted by an oriel bay window at the first and second floor levels. Internally, the oriel window means that the central post dissects the oriel bay. Windows are grouped in continuous banks across the two levels of the oriel window, and in two banks of four windows above the oriel. The base of the oriel window is lined with pressed metal with Art Nouveau patterns. Low windows on this façade light the sub-basement level. By comparison, the Kent Street elevation is unadorned and divided into three bays containing banks of three windows at the upper levels, and openings to the original cart docks at the street level.

The main entrance on Clarence Street retains its original pair of timber doors with five panels, and pressed metal lining the stair treads leading to the ground floor. A broad band of cast iron pavement lights on Clarence Street illuminate the sub-basement.

Blind arches along the external northern wall, matching the internal face, indicate that additional warehouses were contemplated before the adjoining substation was built. This is supported by projections of brick on the northern parapet to Kent Street. Both these features also indicate that the construction of the building predates the adjoining substation.

The interiors are highly intact with minimal or reversible alterations. Original drawings indicate that the ground and first floors have 15 and 14 feet high ceilings respectively, just over 10 feet high ceilings for the basement, and 10 feet high ceilings for the upper levels.

The interiors are generally unsubdivided floor plates with nine bays spanning the distance between the two street frontages. The internal bays are formed by a central row of riveted steel stanchions and blind arches along the side brick walls. Timber stairs are located along the side wall, with open treads and simple timber balusters. An original strong room is located along the northern side wall of the basement. Original lifts are described further below.

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The timber and steel structure and floor boards are exposed on most levels. The exposed steel structure is unusual for the period compared to the more common (fly ash) encased steel construction. The brick side walls are two brick skins thick, with piers of an additional two skins thick. The piers are arranged as blind arches facing the interior.

The building has three original lifts, which were originally hydraulic-powered. The main lifts running between all levels comprise a pair of goods lifts located near the Kent Street entrance. The lift cars are caged and set within rudimentary timber-panelled shafts. These could still be operative with electrical power supply. The two modern oil-based hydraulic pumps located on level six which replaced the water-based system pumps were in reasonable condition when last inspected by Engineers Australia. The boarding of the lift well prevented inspection of the lift ram mechanism and counterweights. (J Gibson, 11 October 2014)

Remnants of a third hydraulic powered lift are located in the sub-basement level near Clarence Street. This lift, a 'dumb waiter' style lift that only served the lower levels, had all its equipment extant, including supply pipes, control valves, water meter and valves. The original timber cage and shaft surrounds survive in bad condition. The cylinder and ram also remain. The timber lift guide posts in the sub-basement area are sawn off at the ground level floor level. No evidence that the lift shaft or the guide posts for the lift extended to the higher floors was evident at the upper levels. (J Gibson, 11 October 2014)

The original piping for the hydraulic power system also survives. Two valve covers in the footpath outside the building belong to the stop valves of the Sydney Hydraulic Power Company (SHPC). These separated the building from the mains in case of a fault. The SHPC pipes enter the ground level of the building, at about head height, on the north side. They follow the ceiling line along most of the north wall. About one-third along the wall, there is a T-junction with the leg of the T passing through the floor to the sub-basement level. The mains continue along the north wall, then in a southerly direction along the ceiling to meet the lifts in the north-eastern corner of the lift well. They are disconnected at the lift well. (J Gibson, 11 October 2014)

Two small structures are located on the flat roof. One housed the lift motor room and the other gave protection to the stair access to the roof.

Category: Individual building. Style: Federation warehouse with inter-war Chicagoesque elements. Storeys: Seven (or six plus basement). Facade: Face brickwork, part painted or rendered. Roof: Flat concealed by parapet.

Physical condition level: Good

Physical condition: The brickwork and the timber joinery of the exterior of the building are in good condition, although face brickwork has been painted. Internally the timber floors have sagged between the steel beams due to the undersized timber joists. The herringbone strutting remains intact on all levels.

Archaeological potential level: Not assessed

Archaeological potential Detail: Subterranean archaeological potential has not been assessed.

Within the extant building, engineering remnants survive from the hydraulic-powered lift system, as documented by Engineering Heritage Sydney (J Gibson, Sydney Hydraulic Power Company, Extant Remains in Sydney, October 2014)

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Modification dates: The Clarence Street facade face brickwork has been painted and the base brickwork beneath the ground floor windows rendered. The intermediate piers and brick spandrels of the Kent Street facade have been rendered, maintaining face brickwork for the outer flanking piers. Ground floor glazed window sashes have been removed from the window frames.

Internally, some partitions have been installed on a number of levels. A sprinkler system has also been installed.

Timeline of known dates for changes to the site:

15 December 1908

Lease of the property from Union Trustee Company of Australia Ltd to Norman Shelley

31 December 1908

Architectural drawings for the proposed building prepared by architect Arthur F Pritchard, signed by builder Baldwin Brothers

15 January 1909

Plans for proposed building approved by Council

19 November 1917

Plans for unspecified works lodged by H N Shelley for 185 Clarence Street

8 April 1921

Fire underwriters plan notes the building as 'Harry Shelley, General Merchants & Wholesale Grocers'

1936

Lessee was now 'McLaughlin & Co Pty Ltd'

1940 circa

Fire underwriters plan records the building as 'McLaughlin & Co Pty Ltd & E A Dawbarn & Co Pty Ltd, Wholesale Wine & Spirit Merchts Store, Blending & Bottling Workrooms, Warehouse and Liqueur Mixing Workroom'

8 July 1949

R M Joy & Pollitt proposed to use the building as an office & storeroom

25 March 1955

Ownership transferred to McLaughlin & Co Pty Ltd

21 January 1969

Ownership transferred to the Sydney County Council and leased to McLaughlin & Co Pty Ltd

16 July 1973

Arthur Cocks & Co proposed to use the building for jewelry and optical sales and as a warehouse

9 October 1973

Kennedy & Scott Pty Ltd proposed alterations for works valued at \$40,000

19 November 1975

Leased to Cocks & Halls Ltd

20 February 1979

Leased to Warringah Industrial Park Ltd

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11 October 1979
Second floor leased to Hospitals Contribution Fund of Australia

25 February 1980
Ground floor leased to Lyttle & Westaway Pty Ltd

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 unpainted brick walls. Consider removal of paint to formerly unpainted external walls. For repainting, use a colour scheme appropriate to the Federation period of the building, which highlights its decorative details in different tones.

Original brickwork, timber-framed windows, moulded timber doors, bracketed cornices, oriel window, pressed metal finishes and other original features of the building should be conserved and maintained.

Consider new uses for the building that will re-use and expose its warehouse 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**
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.

Criteria a): Built in 1909 as a warehouse for wine and spirit merchant, Norman Shelley, the building represents the
[Historical significance] Federation development of one of Sydney's earliest warehouse districts during the early twentieth century, associated with the major working port of Darling Harbour. The height and design quality of the building provide evidence of the growth of industry and commerce in central Sydney, in particular relating to the liquor industry, and the intensified development of the inner-city during the Federation period.

The building also demonstrates the commercial body of work of well-known architect, Arthur Pritchard, a president of the NSW Chapter of the Institute of Architect, in the early 1910s who took a leading role in promoting the Architects' Registration Bill passed in 1920.

The extant lifts and pipework provide evidence of Sydney's early hydraulic power system of reticulated high-pressure water used to drive lifts, cranes, wool presses, bank doors, and conveyors before the advent of electricity.

This former warehouse 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.

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Location: 185 Clarence Street Sydney 2000

Sydney

Criteria b): The building has associations with the well-known Sydney merchant, Norman Shelley, and the wine and spirit business of the Shelly brothers from 1909 to the 1930s, then McLaughlin & Co Pty Ltd for similar uses until the 1960s. Its design is associated with well-known architect, Arthur F Pritchard, as one of his Sydney commercial designs, together with the warehouses of Goldsbrough, Mort & Co at Pyrmont and Circular Quay, the large stores of Winchcombe, Carson & Co at Pyrmont, and alterations to the Royal Exchange including the Wool Exchange.

Criteria c): The building represents a good and remarkably intact example of an inner-city warehouse designed in the Federation warehouse style which makes reference to the 'Chicago Style' and the work of influential architects such as Louis Sullivan. The building exhibits typical features of these styles and influences through its emphatic vertical masonry piers, vertical oriel bay, façade rectangularity emphasised by projecting bracketed cornices and the early use of the modern aesthetic of broad spandrel fenestration.

Technically, the building demonstrates multi-storey warehouse construction of the early twentieth century in the use of load-bearing brick walls with blind arches, exposed timber floor joists with herringbone struts, riveted steel stanchions and beams to span long distances and provide large spaces for storing goods, and the use of lifts for efficiently transporting goods between multiple levels. The exposed steel framework is rare as an unusual example of construction for an early twentieth century high-rise building.

The building makes an important contribution to the dual streetscapes of Kent and Clarence Streets, as part of a cohesive group of multi-storey warehouse buildings from the Victorian and Federation periods located in the narrow grid pattern of streets along the western edge of central Sydney.

Criteria d): Social significance requires further study to ascertain its value for the local community.

Criteria e): This former warehouse has potential to yield information on the construction techniques of Federation warehouses, the body of works by well-known architect Arthur Pritchard, and early twentieth use of hydraulic power and associated lift design in Sydney.

Criteria f): The exposed steel framework is rare as an unusual example of construction for an early twentieth century high-rise building.

The building is also rare for its integrity, internally and externally, compared to warehouses of a similar period in Sydney.

Criteria g): The former warehouse represents a good and intact example of an inner-city warehouse designed in the Federation warehouse style which makes reference to the 'Chicago Style', and the work of architect Arthur Pritchard. It also contains good examples of formerly hydraulic-powered lifts.

Intactness/Integrity: Intact, externally and internally

References:	Author	Title	Year
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	J Gibson, Chair Engineering Heritage	Sydney Hydraulic Power Company - Extant remains in Sydney	2014
	City of Sydney/ City Building Survey	City Building Surveyors Detail Sheets	1956
	Fire Underwriters Association of NSW	Fire Underwriters Plan, ML Block 146, 147, ML & SCC	1940
	State Records of NSW	Registers of Firms, 2/8531-41	

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
	LOT	2		DP	168428

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

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: 13/08/2014

Data updated: 22/05/2015

Status: Completed

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Clarence Street elevation

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 20/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345eeaccb93ad09422292bc3f2b453abc28.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345eeaccb93ad09422292bc3f2b453abc28.JPG

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Clarence Street ground floor elevation (left) and adjoining substation (right)

Copy right: Engineering Heritage Sydney

Image by: J W Gibson

Image date: 04/06/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b87f71b43ba34d158c2ccdae26b17539.jpg>

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Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Detail of pressed metal underside to Clarence Street bay window

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 20/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3459d99a9729cd3494daf5dcf727ff1565.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3459d99a9729cd3494daf5dcf727ff1565.JPG

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Kent Street elevation

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/04/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451540d17576144849a14f7683d8337df4.JPG>

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Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: South and west elevations viewed from Kent Street

Copy right: City of Sydney

Image by: City Plan Heritage

Image date: 12/08/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345bfc853b8c004ac78249666f65eb7aa6.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345bfc853b8c004ac78249666f65eb7aa6.jpg

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Typical upper level interiors looking east-west towards Kent Street windows

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/05/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3455770c945eaae4f81ae4bdf59c4c2124b.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3455770c945eaae4f81ae4bdf59c4c2124b.JPG

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Typical interiors looking north towards brick bays of side wall

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/05/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34568d5f4ac3a9e427cb2a5d80e59d980ce.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34568d5f4ac3a9e427cb2a5d80e59d980ce.JPG

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Kent Street windows viewed from interior

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/05/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345fe9f9a67ff4f4b018390469edc439ad3.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345fe9f9a67ff4f4b018390469edc439ad3.JPG

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Detail of timber floors, steel columns and beams

Copy right: City of Sydney

Image by: Margaret Desgrand

Image date: 14/05/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345e9350ee72c584368a3e4739a13b4edee.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345e9350ee72c584368a3e4739a13b4edee.JPG

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Original lifts at basement level near Kent Street entrance

Copy right: City of Sydney

Image by: Margaret Desgrand

Image date: 14/05/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34501ac578383ed4cadbfd91184f9b3c15b.JPG>

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Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Rear of boarded lifts on level 3

Copy right: Engineering Heritage Sydney

Image by: J W Gibson

Image date: 04/06/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345ccf4ed7a699044cc9f4eeaf2cd8217fe.jpg>

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Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Hydraulic lift cable room at roof level

Copy right: Engineering Heritage Sydney

Image by: J W Gibson

Image date: 04/06/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34508458746cfc24c3e9d61b67ec9c37280.jpg>

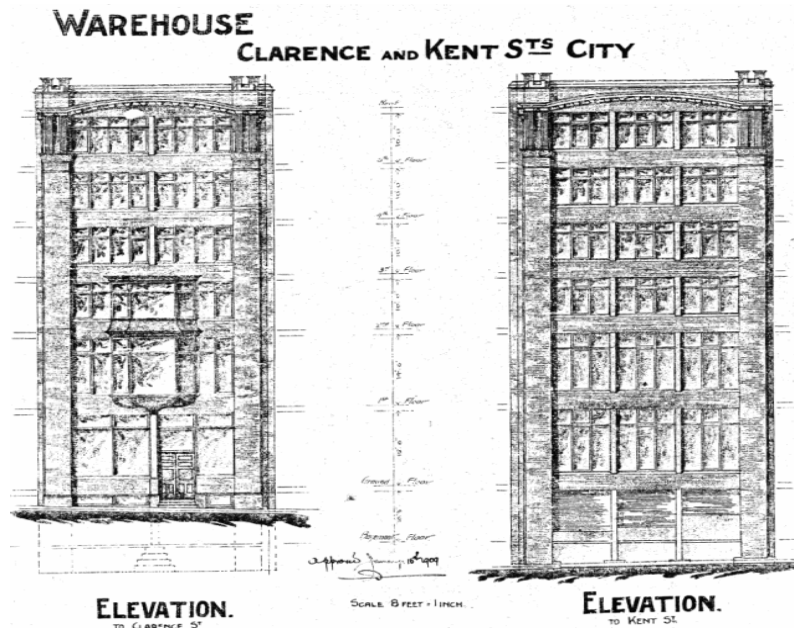
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Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Original 1908 elevations by Pritchard

Copy right:

Image by: Arthur F Pritchard

Image date: 31/12/1908

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345de1b453f35e246c89abc11cc8299a6da.jpg>

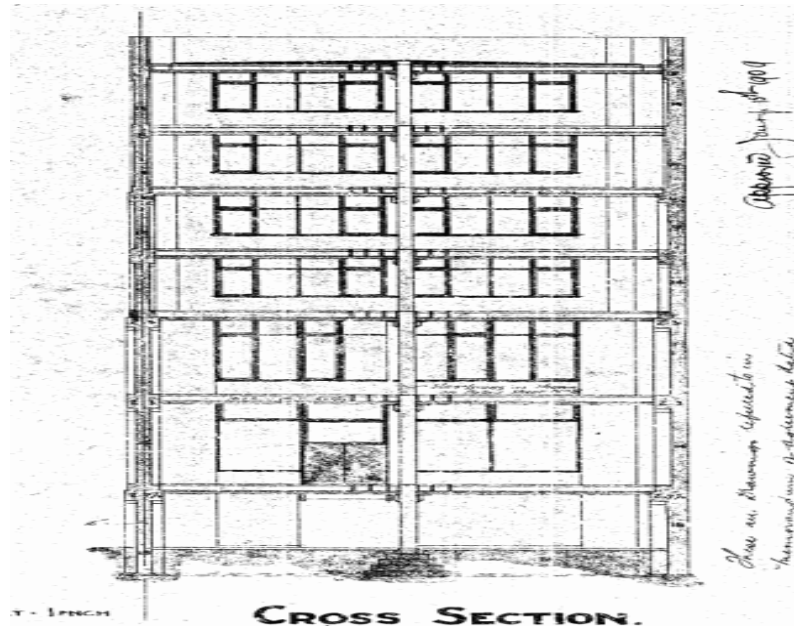
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Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Original 1908 transverse section by Pritchard

Copy right:

Image by: Arthur F Pritchard

Image date: 31/12/1908

Image number:

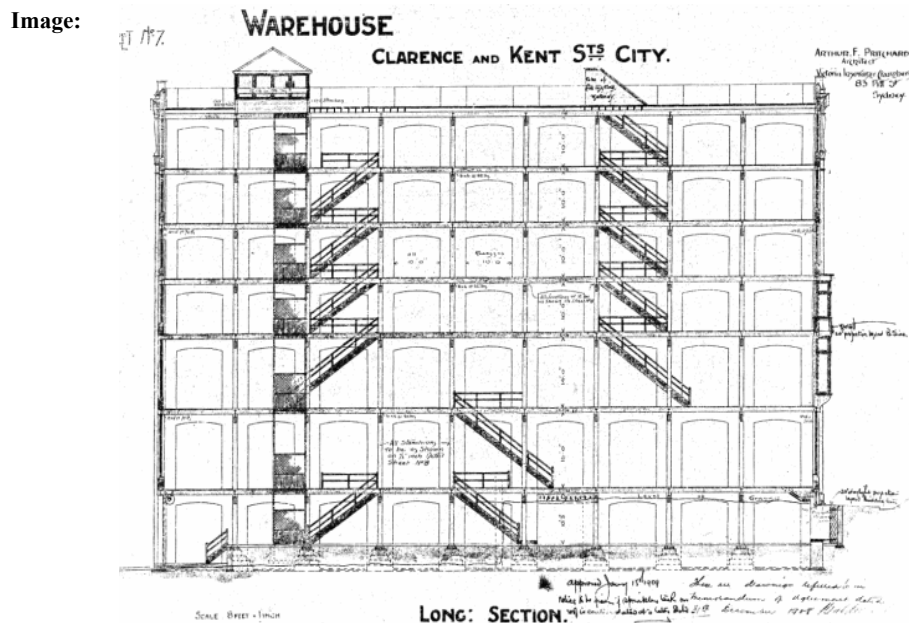
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Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345b2ccbc7eb42d4a15a813bceb9b9b03e2.jpg

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney



Caption: Original 1908 longitudinal section by Pritchard

Copy right:

Image by: Arthur F Pritchard

Image date: 31/12/1908

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3456b7eb0783842f1a3b059520ee8aef6.jpg>

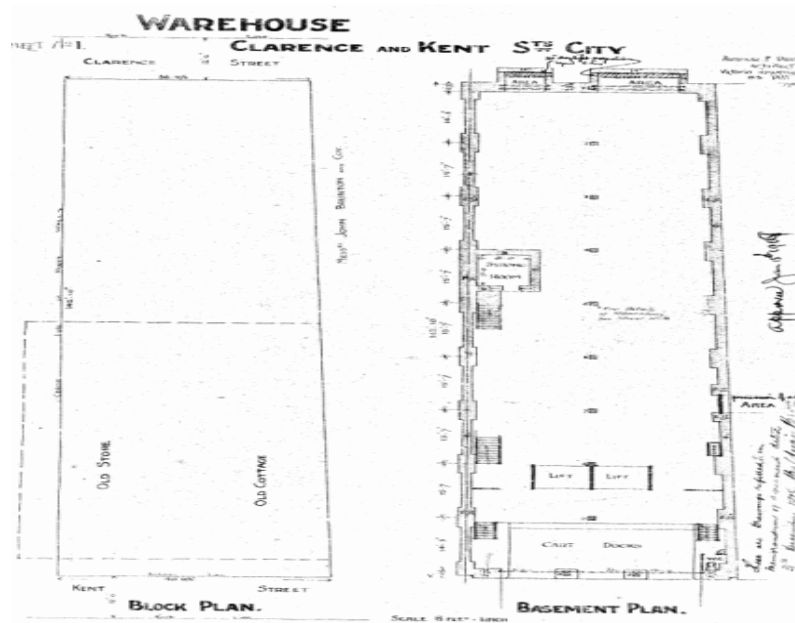
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Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Original 1908 plans for block and basement, showing the outline of the former building on the site

Copy right:

Image by: Arthur F Pritchard

Image date: 31/12/1908

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345cb6289de86b7481fa572de7da826a9ce.jpg>

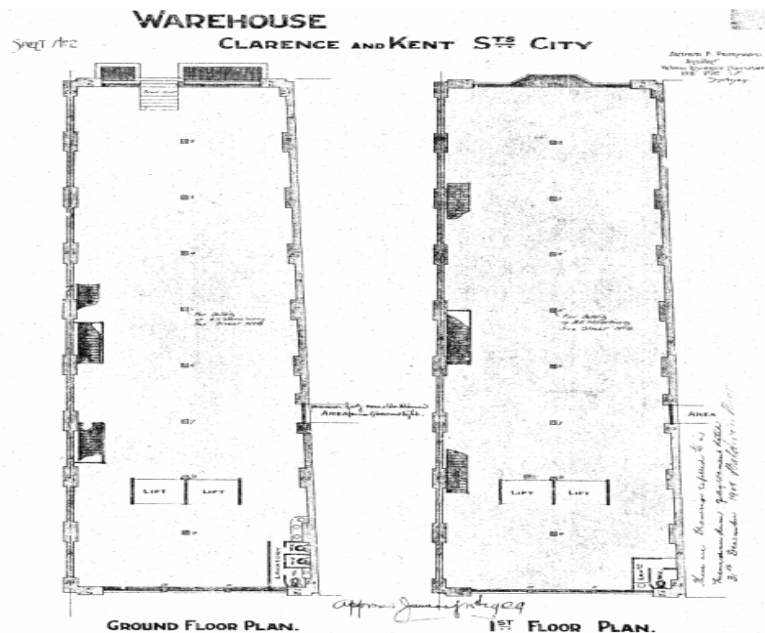
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345cb6289de86b7481fa572de7da826a9ce.jpg

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Original 1908 plans for ground and first floors by Pritchard

Copy right:

Image by: Arthur F Pritchard

Image date: 31/12/1908

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451fc204c0954a4ffc9382a300f28e0662.jpg>

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Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: King Street corner building showing part north side wall and Norman Shelly sign on left, undated

Copy right: State Library of New South Wales

Image by: Hall & Co (hall_34932)

Image date: 01/01/1920

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3458238ad9059f741f9a7b4f57217e9fd15.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3458238ad9059f741f9a7b4f57217e9fd15.jpg

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: Part of Clarence Street frontage showing the oriel bay window in circa 1930 on far left

Copy right: City of Sydney archives (NCSA CRS 43: 1930 p246)

Image by: Hall & Co

Image date: 01/01/1930

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b9e8658fcc684006b85d2c630bd43e33.jpg>

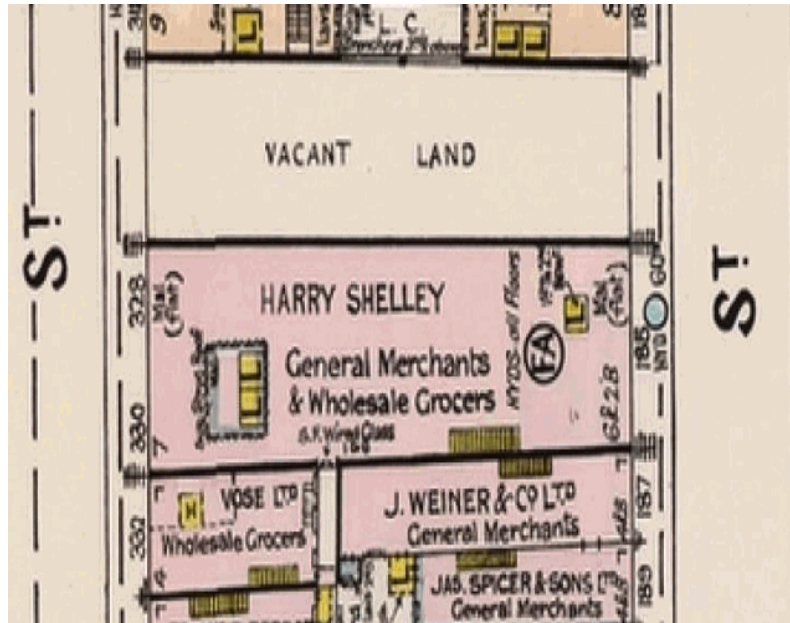
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345b9e8658fcc684006b85d2c630bd43e33.jpg

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: 1921 fire underwriter's plan of the subject building

Copy right: State Library of New South Wales (ML, Block 146, 147)

Image by: Fire Underwriters Association of NSW

Image date: 08/04/1921

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345484b2c71b35c410182bfc601dacbab34.jpg>

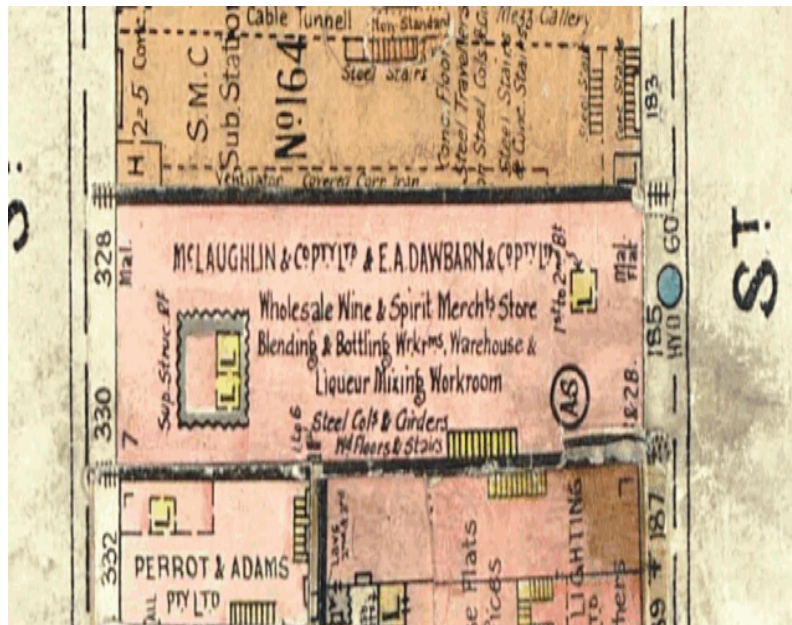
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345484b2c71b35c410182bfc601dacbab34.jpg

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: 1940 (circa) fire underwriter's plan of the subject building

Copy right: City of Sydney archives

Image by: Fire Underwriters Association of NSW (Block 146, 147)

Image date: 01/01/1940

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3456bdf8f5f85ad4084a74470bcbaac7cb.jpg>

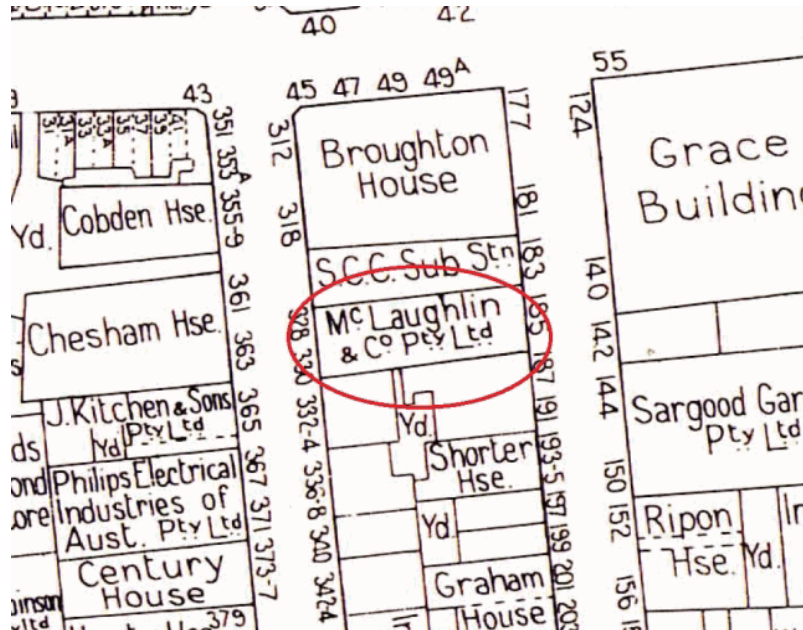
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3456bdf8f5f85ad4084a74470bcbaac7cb.jpg

Item name: Former Shelley warehouse including interiors

Location: 185 Clarence Street Sydney 2000

Sydney

Image:



Caption: 1956 detail sheet showing the subject building circled and surrounding warehouse district

Copy right: City of Sydney

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/34565a747bcdea14011bbb6661165cbe83c.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34565a747bcdea14011bbb6661165cbe83c.jpg

Inventory 55

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

Sydney

Address: 193-195 Clarence Street

Planning: Sydney South

Suburb/nearest town: Sydney 2000

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: John Shorter Pty Ltd, Shorters, City Hotel

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: As described in Sydney Local Environmental Plan

Item type: Built

Group: Commercial

Category: Warehouse/storage area

Owner:

Admin codes:

Code 2:

Code 3:

Current use: Commercial

Former uses: Office, showroom and store

Assessed significance: Local

Endorsed significance:

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

Sydney

Statement of significance: Built in 1938 as an office, showroom and store for ceramics merchants John Shorter Ltd, the building demonstrates the inter-war period development of one of Sydney's earliest warehouse districts, associated with the major working port of Darling Harbour and the retail centre near the Queen Victoria Building. The building is historically significant as evidence of Sydney's widespread importing and retailing industry during the first half of the twentieth century, in particular for china. The multi-storey height, design quality and numerous commercial uses of the building provides evidence of the growth of industry and commerce in central Sydney and the intensified development of the inner-city during the inter-war period.

The building has significant associations with ceramics importers and merchants, John Shorter Ltd, as their purpose-built head office, showroom and warehouse in their continuous use from 1938 until the 1980s, and the Royal Doulton and Mintons ceramics stored and displayed by Shorters at this site.

Architecturally, the building demonstrates a good example of an inner-city warehouse designed in the inter-war Art Deco style by noted architects, Robertson, Marks & McCredie. The building exhibits typical characteristics of this style including its polychromatic textured brickwork, façade divided into bays by emphatic vertical piers with stepped brick detailing projecting above the parapet, multi-paned steel framed windows and use of the parallel line motif in the parapet wall. The building retains its architectural integrity as a recognisable former warehouse with only minor alterations since its 1938 construction.

With its Art Deco features, textured brick façade and parapet detailing, the building forms a distinctive feature in the streetscape of Clarence Street, which is visible from a number of near and distant vantage points. The building also forms part of a cohesive group of multi-storey warehouse buildings located in the narrow grid pattern of streets along the western edge of central Sydney north of Sydney Town Hall.

The building may have social significance to the Australian community as the place where Royal Doulton and Mintons china were displayed by Shorters from the 1930s to the 1980s. The building may hold significance to the community of Australian artists for its connection to the well-known artist, Lucie Shorter, whose painted Australian floral designs were transfer-printed on many Doulton ceramics imported and sold by Shorters in this building.

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

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

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/>

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.

Early warehouses history:

Sydney's early warehouses were built to store imported products and goods for export, transported by ship. Sydney's first warehouses were consequently located near the waterfront and major wharves. Early warehousing was built at the mouth of the Tank Stream and along western side of Sydney Cove, near the first dockyards, the government Commissariat stores, Customs House, and the first privately owned stores belonging to Robert Campbell of the East India Company. Early warehouses were primarily built to store exports from the sealing and whaling industries, and then for wool exports from the 1820s. Imports also required storage, including tea, alcohol, household goods, horses, hoists and most provisions used for the settlement and residents of colonial Sydney.

The only stores built far from the wharves were for goods considered dangerous or vulnerable, often on islands in the harbor. Gunpowder was stored on Goat Island and grain on Cockatoo Island. A few warehouses and stores from the 1830s and beyond remain in The Rocks and Millers Point.

Later stores spread around Dawes Point to the Pyrmont peninsular primarily for the wool trade from the 1880s, and into Darling Harbour for produce from the coastal shipping trade. The 1887 Corn Exchange building at the base of Market Street and warehouses built over the next few decades along Kent Street, demonstrate the warehousing development of the late nineteenth and early twentieth century. They were sited in proximity to Darling Harbour and to the City Markets.

(Dr Shirley Fitzgerald, Sydney's historic industrial and warehouse resources: overview of historic development, April 2014; City Plan Heritage, Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

Precinct history:

The area forms one of the early warehousing districts of Sydney, located within the narrow grid pattern of streets

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

Sydney

on the western edge of central Sydney, principally defined by York, Clarence, Kent and Sussex Streets.

The street layout of this area dates from the early colonial period of Sydney's settlement. Originally these streets were named Barrack Row for York Street, Middle Soldiers Row for Clarence Street, and Back Row or Back Row West for Kent Street. The early street names reflect how this part of Sydney town was originally occupied by the military. The military district extended between the land bound by George Street to the east, Druiitt Street to the south and a line extending from Hunter Street to Darling Harbour to the north. No civilians were allowed in this area. This regulation was in force until the arrival of Governor Macquarie. (City of Sydney, York Street Special Character Area heritage inventory)

Wynyard Barracks was built in several stages within this district to become the largest British military barracks in the southern hemisphere. It was one of the most prominent landmarks in the town and occupied fifteen acres in the centre of the town. Various facilities developed around the Barrack. The pubs, eating houses and brothels were located in nearby streets. The wives of the soldiers lived just behind the barracks in rows of wooden huts in what is now Clarence Street. The military use of this land ended when the barracks was relocated to Darlinghurst and the Wynyard garrison moved out in 1848. (City of Sydney, York Street Special Character Area heritage inventory)

When Lachlan Macquarie arrived to govern the fledgling colony in 1810, he instituted major changes to the planning and buildings of Sydney town and other early settlements of New South Wales. Governor Macquarie renamed the subject streets in 1810 after British peers: York, Clarence, Kent and Sussex. Market Street was also named by Macquarie at the same time, indicating the early plans for markets located on the site of the later Queen Victoria Building from approximately 1812. (City of Sydney, History of Sydney Streets, <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/people-and-places/streets>, accessed 13 April 2015)

In February 1811, Governor Macquarie opened the new wharf at Cockle Bay, now Darling Harbour. Until this time, all general provisions for the colony were landed at Hospital Wharf in Sydney Cove. The only two other wharfs in operation were Governor's Wharf and Robert Campbell's Wharf. Produce from Parramatta was brought to the Market Wharf and transported to the new market located at the present site of the Queen Victoria Building. This stimulated commercial development in this western section of the town.

From the 1870s purpose-built warehouses were constructed to the north of Sydney Town Hall and Druiitt Street within this district, to serve the major working port of Darling Harbour. The land was well located between the Darling Harbour docks to the west and the markets and later the Queen Victoria Building to the east. By 1900 the Clarence Street block between Market and Druiitt Streets was almost entirely occupied by warehouses (City of Sydney, York Street Special Character Area heritage inventory, undated; Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

By the 1980s, the working Port of Sydney had effectively shifted from Port Jackson to Botany Bay, removing the need for extensive warehousing along the city waterfronts of Pyrmont, Darling Harbour and Millers Point.

Sydney building height history:

Technological advancements during the late 1800s and early 1900s made the construction of taller buildings possible, including steel and reinforced concrete construction materials, the introduction of a reliable and affordable electricity supply in 1904, and development of lifts and elevators for efficiently moving people and goods vertically.

In 1890 and 1901, major fires in Sydney and resulting loss of life and property, increased public concern and debate about the ability to fight fires and rescue people from tall buildings. The 1901 fire which destroyed Anthony Hordern's eight-storey department store in Haymarket, killed five people including one man trapped at 120 feet (36.6 metres) who couldn't be reached by the fire brigade's tallest ladder. At the time, the chief officer of the fire brigades, Alfred Webb, was reported as advocating that no building should be erected higher than 90 feet (27.4 metres) "because it is recognised as the highest practicable height at which a brigade can fight a fire."

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Chief Webb was later quoted in 1907 describing buildings of 100 feet (30.5 metres) as “suicidal” because the fire brigade ladders could only extend to 80 feet (24.4 metres) with a possible extra 10 feet. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Private development increased in the early twentieth century. Between 1905 and 1910, five new department stores opened in Sydney, including a rebuilt Anthony Horderns. By 1911, a record 6503 private buildings were constructed in Sydney. Never before had so many buildings been erected in one year. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Yet Sydney's building regulations were still modelled on eighteenth century English regulations, which assumed buildings were constructed of brick and wood and would not exceed six stories. The building regulations also inadequately provided for fire safety and enforcement. The Fire Underwriters Association of NSW promoted fire safety in building design such as through discounted insurance premiums; however this was not legally binding. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

International comparisons were important in debates about limiting building height at this time. It was noted in the NSW Parliament that most European cities had building height limits under 100 feet (30.5 metres), with Paris set at 65.5 feet (20 metres) and London at 80 feet (24.4 metres), while American cities such as Chicago had limits closer to 200 feet (61 metres). New York was generally held up as an example of the negative consequences of high-rise development, such as overcrowding, aesthetic and moral concerns. Sydney's first building act had been based on English legislation, and the English influences continued to hold sway in 1912 when the new laws were passed by Parliament. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

In 1912, the NSW government passed the laws which limited building heights to 150 feet (45.7 metres) in the Height of Building Act 1912. The laws also required any building taller than 100 feet to make adequate provision for protection against fire. This resulted in the fire-retardant malthoid roofs and water or sprinkler towers for fighting fires found in Sydney's tall buildings of the time. In 1957, modifications to the 1912 laws relaxed the height limits. (<http://dictionaryofsydney.org/entry/planning>, accessed 15 April 2015; <http://www.smithsonianmag.com/history/the-anti-skyscraper-law-that-shaped-sydney-australia-30000644/?no-ist>, accessed 15 April 2015)

Robertson & Marks history:

The prominent Sydney architects, Robertson & Marks, was established in 1892 and continues to practice today as Robertson & Marks Pty Ltd. The original partners were George Birrell Robertson and Theodore John Marks. Struan Robertson inherited both partners' shares upon their deaths in 1913 and 1941. John Trevor Guy joined the practice in 1940.

Much of the practice's early work was connected with racing due to the connections of the partner, Theodore Marks. Marks was a member of the Australian Jockey Club (AJC) from 1893, an original shareholder in the Victoria Park Racing and Recreation Grounds Co Ltd for pony-racing, and chairman of the Rosehill Racing Club between 1919-41. Marks designed many of the buildings and alterations at Randwick and Warwick Farm Racecourses for the AJC in 1922 and the since demolished Leger Stand at Rosehill (1920), amongst others.

Robertson & Marks designed a large number of significant buildings in Sydney. Between 1892 and 1941 these works included the: Edwards Dunlop & Dunlop Warehouses, Kent Street (1901); Briscoe & Co Ltd bulk store, Ultimo (1901); W. Horace Friend Warehouse, Clarence Street (1906); Oswald Sealy Building, Clarence Street (1906); Richardson & Co Emporium, Armidale (1908); the original Challis House, Martin Place (1908);

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Perpetual Trustee Co, Hunter Street (1917); Daily Telegraph Building, King Street, with Samuel Lipson (1912-16,1934); Prouds Ltd, Pitt Street (1920); Hotel Australia Rowe Street wing (1923); Warwick Farm Racecourse grandstand (1925), Bank of NSW head office, Martin Place (1927-32); Mercantile Mutual Building, Pitt Street (1929); Asbestos House, York Street, with John Reid & Sons (1930-5); and the AWA Building, York Street, as Robertson, Marks & McCredie with Morrow & Gordo (1937-39).

In its earlier days, the practice also designed numerous houses for the elite of Sydney society, including: 'Goondee', Wahroonga (1897); 'Glensley', Turramurra (1897); 'Gorawin', Killara (1903); Brunton house, Bellevue Hill (1904); 'Heverlee', Wahroonga (1904); and 'Wanstead' (Gowing), Lindfield (1911).

The architectural styles of the firm changed both with time and the building type. Their major commercial buildings in the early years of the century were bold Federation warehouses with Romanesque arches at either ground or top floor level. The arches gave way to a simple rectilinear, trabeated facade treatment in later warehouses and offices. During the inter-war period, the firm's large Sydney buildings demonstrated a number of inter-war styles including the commercial palazzo style (Farmer & Co. department store, Market Street, 1920, and Gowings Bros Building, Market Street, 1912-29, with C.H. Mackellar), inter-war functionalist (S.H. Hoffnung & Co. Building, 1939, with Samuel Lipson) and restrained inter-war Mediterranean styles (Bondi Surf Pavilion, Bondi Beach, 1930 with L. McCredie). (Robertson, 2011)

Site history:

Shorter House was constructed in 1938 for importers and merchants of ceramics and china, John Shorter Ltd. The building was designed by the prominent Sydney architects Robertson and Marks in partnership with McCredie and was constructed by J C Harrison Pty Ltd. Multiple levels of the building were used as the showroom, warehouse and offices of John Shorter Ltd from 1938 until the 1980s with other levels leased to other companies.

John Shorter Pty Ltd, commonly known as Shorters, was established in 1884 as a manufacturers' importing agent. The company was best known as the Australasian agent for the British ceramics firms Royal Doulton and Mintons. Shorters remained the Australian agent of Doulton until 1979 when Royal Doulton Australia was formed in Australia. John Shorter's eldest daughter, Lucie (Lulu) Shorter, was a well-known Australian designer. Her transfer printed and painted designs with Australian motifs were applied to Doulton earthenware and bone china (A Rourke, Australian Dictionary of Biography, volume 18, pp. 420-1).

On 13 August 1918, a certificate of title for 193-195 Clarence Street, for the land referred to as part of lot 9, section 28 of City of Sydney, was issued to Sydney merchants John Shorter and sons Arthur and John Austin Butler Shorter who was abroad with the Australian Imperial Forces at this time. In 1918 John Shorter & Company proposed alterations involving the removal of partitions in the existing three-storey warehouse building on the site. This building was demolished prior to the construction of Shorter House.

On 29 April 1921, ownership of the site was transferred to John and Arthur Shorter, and subsequently to their company, John Shorter Ltd, on 21 March 1923.

The Shorter family held a large collection of ceramics and china. In August 1932 John Shorter presented a large collection of Doulton pottery to the Museum of Applied Arts and Sciences in Sydney which later became known as the Powerhouse Museum (<http://www.powerhousemuseum.com/mob/collection/database/?irn=175805&img=151061>).

On 4 March 1937, John Shorter Pty Ltd mortgaged the site to the Commercial Banking Company of Sydney which likely financed the construction of the new building (CT 2868 f 12).

On 19 July 1937, architects Robertson, Marks & McCredie proposed to construct a new building for John Shorter Ltd on the subject site (193-195 Clarence Street, Street cards, NSCA). The building was designed with seven storeys above street level and a basement. The original plans indicate the building's reinforced concrete

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construction, suspended ceilings, a brick façade with steel framed windows and granite steps leading to the building's main entrance on Clarence Street. The main showroom and offices for the company were on the fourth floor of the building.

A newspaper article in the Sydney Morning Herald on 11 October 1938 reported that the building had been completed at a cost of £26,000. The article described the building's reinforced concrete construction and façade constructed of textured polychromatic bricks. The building had two lifts supplied by White Elevators Pty Ltd; one for people and another for goods. At this time, the company occupied the basement, fourth, fifth and sixth floors. J C Harrison and Son Pty Ltd constructed the building under the supervision of Robertson, Marks & McCredie architects with Watson & White as consulting engineers. (SMH, 11 Oct 1938, p 6)

The building was constructed to provide space for the display of wares imported by John Shorter Ltd and was therefore designed with large areas of glass separated by narrow piers to provide maximum light. In 1938 an article in Decoration & Glass journal describes the newly constructed building as having a textured brick façade contrasting with the blue steel framed windows, doors and lettered signage for 'Shorter House' above the shop front at street level. The August 1938 issue of Decoration and Glass featured a photograph of the company's main showroom, showing the internal reinforced concrete structure and suspended ceilings. (Decoration & Glass, Aug 1938, p 32-3)

In 1938 photographs of the building were also published in the Building journal showing the front elevation, shop front and original painted signage on the northern side elevation of the building (Building, 24 Oct 1938, p 42-43).

The Fire Underwriters Plan of Sydney, likely updated after the construction of this building, shows the building as occupied by 'John Shorter Pty Ltd and others'. The plan also records its reinforced concrete construction with concrete floors and stairs, steel framed windows and two lifts (Fire Underwriters sheet, Blocks 146-7, NSCA).

The 1947 Wise directory indicates that the top floor of the building was then occupied by John Shorter Pty Ltd with the lower levels occupied by a number of tenants (Wise, Directory, 1947, p 23).

The City Building Surveyors Detail Sheets from 1956 show the building was named 'Shorter House' at this time.

A number of applications were lodged in 1952, 1954 and 1963 for partitions to various floors of the building and air conditioning.

In September 1966 an application was submitted proposing a new opening to connect the third floor of the subject building with the second floor of the adjoining building at 197 Clarence Street.

Additional applications during the 1970s and 1980s proposed construction of partitions and installation of air conditioning.

On 26 October 1983, C R Warne (Trophies) Pty Ltd proposed to use the fourth floor of the building for the sale of trophies and giftware. Development application records from 1984 indicate that the building was still owned or occupied by John Shorter Ltd.

Numerous applications were submitted in 1986 and 1987 for alterations to the building's shopfront at ground level and for the construction of a new awning. These alterations are shown as constructed in a 1990s photograph of the site in the City of Sydney archives.

Themes:	National theme	State theme	Local theme
	3. Economy	Commerce	Warehouses
	3. Economy	Industry	Activities associated with the n
	3. Economy	Commerce	Activities relating to buying, se

Designer: Robertson, Marks & McCredie

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Builder: J C Harrison Pty Ltd

Year started: 1937

Year completed: 1938

Circa: No

Physical description: The building was constructed as a showroom, store and offices for ceramics importers and merchants, John Shorter Ltd to the design of architects Robertson, Marks & McCredie.

It comprises a building of seven storeys with a façade constructed of textured polychromatic brick in stretcher bond with multi-paned steel framed windows and reinforced concrete floors. The building height measures over 24 metres above Clarence Street, or 79 feet and 7 inches, based on original architectural drawings. Original drawings indicate the basement level measured over 10 feet 1 inch high, the ground floor measured over 12 feet 1 inch (43 brick courses) and the upper levels measured 11 feet 3 inches (40 brick courses). The roof is concealed behind a parapet wall on the Clarence Street elevation. A rooftop motor room is located at the rear of the site along the southern side boundary.

The building is situated on a rectangular parcel of land and adjoins multi-storey buildings to the north and south. The building occupies the majority of the site except for a small yard at the rear and has no setbacks from Clarence Street or either side boundary.

The building is designed in the inter-war Art Deco architectural style. It exhibits typical features of this style applied to a utilitarian building including its polychromatic textured brickwork, façade divided into bays by emphatic vertical piers with stepped brick detailing projecting above the parapet, multi-paned steel framed windows and use of the parallel line motif in the parapet wall.

The façade is divided into five bays with the first and fifth bays recessed behind the wider proportioned central bays. Multi-paned steel framed windows with flat brick lintels span the full width of each bay.

The building retains its architectural integrity as a recognisable former warehouse with only minor alterations since its 1938 construction. During the late 1980s, the ground floor shop front was replaced and a new awning was constructed. These works likely resulted in the removal of the original metal building sign. Council records from the 1970s and 1980s indicate that the interiors may have been altered with the construction of new partitions.

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

Category: Individual building. Style: Inter-war Art Deco. Storeys: Seven. Facade: Textured brick. Roof: Concealed by parapet.

Physical condition level: Good

Physical condition:

Archaeological potential level: Not assessed

Archaeological potential Detail:

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

13 August 1918

Certificate of Title for part of lot 9 section 28 of City of Sydney was issued to merchants of Sydney, John, John Austin Butler and Arthur Shorter

29 April 1921

Ownership of the site transferred to John and Arthur Shorter

21 March 1923

Ownership of the site transferred to John Shorter Ltd

4 March 1937

John Shorter Pty Ltd mortgaged the site to the Commercial Banking Company of Sydney

19 July 1937

Architects Robertson Marks and McCredie proposed a new building for the site

20 July 1937

J C Harrison Pty Ltd awarded a contract from Robertson Marks and McCredie to erect the business premises in Clarence Street for John Shorter Pty Ltd

11 October 1938

The construction of the building at 193-195 Clarence Street for John Shorter Pty Ltd was completed at cost of £26,000

1947

John shorter Pty Ltd, manufacturers agents, occupied the top floor of the building, with the remainder occupied by a number of tenants

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 textured brick walls.

Polychromatic textured brickwork, multi-paned steel framed windows, parapet detailing and other original building features should be conserved and maintained.

As part of future development, consider reinstating or exposing original features of the ground floor shopfront, removing the 1980s street awning, or replacing it with an awning compatible with the period and architectural features of the building.

Consider new uses for the building that will re-use and expose its warehouse and showroom features to retain its former industrial and showroom 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**
Statutory Instrument

Management name
List on a Local Environmental Plan (LEP)

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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 1938 as an office, showroom and store for ceramics merchants John Shorter Ltd, the building
[Historical significance] demonstrates the inter-war period development of one of Sydney's earliest warehouse districts, associated with the major working port of Darling Harbour and the retail centre near the Queen Victoria Building. The building is historically significant as evidence of Sydney's widespread importing and retailing industry during the first half of the twentieth century, in particular for china. The multi-storey height, design quality and numerous commercial uses of the building provides evidence of the growth of industry and commerce in central Sydney and the intensified development of the inner-city during the inter-war period.

This former warehouse 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 building has significant associations with ceramics importers and merchants, John Shorter Ltd, as their
[Historical association significance] purpose-built head office, showroom and warehouse in their continuous use from 1938 until the 1980s, and the Royal Doulton and Mintons ceramics stored and displayed by Shorters at this site. It is also associated with the work of well known artist, Lucie Shorter, whose painted Australian floral designs were transfer-printed on many Doulton ceramics by Shorters.

The building design also has significant associations with the prominent Sydney architects, Robertson, Marks & McCredie, as an example of their inter-war work in central Sydney.

Criteria c): Architecturally, the building demonstrates a good example of an inner-city warehouse designed in the inter-war
[Aesthetic/ Technical significance] Art Deco style by noted architects, Robertson, Marks & McCredie. The building exhibits typical characteristics of this style including its polychromatic textured brickwork, façade divided into bays by emphatic vertical piers with stepped brick detailing projecting above the parapet, multi-paned steel framed windows and use of the parallel line motif in the parapet wall. The building retains its architectural integrity as a recognisable former warehouse with only minor alterations since its 1938 construction.

With its Art Deco features, textured brick façade and parapet detailing, the building forms a distinctive feature in the streetscape of Clarence Street, which is visible from a number of near and distant vantage points. The building also forms part of a cohesive group of multi-storey warehouse buildings located in the narrow grid pattern of streets along the western edge of central Sydney north of Sydney Town Hall.

Criteria d): Social significance requires further study to ascertain its value for the local community. The building may have
[Social/Cultural significance] social significance to the Australian community as the place where Royal Doulton and Mintons china were displayed by Shorters from the 1930s to the 1980s. The building may hold significance to the community of Australian artists for its connection to the well-known artist, Lucie Shorter, whose painted Australian floral designs were transfer-printed on many Doulton ceramics imported and sold by Shorters in this building.

Criteria e):
[Research significance]

Criteria f):
[Rarity]

Criteria g): The building represents a good example of an inner-city warehouse from the inter-war period and the
[Representative] architectural work of Robertson, Marks & McCredie.

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Intactness/Integrity: Intact externally above ground level

References:	Author	Title	Year
	City Building Surveyors Department	City Building Surveyors Detail Sheets	1956
	City of Sydney	Rate Books - various	
	Ian Gregory little	Robertson & Marks Architects. 1892-1941.	1975
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	Dr Shirley Fitzgerald	Sydney's historic industrial and warehouse resources: overview	2014
	Fire Underwriters Association of New	Fire Underwriters' Association, Block Plans, Blocks 146-7, NS	1939
	City of Sydney	History of Sydney Streets	
	A Rourke	Shorter, Lucie Emilie (Lulu) (1887-1989)	2012
	Sydney Morning Herald, 11th October	Clarence Street Premises	1938
	Robertson, Marks & McCredie	Erection of building for John Shorter Pty Ltd, 193-195 Clarence	1937
	Alex Roberts and Pat O'Malley	Skyscrapers, Fire and the City: Building Regulation in Late Nir	2011
	Building (journal) 24 Oct 1938	Article about new John Shorter Ltd building	1938
	Decoration and Glass August 1937	Article about new John Shorter Ltd building	1937

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
	LOT	1		DP	55298
	LOT	1		DP	71333

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: 14/08/2014

Data updated: 22/05/2015

Status: Completed

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

Sydney

Image:



Caption: Front elevation and parapet detailing of upper levels

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 20/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34500632d32645548e88c6b05054a889cd2.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34500632d32645548e88c6b05054a889cd2.JPG

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

Sydney

Image:



Caption: Ground floor shop front and awning

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 20/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345950ed036d2d1491e99e21c1a04e76475.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345950ed036d2d1491e99e21c1a04e76475.JPG

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

Sydney

Image:



Caption: Eastern (front) elevation of Shorter House and surrounding buildings on Clarence Street

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 08/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345976a68ae3304462fa194c3b959cddb21.JPG>

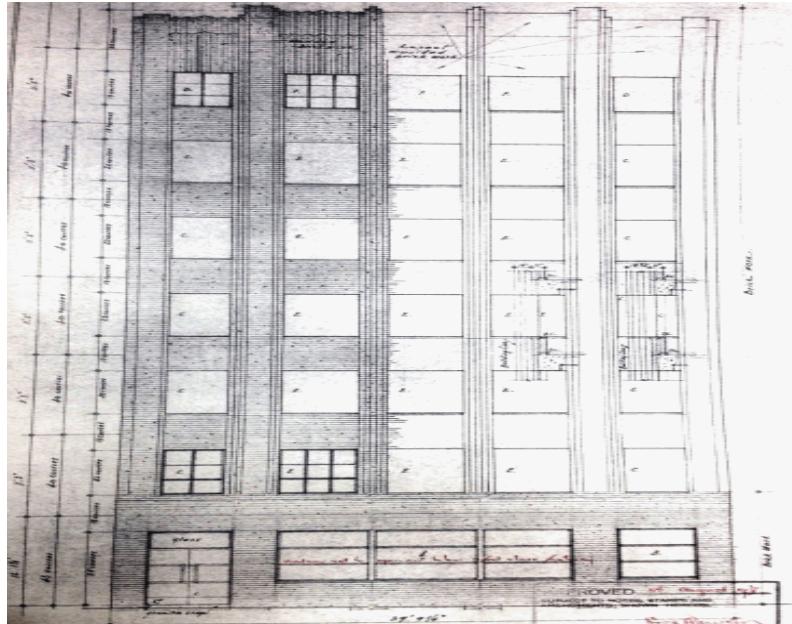
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Image:



Caption: Original drawing from 1937 showing Robertson, Marks & McCredie design for the front elevation

Copy right: City of Sydney Archives

Image by: Robertson, Marks & McCredie

Image date: 01/04/1937

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345e7cfb2dc18364bbb986bb5eff0399035.JPG>

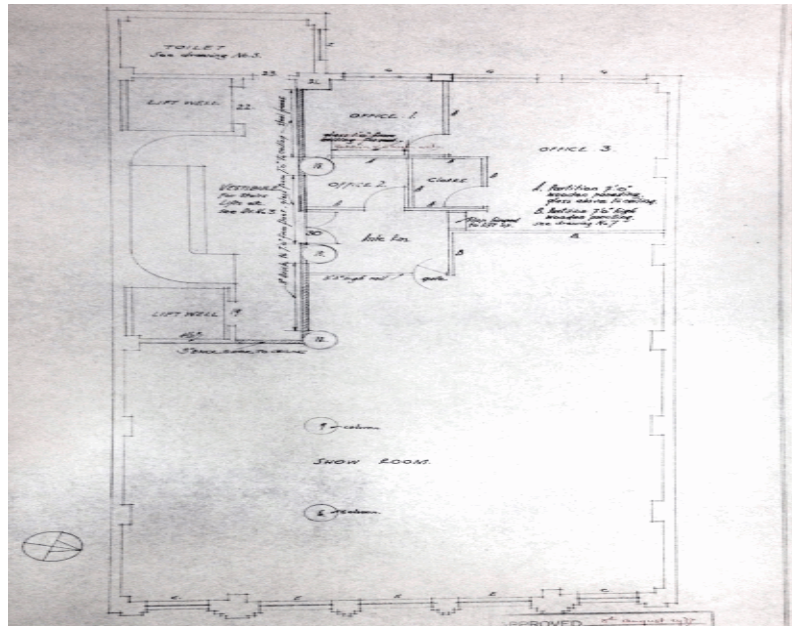
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test345e7cfb2dc18364bbb986bb5eff0399035.JPG

Item name: Shorter House including interiors

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Image:



Caption: Original 1937 Robertson, Marks & McCredie plan for fourth floor offices and showroom

Copy right: City of Sydney Archives

Image by: Robertson, Marks & McCredie

Image date: 01/04/1937

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b6d05985214346c2984036fd59619a0e.jpg>

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Item name: Shorter House including interiors

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Image:



Caption: Front and north elevations of the building in 1938 shortly after its construction

Copy right: Building (Journal)

Image by: Building (Journal), 24 Oct 1938, p 43

Image date: 24/10/1938

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3451faffe5c63bf48db9490fdeaa0321fa4.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3451faffe5c63bf48db9490fdeaa0321fa4.jpg

Item name: Shorter House including interiors

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Image:



Caption: Ground floor shop front and original signage shortly after the building's construction in 1938

Copy right: Building (Journal)

Image by: Building (Journal), 24 Oct 1938, p 42

Image date: 24/10/1938

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3455bf3f511b3534ec48b98e2e85ca6967e.jpg>

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Item name: Shorter House including interiors

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Image:



Caption: Interior of the main showroom in 1938, showing reinforced concrete posts and suspended ceilings

Copy right: Decoration and Glass

Image by: Decoration & Glass, Aug 1938, p 34

Image date: 01/08/1938

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345a2062d6257ea4356a3e87c35f4b25603.jpg>

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Item name: Shorter House including interiors

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Image:



Caption: Shorter House in the 1990s showing the constructed ground level alterations

Copy right: City of Sydney Archives

Image by: Sydney Reference Collection SRC4574

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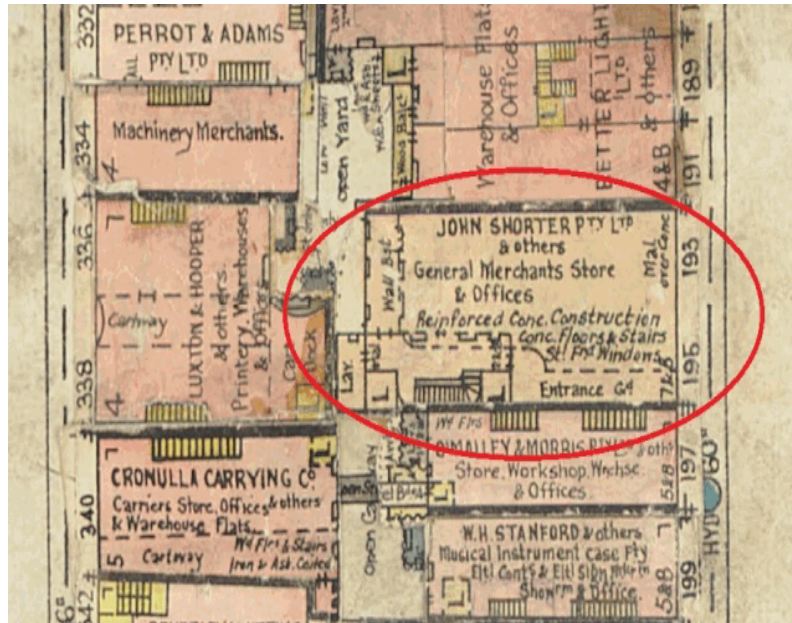
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Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

Sydney

Image:



Caption: Undated Fire Underwriter's plan recording details of the building height, construction and features

Copy right: City of Sydney Archives

Image by: Fire Underwriters sheet, Blocks 146-7, NSCA

Image date: 01/01/1939

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3453c6ba14f9f0c499a86c1e974f3c76b7b.jpg>

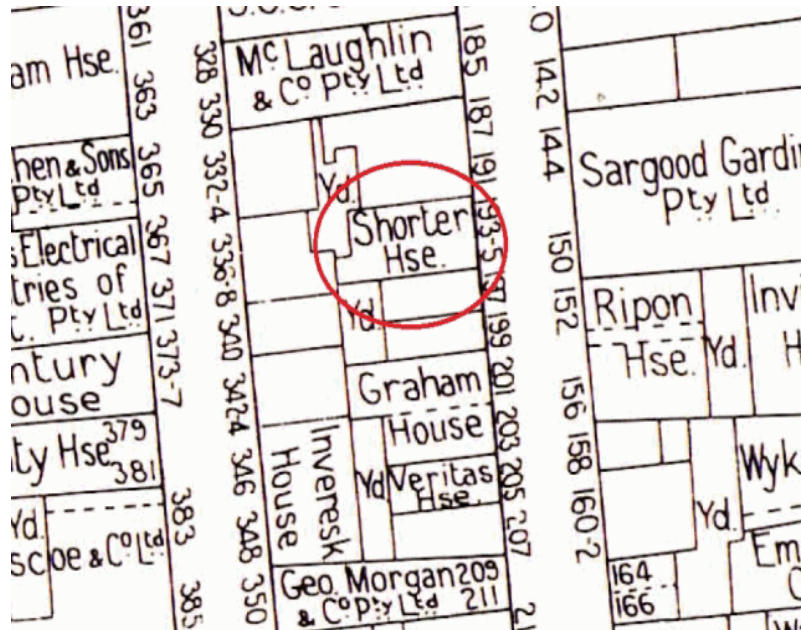
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3453c6ba14f9f0c499a86c1e974f3c76b7b.jpg

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

Sydney

Image:



Caption: 1956 detail sheet showing the subject building circled and surrounding warehouse district

Copy right: City of Sydney

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/345b49d6a55828c486cb86c9e7e6a79b95c.jpg>

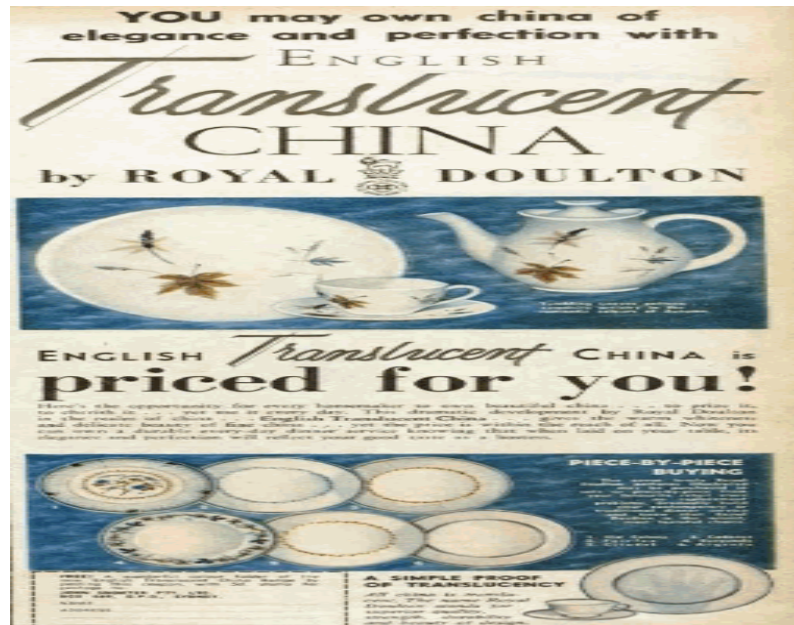
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test345b49d6a55828c486cb86c9e7e6a79b95c.jpg

Item name: Shorter House including interiors

Location: 193-195 Clarence Street Sydney 2000

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Image:



Caption: 1960 advertisement for the Royal Doulton ceramics sold by Shorters

Copy right: Womens Weekly

Image by: Womens Weekly, 27 July 1960, p 73

Image date: 27/07/1960

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345dfc383f3b4cc4fd0a0440576650d7460.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test345dfc383f3b4cc4fd0a0440576650d7460.jpg

Inventory 56

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Address: 252-258 Kent Street

Planning: Sydney South

Suburb/nearest town: Sydney 2000

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Address: 123-129 Clarence Street

Planning: Sydney South

Suburb/nearest town: Sydney 2000

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names:

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: Two Kent Street buildings and rear addition, as described in Sydney Local Environmental Plan

Item type: Built

Group: Commercial

Category: Warehouse/storage area

Owner: Multiple Owners

Admin codes:

Code 2:

Code 3:

Current use: Commercial

Former uses: Commercial/ industrial

Assessed significance: Local

Endorsed significance:

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Statement of significance: Built in 1907 and 1936 as warehouses for Edwards Dunlop & Co, these buildings demonstrate the Federation and inter-war development of one of Sydney's earliest warehouse districts from the early twentieth century, associated with the major working port of Darling Harbour. The height and design quality of the buildings provide evidence of the growth of industry and commerce in central Sydney and the intensified development of the inner-city during the Federation and inter-war periods.

As the purpose-built warehouses of printers and stationers, Edwards Dunlop & Co, these buildings are historically significant for their connection to the formerly widespread printing industry of Sydney dominated by Edwards Dunlop, W C Penfold and John Sands during the early twentieth century. As part of a collection of building built in Sydney city for Edwards Dunlop and Co during the Federation and inter-war periods, these buildings document the growth and success of this company during the early twentieth century.

Architecturally, the buildings demonstrate good examples of inner-city warehouses designed in the Federation warehouse and inter-war Chicagoesque styles by prominent Sydney architects, Robertson & Marks.

The southern warehouse exhibits typical characteristics of the Federation warehouse style including its masonry construction, face brickwork, façade rectangularity emphasised by projecting cornices, piers dividing the façade symmetrically into three bays, spandrels recessed behind the plane of piers, arched loading docks and pairs of vertically proportioned windows with rusticated sandstone dressings.

With similar design and construction as the southern warehouse, the northern warehouse exhibits typical characteristics of the inter-war Chicagoesque style including its grid-like façade, large banks of three light windows, concrete lintels and sills, simple wall surfaces and spandrels expressing storey divisions.

Despite some minor alterations, the buildings retain their architectural integrity as recognisable former warehouses.

With their near proximity to the Erskine Street corner and distinctive Federation warehouse and inter-war Chicagoesque features, these buildings make an important contribution to the streetscape of Kent Street and are visible from a number of near and distant vantage points, including Erskine Street.

These buildings also represent two of the cohesive group of multi-storey warehouse located in the narrow grid pattern of streets along the western edge of central Sydney north of Sydney Town Hall.

These former warehouses form 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.

These former warehouses are of local heritage significance in terms of its historical, aesthetic and representative values.

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

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/>

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.

Early warehouses history:

Sydney's early warehouses were built to store imported products and goods for export, transported by ship. Sydney's first warehouses were consequently located near the waterfront and major wharves. Early warehousing was built at the mouth of the Tank Stream and along western side of Sydney Cove, near the first dockyards, the government Commissariat stores, Customs House, and the first privately owned stores belonging to Robert Campbell of the East India Company. Early warehouses were primarily built to store exports from the sealing and whaling industries, and then for wool exports from the 1820s. Imports also required storage, including tea, alcohol, household goods, horses, hoists and most provisions used for the settlement and residents of colonial Sydney.

The only stores built far from the wharves were for goods considered dangerous or vulnerable, often on islands in the harbor. Gunpowder was stored on Goat Island and grain on Cockatoo Island. A few warehouses and stores from the 1830s and beyond remain in The Rocks and Millers Point.

Later stores spread around Dawes Point to the Pyrmont peninsular primarily for the wool trade from the 1880s, and into Darling Harbour for produce from the coastal shipping trade. The 1887 Corn Exchange building at the base of Market Street and warehouses built over the next few decades along Kent Street, demonstrate the warehousing development of the late nineteenth and early twentieth century. They were sited in proximity to Darling Harbour and to the City Markets.

(Dr Shirley Fitzgerald, Sydney's historic industrial and warehouse resources: overview of historic development, April 2014; City Plan Heritage, Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

Precinct history:

The area forms one of the early warehousing districts of Sydney, located within the narrow grid pattern of streets

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on the western edge of central Sydney, principally defined by York, Clarence, Kent and Sussex Streets.

The street layout of this area dates from the early colonial period of Sydney's settlement. Originally these streets were named Barrack Row for York Street, Middle Soldiers Row for Clarence Street, and Back Row or Back Row West for Kent Street. The early street names reflect how this part of Sydney town was originally occupied by the military. The military district extended between the land bound by George Street to the east, Druiitt Street to the south and a line extending from Hunter Street to Darling Harbour to the north. No civilians were allowed in this area. This regulation was in force until the arrival of Governor Macquarie. (City of Sydney, York Street Special Character Area heritage inventory)

Wynyard Barracks was built in several stages within this district to become the largest British military barracks in the southern hemisphere. It was one of the most prominent landmarks in the town and occupied fifteen acres in the centre of the town. Various facilities developed around the Barrack. The pubs, eating houses and brothels were located in nearby streets. The wives of the soldiers lived just behind the barracks in rows of wooden huts in what is now Clarence Street. The military use of this land ended when the barracks was relocated to Darlinghurst and the Wynyard garrison moved out in 1848. (City of Sydney, York Street Special Character Area heritage inventory)

When Lachlan Macquarie arrived to govern the fledgling colony in 1810, he instituted major changes to the planning and buildings of Sydney town and other early settlements of New South Wales. Governor Macquarie renamed the subject streets in 1810 after British peers: York, Clarence, Kent and Sussex. Market Street was also named by Macquarie at the same time, indicating the early plans for markets located on the site of the later Queen Victoria Building from approximately 1812. (City of Sydney, History of Sydney Streets, <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/people-and-places/streets>, accessed 13 April 2015)

In February 1811, Governor Macquarie opened the new wharf at Cockle Bay, now Darling Harbour. Until this time, all general provisions for the colony were landed at Hospital Wharf in Sydney Cove. The only two other wharfs in operation were Governor's Wharf and Robert Campbell's Wharf. Produce from Parramatta was brought to the Market Wharf and transported to the new market located at the present site of the Queen Victoria Building. This stimulated commercial development in this western section of the town.

From the 1870s purpose-built warehouses were constructed to the north of Sydney Town Hall and Druiitt Street within this district, to serve the major working port of Darling Harbour. The land was well located between the Darling Harbour docks to the west and the markets and later the Queen Victoria Building to the east. By 1900 the Clarence Street block between Market and Druiitt Streets was almost entirely occupied by warehouses (City of Sydney, York Street Special Character Area heritage inventory, undated; Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

By the 1980s, the working Port of Sydney had effectively shifted from Port Jackson to Botany Bay, removing the need for extensive warehousing along the city waterfronts of Pyrmont, Darling Harbour and Millers Point.

Sydney building height history:

Technological advancements during the late 1800s and early 1900s made the construction of taller buildings possible, including steel and reinforced concrete construction materials, the introduction of a reliable and affordable electricity supply in 1904, and development of lifts and elevators for efficiently moving people and goods vertically.

In 1890 and 1901, major fires in Sydney and resulting loss of life and property, increased public concern and debate about the ability to fight fires and rescue people from tall buildings. The 1901 fire which destroyed Anthony Hordern's eight-storey department store in Haymarket, killed five people including one man trapped at 120 feet (36.6 metres) who couldn't be reached by the fire brigade's tallest ladder. At the time, the chief officer of the fire brigades, Alfred Webb, was reported as advocating that no building should be erected higher than 90 feet (27.4 metres) "because it is recognised as the highest practicable height at which a brigade can fight a fire."

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Chief Webb was later quoted in 1907 describing buildings of 100 feet (30.5 metres) as “suicidal” because the fire brigade ladders could only extend to 80 feet (24.4 metres) with a possible extra 10 feet. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Private development increased in the early twentieth century. Between 1905 and 1910, five new department stores opened in Sydney, including a rebuilt Anthony Horderns. By 1911, a record 6503 private buildings were constructed in Sydney. Never before had so many buildings been erected in one year. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Yet Sydney's building regulations were still modelled on eighteenth century English regulations, which assumed buildings were constructed of brick and wood and would not exceed six stories. The building regulations also inadequately provided for fire safety and enforcement. The Fire Underwriters Association of NSW promoted fire safety in building design such as through discounted insurance premiums; however this was not legally binding. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

International comparisons were important in debates about limiting building height at this time. It was noted in the NSW Parliament that most European cities had building height limits under 100 feet (30.5 metres), with Paris set at 65.5 feet (20 metres) and London at 80 feet (24.4 metres), while American cities such as Chicago had limits closer to 200 feet (61 metres). New York was generally held up as an example of the negative consequences of high-rise development, such as overcrowding, aesthetic and moral concerns. Sydney's first building act had been based on English legislation, and the English influences continued to hold sway in 1912 when the new laws were passed by Parliament. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

In 1912, the NSW government passed the laws which limited building heights to 150 feet (45.7 metres) in the Height of Building Act 1912. The laws also required any building taller than 100 feet to make adequate provision for protection against fire. This resulted in the fire-retardant malthoid roofs and water or sprinkler towers for fighting fires found in Sydney's tall buildings of the time. In 1957, modifications to the 1912 laws relaxed the height limits. (<http://dictionaryofsydney.org/entry/planning>, accessed 15 April 2015; <http://www.smithsonianmag.com/history/the-anti-skyscraper-law-that-shaped-sydney-australia-30000644/?no-ist>, accessed 15 April 2015)

Robertson & Marks history:

The prominent Sydney architects, Robertson & Marks, was established in 1892 and continues to practice today as Robertson & Marks Pty Ltd. The original partners were George Birrell Robertson and Theodore John Marks. Struan Robertson inherited both partners' shares upon their deaths in 1913 and 1941. John Trevor Guy joined the practice in 1940.

Much of the practice's early work was connected with racing due to the connections of the partner, Theodore Marks. Marks was a member of the Australian Jockey Club (AJC) from 1893, an original shareholder in the Victoria Park Racing and Recreation Grounds Co Ltd for pony-racing, and chairman of the Rosehill Racing Club between 1919-41. Marks designed many of the buildings and alterations at Randwick and Warwick Farm Racecourses for the AJC in 1922 and the since demolished Leger Stand at Rosehill (1920), amongst others.

Robertson & Marks designed a large number of significant buildings in Sydney. Between 1892 and 1941 these works included the: Edwards Dunlop & Dunlop Warehouses, Kent Street (1901); Briscoe & Co Ltd bulk store, Ultimo (1901); W. Horace Friend Warehouse, Clarence Street (1906); Oswald Sealy Building, Clarence Street (1906); Richardson & Co Emporium, Armidale (1908); the original Challis House, Martin Place (1908);

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Perpetual Trustee Co, Hunter Street (1917); Daily Telegraph Building, King Street, with Samuel Lipson (1912-16,1934); Prouds Ltd, Pitt Street (1920); Hotel Australia Rowe Street wing (1923); Warwick Farm Racecourse grandstand (1925), Bank of NSW head office, Martin Place (1927-32); Mercantile Mutual Building, Pitt Street (1929); Asbestos House, York Street, with John Reid & Sons (1930-5); and the AWA Building, York Street, as Robertson, Marks & McCredie with Morrow & Gordo (1937-39).

In its earlier days, the practice also designed numerous houses for the elite of Sydney society, including: 'Goondee', Wahroonga (1897); 'Glensley', Turramurra (1897); 'Gorawin', Killara (1903); Brunton house, Bellevue Hill (1904); 'Heverlee', Wahroonga (1904); and 'Wanstead' (Gowing), Lindfield (1911).

The architectural styles of the firm changed both with time and the building type. Their major commercial buildings in the early years of the century were bold Federation warehouses with Romanesque arches at either ground or top floor level. The arches gave way to a simple rectilinear, trabeated facade treatment in later warehouses and offices. During the inter-war period, the firm's large Sydney buildings demonstrated a number of inter-war styles including the commercial palazzo style (Farmer & Co. department store, Market Street, 1920, and Gowings Bros Building, Market Street, 1912-29, with C.H. Mackellar), inter-war functionalist (S.H. Hoffnung & Co. Building, 1939, with Samuel Lipson) and restrained inter-war Mediterranean styles (Bondi Surf Pavilion, Bondi Beach, 1930 with L. McCredie). (Robertson, 2011)

Edwards Dunlop and Co:

In 1861 William Philip Dunlop senior came to Australia from Scotland and worked as a salesman in the paper firm of Alexander Cowan & Co Ltd. In 1867 he returned to Edinburgh and partnered with George Murray to establish the firm of Murray, Dunlop & Co. In approximately 1873 Dunlop partnered with law stationer and bookseller Frederick Lewis Edwards to found Edwards, Dunlop & Co Ltd, paper merchants and wholesale stationers, of Sydney and London.

William's nephew, James Matthew Dunlop, arrived in New South Wales with his family in 1879 and joined the firm. In May 1886 it became a public company.

A branch of the company opened in Brisbane in the 1880s. In the early twentieth century, Edwards Dunlop had numerous warehouses in central Sydney including the warehouse complex at 123-129 Clarence Street, 287-289 Clarence Street and 435A-441 Kent Street.

Edwards managed the London buying office while the Dunlops managed Sydney distributions. James' brother, William Phillip (junior) became a director in 1903 and remained the vice-chairman of the company for 37 years. In 1912 James Dunlop became chairman and managing director of the Australian operations. The company survived the 1890s depression, a disastrous fire in 1906 and paper supply and shipping shortages during World War I. Their operations expanded to Melbourne in 1920 and to Perth in 1937-38.

Until the 1940s, the company focussed on the wholesale supply of stationery. In 1944 the firm bought the manufacturing stationer known as Galwey & Co Pty Ltd. Since 1959 the firm expanded throughout Australia, New Zealand and Papua New Guinea and has played a leading role in the development of the newspaper and printing trades. (G P Walsh, 1981 <http://adb.anu.edu.au/biography/dunlop-james-matthew-6048>)

Site history:

The subject buildings were constructed in 1906 and 1936 to the design of Robertson & Marks for stationery suppliers and printers Edwards Dunlop & Co Ltd. The site was developed in stages from south to north with the construction of the southern warehouse in 1906 and the northern warehouse in 1936. The buildings were occupied by the company until the 1960s and were subsequently leased as commercial offices and showrooms.

Edwards Dunlop & Co Ltd established their offices, warehouses and printing works on the subject site with dual frontages to Clarence and Kent Streets in the late nineteenth century. The company's occupation of this site is

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recorded in the Sands Directories as early as 1892.

On 31 March 1906, newspapers reported a fire at the premises of Edwards Dunlop & Co, which destroyed earlier buildings located on this site as well as a number of surrounding buildings (SMH, 31 March 1906, p 13; Sunday Times, 1 April 1906, p 5). The fire resulted in the loss of a huge range of stock including printing paper, cards, wrapping paper, paper bags, twine, printing machinery, ink, stationery, account books, writing ink, fictional and school books, artists' materials, purses, leather goods, toys and glassware (SMH, 31 March 1906, p13).

A newspaper article from 24 July 1906 reported that the prominent architectural firm of Robertson & Marks had been engaged by Edwards Dunlop & Co to prepare plans for the reconstruction of the company's warehouses. The design included a six-storey building with basement on Clarence Street and a seven-storey building with basement on Kent Street. These buildings were to be separated by an internal courtyard providing a loading area accessed from a cartway on Kent Street. The internal courtyard would provide ample natural light and access between the separate buildings via overhead footbridges on each level. The design included goods and passenger lifts in each building and lavatories on each level. The newspaper article also described the design for a first class suite of offices and counting house fitted in polished cedar on the 'ground floor'. The Clarence Street façade was to be finished with open kiln bricks and stone dressings. While this article describes the building as constructed 'almost entirely of steel', later records indicate a timber structure. (SMH, 24 Jul 1906, p 11)

A newspaper article from 7 August 1906 reported that John Grant had signed a contract to erect the buildings. The contract specified that the works were to be carried out over nine months and completed by May 1907. (SMH, 7 Aug 1906, p 7)

In June 1907 the company sent out illustrated booklets to various newspapers entitled 'Back again at Clarence Street' to promote their reconstructed premises following the fire damage (Dubbo Liberal, 12 June 1907, p 4).

On 19 July 1907 a demonstration of the fire sprinkler system supplied by Morris was held at Edwards Dunlop's new premises in Clarence and Kent Streets (Evening News, 18 July 1907, p 8). It is likely that the company did not yet occupy all floors of the building by this time.

The building's lifts became a work hazard during the early years of occupation, causing a number of injuries and deaths amongst workers in 1907 and 1908.

In 1920 Robertson & Marks proposed alterations to the property adjoining 252 Kent Street for Edwards Dunlop & Co. These plans show the site with a warehouse facing Clarence Street and two warehouses facing Kent Street. Annotations on the plan indicate concrete beams and floors which may have encased a steel structure. Although unclear, the plans appear to have proposed alterations such as new openings at the rear of the building, changes to the stairs and lifts and a new cart entrance on the ground floor of the southern warehouse. The plans show the front elevations of both Kent Street warehouses with facades divided into bays by brick piers and arched windows on the ground and sixth floors. The façade detailing of the northern warehouse shown in this set of plans differs from the existing building façade. There are no records which confirm that the northern warehouse shown in these original drawings was constructed. Later development application records suggest the northern building was constructed after 1935.

In 1935 Robertson & Marks prepared plans for alterations and additions. These plans appear to propose construction of a new seven-storey warehouse building on the northern section of the site facing Kent Street, as well as internal alterations to the southern warehouse. Original architectural drawings and design specifications indicate that the northern warehouse was designed to have a slab concrete floor at ground level and timber floors on all upper levels, face brick façade divided into bays by engaged piers, reinforced concrete lintels above large banks of windows, a flat malthoid roof concealed behind a parapet wall and a roof top engine room in the centre of the site along the southern side boundary. The heights of each level of the building appears to match the floor heights of the existing southern warehouse, thus enabling access between the two buildings. This application likely resulted in the construction of the northern warehouse which currently retains the façade detailing and overall form as depicted in the 1935 plans.

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In September 1935 plans for the construction of a new bridge between the buildings on Clarence and Kent Streets were approved by council.

The 1917-1939 Fire Underwriters Plan records the Edwards Dunlop and Co site between Clarence and Kent Streets. The western section of the site on Kent Street was documented in these plans as containing two seven-storey buildings with wooden floors and stairs. The northern warehouse on Kent Street was recorded as having wooden columns and girders. The Clarence Street warehouse is documented as a six storey building with two basement levels and wooden floors and stairs. The plan showing the subject buildings was dated November 1919. However, it is likely that the plan was updated after the construction of the northern warehouse in 1935-1936. (Fire Underwriters' Association, Block Plan, Block 132, NSCA)

In March 1940 council approved plans for alterations to the stairs throughout the buildings. In December of the same year, Council approved plans for the construction of floors in the open yard area separating the buildings on Clarence and Kent Streets.

A photograph in the Government Printing Office collection in the State Library of New South Wales from September 1943 shows the interior of an Edwards Dunlop and Co warehouse building at 123 Clarence Street. These document the internal timber structure, staircase and vertically proportioned multi-paned windows. While the address of the site is listed as Clarence Street, this photo appears to be of the interior of the southern warehouse facing Kent Street, based on the window proportions.

The 1943 and 1949 aerial photographs record the building on Clarence Street and the two warehouses on Kent Street. The northern warehouse is shown with a flat roof concealed behind a parapet wall, and the southern warehouse with a gabled roof concealed behind a parapet wall. These aerials also record the construction of an additional building in the location of the former yard, connecting the warehouses on Clarence and Kent Streets.

The 1956 City Building Surveyors Detail Sheet records that the two subject buildings on Kent Street and other building on Clarence Street were still occupied by the company. This plan still shows the former yard as undeveloped, despite the earlier aerials documenting the construction of a building in this location. (Building Surveyor's sheet, 1956, Sheet 6, NSCA)

A photograph from the 1960s records the intact former façade of the Clarence Street warehouse. Prior to 1975, this building was extensively altered including reconstruction of the front façade.

On 28 March 1968, the property was purchased by Wexford Pty Ltd (CT 2697 f 91). On 23 April 1968, S Gergely proposed alterations worth \$85,000. These alterations likely involved the conversion of the premises into smaller units or offices available for lease.

A number of applications to install partitions were submitted to council during the 1960s. On 15 July 1968 Wexford Pty Ltd proposed to use 123-129 Clarence Street and 252-258 Kent Street as offices and showrooms (123-9 Clarence Street, Street cards, NSCA). The property was subsequently leased to numerous tenants.

On 2 April 1975, the registered name of the owner of the building was changed to Corporation Centre Pty Ltd (CT 2697 f 91).

Themes:	National theme	State theme	Local theme
	3. Economy	Commerce	Warehouses
	3. Economy	Commerce	Activities relating to buying, se
	3. Economy	Industry	Warehouses
	8. Culture	Creative endeavour	Activities associated with the e

Designer: Robertson & Marks

Builder: John Grant (southern warehouse)

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Year started: 1907

Year completed: 1936

Circa: Yes

Physical description: The subject site comprises two warehouse buildings fronting Kent Street, referred to as the southern and northern warehouses, which were built in 1907 and approximately 1936 respectively, both to the design of Robertson & Marks for Edwards Dunlop & Co.

The buildings are situated on the western section of an irregularly shaped parcel of land between Clarence and Kent Streets. The subject warehouses have no setback from Kent Street or from either side boundary and adjoin buildings to the east fronting Clarence Street.

The buildings are both seven storeys in height. The southern warehouse also contains a basement level. The height of both buildings is approximately 27 metres above Kent Street level or 87 feet 6 inches in measurements of the time, based on original architectural drawings. Original drawings from 1937 indicate that the northern warehouse was constructed to match the height of each storey of the southern warehouse. The buildings are constructed of face brick in Flemish bond with roofs concealed behind parapet walls on Kent Street.

Southern warehouse (1907):

This building is designed in the Federation warehouse architectural style. The warehouse exhibits typical characteristics of this style including its masonry construction, face brickwork, façade rectangularity emphasised by projecting cornices, piers symmetrically dividing the façade into three bays, spandrels recessed behind the plane of piers, arched loading docks, pairs of vertically proportioned windows symmetrically arranged within each bay and rusticated sandstone dressings.

The ground floor contains two former cart entrances located on either side of a pair of vertically proportioned windows, all with rusticated sandstone arches. The northern cart entrance, which has been fitted with roller shutters, was the original cartway which led to the former courtyard at the rear. The southern cart entrance has been fitted with large doors. The sixth floor of the building contains pairs of arched windows in each bay. All other levels contain pairs of vertically proportioned windows with flat sandstone lintels and sills.

The building is contained under a gabled roof concealed behind a parapet wall. The returned corner of the cornice detailing on the north end of the building's parapet suggest that it was constructed as a stand-alone building prior to the construction of the adjoining northern warehouse.

A building in the location of the former yard to the rear of the southern warehouse was constructed during the early 1940s.

Northern warehouse (1936):

The northern warehouse was designed in a similar manner to the earlier southern warehouse with its masonry construction, rectangular façade divided into three bays by brick piers and cornice detailing on parapet, designed in the less ornamental Chicagoesque style of the later inter-war period. The building exhibits typical features of the inter-war Chicagoesque architectural style including its grid-like façade, large banks of three-light windows, concrete lintels and sills, simple wall surfaces, and spandrels expressing storey divisions.

The northernmost and central bays of the ground floor have large vehicular entrances fitted with roller shutters. The former loading dock in the southernmost bay of the ground floor has been infilled with brick and contains a vertically proportioned entrance recessed from the street. A rooftop motor room is located near the centre of the site along the southern side boundary.

Original building plans from 1935 suggest that the building is constructed with a concrete slab floor on the ground floor and timber floors on all upper levels. The lintels of the large banks of windows appear to be

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

reinforced concrete.

Later alterations:

The buildings were converted for use as offices and showrooms in the 1960s.

The face brickwork on the ground floor of both buildings has been painted. Windows frames on the street facades appear to have been replaced.

The northernmost window on the first floor of the southern warehouse has been infilled with brick.

Despite some minor alterations, these two former warehouse buildings retain their architectural integrity as recognisable former warehouse buildings.

The attached Clarence Street building that is not the subject of this inventory has been extensively altered with the reconstruction of the front façade prior to 1975.

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

Category: Warehouse complex. Style: Federation warehouse (south building) and inter-war Chicagoesque (north building). Storeys: Seven storeys with a basement level in the southern building. Facade: Face brick. Roof: Concealed by parapet.

Physical condition level: Good

Physical condition:
Archaeological potential level: Not assessed

Archaeological potential Detail:

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

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

31 March 1906

Large fire destroyed premises of Edwards Dunlop & Co Ltd between Clarence and Kent Streets, as well as several other buildings

23 July 1906

Tenders closed at offices of Architects Robertson and Marks for the reconstruction of Edwards Dunlop & Co warehouses in Clarence Street

12 June 1907

Edwards Dunlop & Co advertised as 'Back again – Clarence Street'

16 July 1907

Demonstration of newly installed Morris fire sprinkler system at Edwards Dunlop's new premises in Clarence and Kent Streets

1920

Proposed alterations to Kent Street warehouses for Edwards Dunlop & Co

1935

Proposed alterations and additions to building adjoining 252 Kent Street (Robertson and Marks) likely resulting in the construction of northern warehouse

1917-1939

Fire Underwriters' Association plan shows seven storey warehouse buildings on Kent Street separated from a warehouse on Clarence Street of six storeys and two basement levels

1940

Council approved alterations and additions to stairs throughout the building

28 March 1968

Wexford Pty Ltd purchased the site

15 July 1968

Wexford Pty Ltd proposed to use the premises at 123-9 Clarence Street and 252-258 Kent Street as offices and showrooms

2 April 1975

Registered name of the owner of the site changed to Corporation Centre Pty Ltd

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Recommended management: Retain and conserve the buildings.

A Heritage Assessment and Heritage Impact Statement should be prepared for the buildings 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 unpainted brick walls and sandstone details.

Original brickwork, window openings, cartways and loading docks, projecting cornices on the parapet, sandstone dressings, reinforced concrete lintels and other Federation and inter-war building features should be conserved and maintained.

Consider new uses for the buildings that will re-use and expose their warehouse features to retain their 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 buildings 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.

Criteria a): Built in 1907 and 1936 as warehouses for Edwards Dunlop & Co, these buildings demonstrate the Federation and inter-war development of one of Sydney's earliest warehouse districts from the early twentieth century, associated with the major working port of Darling Harbour. The height and design quality of the buildings provide evidence of the growth of industry and commerce in central Sydney and the intensified development of the inner-city during the Federation and inter-war periods.

[Historical significance]

As the purpose-built warehouses of printers and stationers, Edwards Dunlop & Co, these buildings are historically significant for their connection to the formerly widespread printing industry of Sydney dominated by Edwards Dunlop, W C Penfold and John Sands during the early twentieth century. As part of a collection of building built in Sydney city for Edwards Dunlop and Co during the Federation and inter-war periods, these buildings document the growth and success of this company during the early twentieth century.

These former warehouses form 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 buildings are associated with printers and stationers, Edwards Dunlop and Co, from the time the buildings were constructed until the 1960s. Their buildings are also associated with prominent Sydney architects, Robertson & Marks, as the firm which designed both buildings.

[Historical association significance]

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Criteria c): Architecturally, the buildings demonstrate good examples of inner-city warehouses designed in the Federation warehouse and inter-war Chicagoesque styles by prominent Sydney architects, Robertson & Marks.

**[Aesthetic/
Technical**

significance] The southern warehouse exhibits typical characteristics of the Federation warehouse style including its masonry construction, face brickwork, façade rectangularity emphasised by projecting cornices, piers dividing the façade symmetrically into three bays, spandrels recessed behind the plane of piers, arched loading docks and pairs of vertically proportioned windows with rusticated sandstone dressings.

With similar design and construction as the southern warehouse, the northern warehouse exhibits typical characteristics of the inter-war Chicagoesque style including its grid-like façade, large banks of three light windows, concrete lintels and sills, simple wall surfaces and spandrels expressing storey divisions.

Despite some minor alterations, the buildings retain their architectural integrity as recognisable former warehouses.

With their near proximity to the Erskine Street corner and distinctive Federation warehouse and inter-war Chicagoesque features, these buildings make an important contribution to the streetscape of Kent Street and are visible from a number of near and distant vantage points, including Erskine Street.

These buildings also represent two of the cohesive group of multi-storey warehouse located in the narrow grid pattern of streets along the western edge of central Sydney north of Sydney Town Hall.

Criteria d): Social significance requires further study to ascertain its value for the local community. As a major former employer within Sydney, these buildings may have social value to the community of former workers of Edwards Dunlop & Co.

Criteria e):

**[Research
significance]**

Criteria f):

[Rarity]

Criteria g): The buildings represent a good examples of inner-city Federation and inter-war warehouses. The buildings are also representative of the body of work of Robertson & Marks during the Federation and inter-war periods.

[Representative]

Intactness/Integrity: Largely intact externally

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

References:	Author	Title	Year
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	City Plan Heritage	Conservation Management Plan – 364 Kent Street, Sydney	2013
	Apperly, R et.al.	A Pictorial Guide to Identifying Australian Architecture	1994
	The Border Morning Mail and Riverin	Great Fire in Sydney; Damage £150,000; Edwards Dunlop & C	1906
	The Dubbo Liberal and Macquarie Ad	Edwards Dunlop & Co	1907
	Sydney Morning Herald, 24 July 1906	Buildings and Works	1906
	Fire Underwriters Association of New	Fire Underwriters' Association, Block Plan, November 1919, B	1919
	RTA	Aerial Photographs of Sydney May-June 1943	1943
	Robertson and Marks	Architectural drawings for additions adjoining 252 Kent Street	1921
	City Building Surveyors Department, (1956 City Building Surveyors Detail Sheets	1956
	Robertson and Marks	Architectural drawings for bridgeway construction	1935
	Robertson and Marks	Architectural drawings for alterations and additions	1940
	G P Walsh	Dunlop, James Matthew (1867–1949)	1981
	City of Sydney	1949 aerial survey of the city of Sydney, sheet 21	1949

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
	LOT	1-49		SP	18406

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: 14/08/2014

Data updated: 22/05/2015

Status: Completed

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: Kent Street elevations of northern (left) and southern (right) warehouses, viewed from the north

Copy right: City of Sydney

Image by: City Plan Heritage

Image date: 19/08/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b0edc761759040f3885a1f4b3393c5ce.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345b0edc761759040f3885a1f4b3393c5ce.jpg

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: Kent Street elevation of 1907 southern warehouse

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345c6a5c8f5bfb745298596485301b5fe06.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345c6a5c8f5bfb745298596485301b5fe06.JPG

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: Upper levels and parapet detailing of Kent Street elevations of both buildings

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/04/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345198a326ee0934b93b850556700acc5f4.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345198a326ee0934b93b850556700acc5f4.jpg

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: Lower levels of both buildings

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/04/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34552337e6a852d49f5837ce448044de50f.JPG>

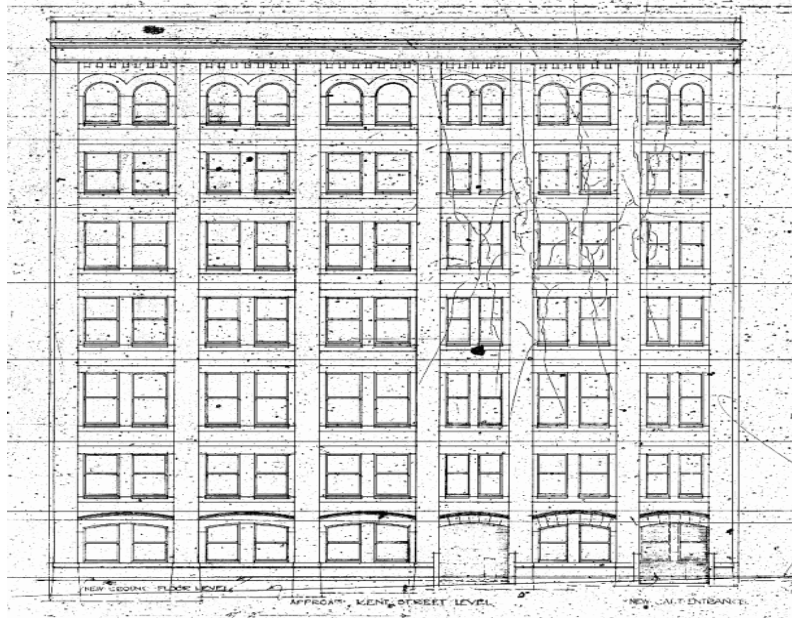
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Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: Elevation of the two warehouses as existed or proposed in 1920 when alterations were proposed

Copy right: City of Sydney Archives, 0573/20

Image by: Robertson & Marks

Image date: 01/01/1920

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457e83968797aa454ca8f6af7b30b12412.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3457e83968797aa454ca8f6af7b30b12412.jpg

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: 1935 elevation for the existing northern building

Copy right: City of Sydney Archives

Image by: Robertson & Marks

Image date: 25/06/1935

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345f2b724f8192b4f6cb18cbc6ec29930e2.JPG>

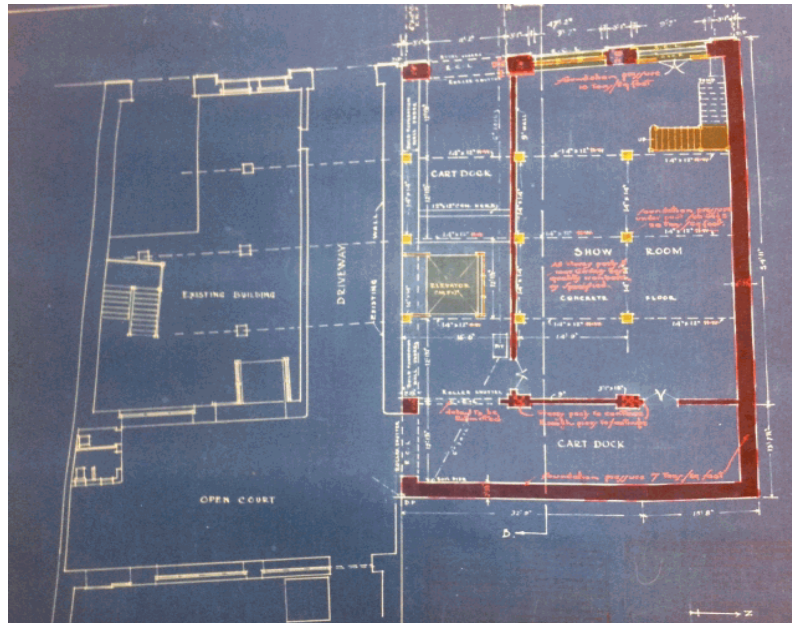
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Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: 1935 plan of the ground floor of the earlier southern warehouse and proposed northern warehouse

Copy right: City of Sydney Archives

Image by: Robertson & Marks

Image date: 25/06/1935

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3459110c0eb15d44d7782d1aa522b845df8.JPG>

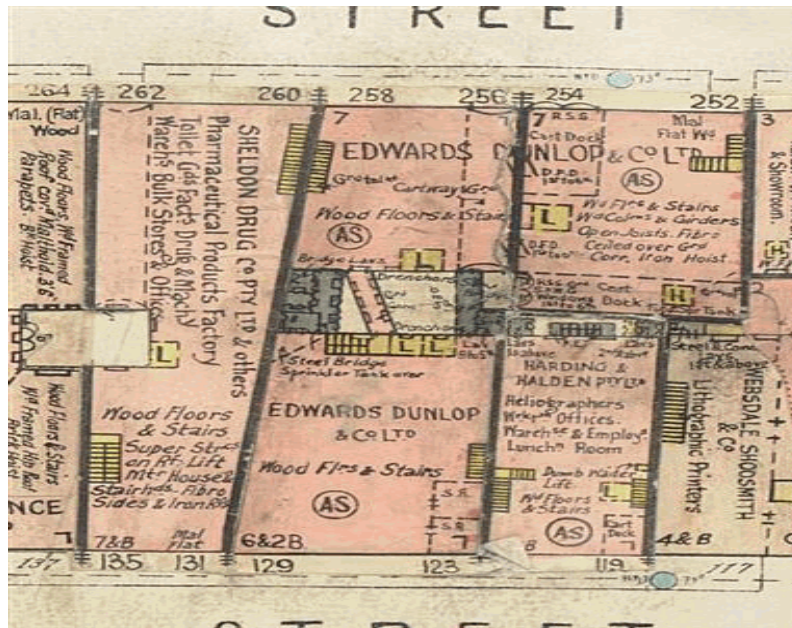
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3459110c0eb15d44d7782d1aa522b845df8.JPG

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: 1917-1939 plan showing the former Edwards Dunlop & Co warehouses on Clarence and Kent Streets

Copy right: City of Sydney Archives

Image by: Fire Underwriters Association of New South Wales, Block 139

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345aef36b43bfcd4ac6a3ab30192d53bcad.jpg>

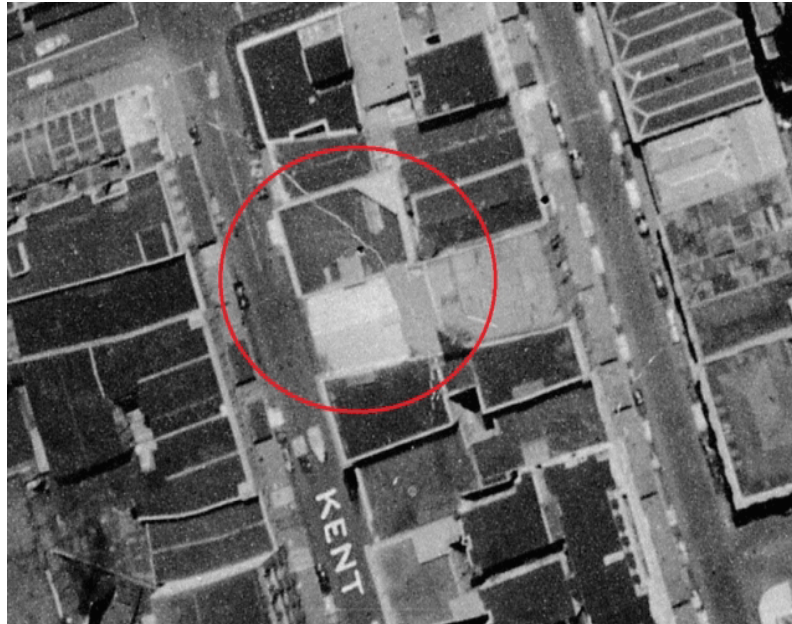
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Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: 1949 aerial photograph showing the subject warehouses and rear additional building circled

Copy right: City of Sydney Archives

Image by: City of Sydney

Image date: 15/12/1949

Image number:

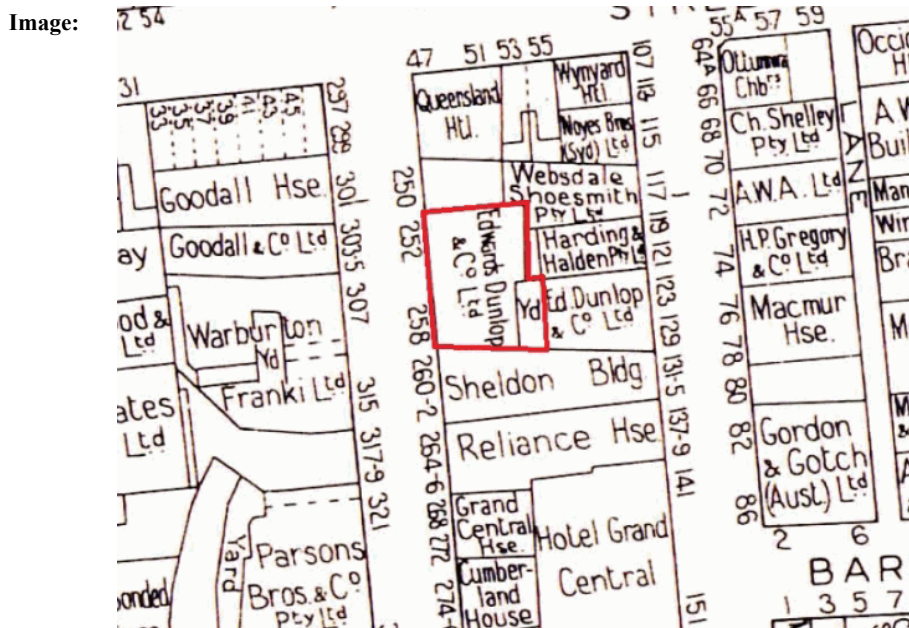
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Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney



Caption: 1956 detail sheet showing the subject property, circled, and surrounding warehouse district

Copy right: City of Sydney

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/3456e933f961c1049a6b9d6fab4f0513c2e.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test3456e933f961c1049a6b9d6fab4f0513c2e.jpg

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: Former Edwards Dunlop building on Clarence Street (on left) in approx. 1907-1930 (photo undated)

Copy right: State Library of New South Wales

Image by: Hall, Home and Away, State Library of New South Wales, hall_34841

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345c7f94f8123d44ecd9fbb24c6d5c1ce13.jpg>

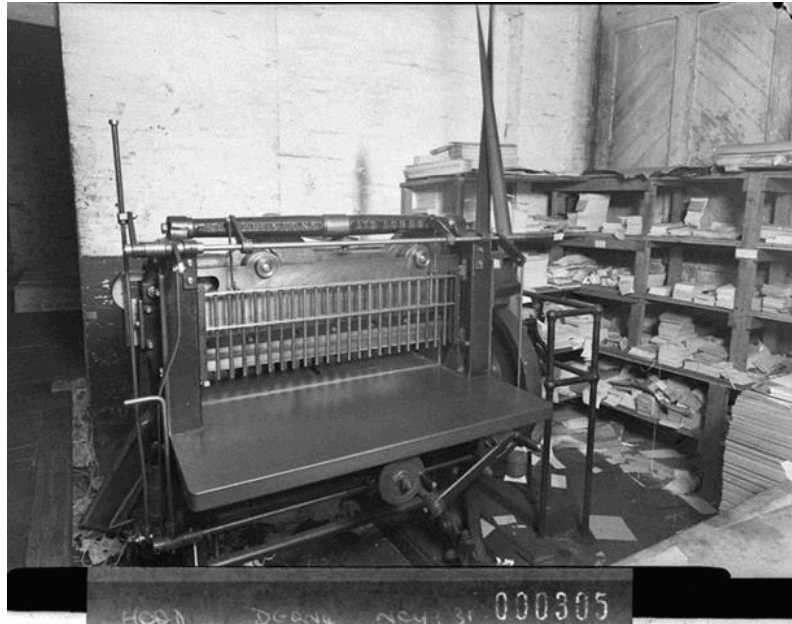
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345c7f94f8123d44ecd9fbb24c6d5c1ce13.jpg

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: 1941 photograph of Edwards Dunlop & Co printing machine likely used at this site

Copy right: State Library of New South Wales

Image by: Sam Hood, Home and Away, hood_10412

Image date: 01/01/1941

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34534910205d5b048fba9441a1c9887e389.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34534910205d5b048fba9441a1c9887e389.jpg

Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: 1943 photograph likely showing the interiors of the southern building

Copy right: State Library of New South Wales

Image by: Government Printing Office, State Library of New South Wales, d1_22582

Image date: 01/09/1943

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3456c69042d861b4cb99d1945019cc88e44.jpg>

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Item name: Former Edwards Dunlop & Co warehouses including interiors

Location: 252-258 Kent Street Sydney 2000

Sydney

Image:



Caption: Current aerial showing the subject buildings circled, excluding the Clarence Street building

Copy right: City of Sydney

Image by: City of Sydney

Image date: 01/01/2008

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34596974c394f90480681b5194217a1e75b.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34596974c394f90480681b5194217a1e75b.jpg

Inventory 57

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Address: 426-430 Kent Street

Planning: Sydney South

Suburb/nearest town: Sydney 2000

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Address: 279 Clarence Street

Planning: Sydney South

Suburb/nearest town: Sydney 2000

Local govt area: Sydney

Parish:

State: NSW

County:

Other/former names: W G Watson & Co Ltd, Play Ways House, Clarence Kent House

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: As described in Sydney Local Environmental Plan

Item type: Built

Group: Commercial

Category: Warehouse/storage area

Owner:

Admin codes:

Code 2:

Code 3:

Current use: Commercial

Former uses: Warehouse flats, showroom and offices

Assessed significance: Local

Endorsed significance:

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Statement of significance: Built in 1914 for warehousing goods for members of the Grace family, Grace House represents the Federation development of one of Sydney's earliest warehouse districts during the early twentieth century, associated with the major working port of Darling Harbour and the retail centre near the Queen Victoria building. The building is historically significant for its connection to the Australian retailing industry by demonstrating the growing fortunes and success of the renowned Sydney retailer of Grace Bros. The ambitious multi-storey height, scale of the building with dual frontages to Kent and Clarence Streets, design quality and its use by a range of industries, also provide evidence of the growth of industry and commerce in central Sydney and the intensified development of the inner-city during the Federation period.

Measuring nine storeys, or 59 metres above Kent Street level (125 feet in measurements of the time), the building is rare locally as one of the earliest skyscrapers of central Sydney. It provides evidence of the historical development of skyscrapers in Sydney, related technological advancements which made taller buildings possible, and the evolution of building height laws and fire management concerns which shaped the early twentieth century development of central Sydney.

Architecturally, the building demonstrates a good example of an inner-city warehouse designed in the Federation warehouse style by the Sydney architect, Walter Newman. The building exhibits typical characteristics of this style including the masonry construction, symmetrical facades, face brickwork (since painted), façade rectangularity emphasised by projecting bracketed cornices, facades divided into three vertical bays by piers, bays terminated by arches with keystones, spandrels recessed behind the plane of piers, faceted bay windows on Clarence Street and banks of timber double-hung sash windows with central glazing bars. The cartway opening off Kent Street and water tower on the roof are also surviving features from the original warehouse design.

Grace House makes an important contribution to the dual streetscapes of Kent and Clarence Streets. With its Federation warehouse features, dual street frontages, exposed side walls, water tower and imposing height relative to the surrounding buildings of a similar period and use, the building is a distinctive feature in the two streetscapes, which is visible in three dimensions from a number of near and distant vantage points.

The building contributes to a cohesive group of multi-storey warehouse buildings from the Victorian and Federation periods located in the narrow grid pattern of streets along the western edge of central Sydney north of Sydney Town Hall.

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

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

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/>

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.

Early warehouses history:

Sydney's early warehouses were built to store imported products and goods for export, transported by ship. Sydney's first warehouses were consequently located near the waterfront and major wharves. Early warehousing was built at the mouth of the Tank Stream and along western side of Sydney Cove, near the first dockyards, the government Commissariat stores, Customs House, and the first privately owned stores belonging to Robert Campbell of the East India Company. Early warehouses were primarily built to store exports from the sealing and whaling industries, and then for wool exports from the 1820s. Imports also required storage, including tea, alcohol, household goods, horses, hoists and most provisions used for the settlement and residents of colonial Sydney.

The only stores built far from the wharves were for goods considered dangerous or vulnerable, often on islands in the harbor. Gunpowder was stored on Goat Island and grain on Cockatoo Island. A few warehouses and stores from the 1830s and beyond remain in The Rocks and Millers Point.

Later stores spread around Dawes Point to the Pyrmont peninsular primarily for the wool trade from the 1880s, and into Darling Harbour for produce from the coastal shipping trade. The 1887 Corn Exchange building at the base of Market Street and warehouses built over the next few decades along Kent Street, demonstrate the warehousing development of the late nineteenth and early twentieth century. They were sited in proximity to Darling Harbour and to the City Markets.

(Dr Shirley Fitzgerald, Sydney's historic industrial and warehouse resources: overview of historic development, April 2014; City Plan Heritage, Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

Precinct history:

The area forms one of the early warehousing districts of Sydney, located within the narrow grid pattern of streets

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

on the western edge of central Sydney, principally defined by York, Clarence, Kent and Sussex Streets.

The street layout of this area dates from the early colonial period of Sydney's settlement. Originally these streets were named Barrack Row for York Street, Middle Soldiers Row for Clarence Street, and Back Row or Back Row West for Kent Street. The early street names reflect how this part of Sydney town was originally occupied by the military. The military district extended between the land bound by George Street to the east, DrUITT Street to the south and a line extending from Hunter Street to Darling Harbour to the north. No civilians were allowed in this area. This regulation was in force until the arrival of Governor Macquarie. (City of Sydney, York Street Special Character Area heritage inventory)

Wynyard Barracks was built in several stages within this district to become the largest British military barracks in the southern hemisphere. It was one of the most prominent landmarks in the town and occupied fifteen acres in the centre of the town. Various facilities developed around the Barrack. The pubs, eating houses and brothels were located in nearby streets. The wives of the soldiers lived just behind the barracks in rows of wooden huts in what is now Clarence Street. The military use of this land ended when the barracks was relocated to Darlinghurst and the Wynyard garrison moved out in 1848. (City of Sydney, York Street Special Character Area heritage inventory)

When Lachlan Macquarie arrived to govern the fledgling colony in 1810, he instituted major changes to the planning and buildings of Sydney town and other early settlements of New South Wales. Governor Macquarie renamed the subject streets in 1810 after British peers: York, Clarence, Kent and Sussex. Market Street was also named by Macquarie at the same time, indicating the early plans for markets located on the site of the later Queen Victoria Building from approximately 1812. (City of Sydney, History of Sydney Streets, <http://www.cityofsydney.nsw.gov.au/learn/sydneys-history/people-and-places/streets>, accessed 13 April 2015)

In February 1811, Governor Macquarie opened the new wharf at Cockle Bay, now Darling Harbour. Until this time, all general provisions for the colony were landed at Hospital Wharf in Sydney Cove. The only two other wharfs in operation were Governor's Wharf and Robert Campbell's Wharf. Produce from Parramatta was brought to the Market Wharf and transported to the new market located at the present site of the Queen Victoria Building. This stimulated commercial development in this western section of the town.

From the 1870s purpose-built warehouses were constructed to the north of Sydney Town Hall and DrUITT Street within this district, to serve the major working port of Darling Harbour. The land was well located between the Darling Harbour docks to the west and the markets and later the Queen Victoria Building to the east. By 1900 the Clarence Street block between Market and DrUITT Streets was almost entirely occupied by warehouses (City of Sydney, York Street Special Character Area heritage inventory, undated; Report on City of Sydney Industrial and Warehouse Buildings, October 2014)

By the 1980s, the working Port of Sydney had effectively shifted from Port Jackson to Botany Bay, removing the need for extensive warehousing along the city waterfronts of Pyrmont, Darling Harbour and Millers Point.

Sydney building height history:

Technological advancements during the late 1800s and early 1900s made the construction of taller buildings possible, including steel and reinforced concrete construction materials, the introduction of a reliable and affordable electricity supply in 1904, and development of lifts and elevators for efficiently moving people and goods vertically.

In 1890 and 1901, major fires in Sydney and resulting loss of life and property, increased public concern and debate about the ability to fight fires and rescue people from tall buildings. The 1901 fire which destroyed Anthony Hordern's eight-storey department store in Haymarket, killed five people including one man trapped at 120 feet (36.6 metres) who couldn't be reached by the fire brigade's tallest ladder. At the time, the chief officer of the fire brigades, Alfred Webb, was reported as advocating that no building should be erected higher than 90 feet (27.4 metres) "because it is recognised as the highest practicable height at which a brigade can fight a fire."

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Chief Webb was later quoted in 1907 describing buildings of 100 feet (30.5 metres) as “suicidal” because the fire brigade ladders could only extend to 80 feet (24.4 metres) with a possible extra 10 feet. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Private development increased in the early twentieth century. Between 1905 and 1910, five new department stores opened in Sydney, including a rebuilt Anthony Horderns. By 1911, a record 6503 private buildings were constructed in Sydney. Never before had so many buildings been erected in one year. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

Yet Sydney's building regulations were still modelled on eighteenth century English regulations, which assumed buildings were constructed of brick and wood and would not exceed six stories. The building regulations also inadequately provided for fire safety and enforcement. The Fire Underwriters Association of NSW promoted fire safety in building design such as through discounted insurance premiums; however this was not legally binding. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

International comparisons were important in debates about limiting building height at this time. It was noted in the NSW Parliament that most European cities had building height limits under 100 feet (30.5 metres), with Paris set at 65.5 feet (20 metres) and London at 80 feet (24.4 metres), while American cities such as Chicago had limits closer to 200 feet (61 metres). New York was generally held up as an example of the negative consequences of high-rise development, such as overcrowding, aesthetic and moral concerns. Sydney's first building act had been based on English legislation, and the English influences continued to hold sway in 1912 when the new laws were passed by Parliament. (Roberts, Alex and O'Malley, Pat, *Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth and Early Twentieth Century Sydney*. Sydney Law School Research Paper No. 11/83, <http://ssrn.com/abstract=1954213>)

In 1912, the NSW government passed the laws which limited building heights to 150 feet (45.7 metres) in the Height of Building Act 1912. The laws also required any building taller than 100 feet to make adequate provision for protection against fire. This resulted in the fire-retardant malthoid roofs and water or sprinkler towers for fighting fires found in Sydney's tall buildings of the time. In 1957, modifications to the 1912 laws relaxed the height limits. (<http://dictionaryofsydney.org/entry/planning>, accessed 15 April 2015; <http://www.smithsonianmag.com/history/the-anti-skyscraper-law-that-shaped-sydney-australia-30000644/?no-ist>, accessed 15 April 2015)

Site history:

Constructed in 1914, Grace House was one of the earliest skyscrapers in Sydney. It was designed and built for members of the Grace family of Sydney retailers, Grace Bros. While its current address is 426-430 Kent Street, the property was once known as 279 Clarence Street. The success of Culwalla Chambers in breaching the official height limit in the City of Sydney encouraged the construction of tall buildings, such as this one, inaugurating the skyscraper era in Sydney.

As well as its extraordinary height for the time, this building was also one of only two which extended the full width between Kent and Clarence Streets on the subject block of land, as recorded in the subsequent 1950 and 1956 civic surveys. Most buildings and properties along this block had only one street frontage.

The subject parcel of land was transferred to Joseph Neal Grace and his wife Isabel on 18 August 1911 (CT 1836 f 52). Joseph Neal Grace commenced the renowned Sydney retailer Grace Bros, in partnership with his brother, Albert Edward Grace. Their main store at Broadway was a prominent retail centre by 1904 (G P Walsh, 'Joseph Neal Grace (1859-1931)', ADB, volume 9, p 65).

Item name: Former Grace House warehouse including interiors**Location:** 426-430 Kent Street Sydney 2000

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In October 1911, architect Walter Newman of Norwich Chambers, Hunter Street designed this building to face both Clarence and Kent Streets (Plan 1911/245, NSCA). Walter Newman also designed other major buildings for Grace Bros including the 1906 Model Moxham Store and the 1909 Homeware Building, both located on Broadway on the either side of Bay Street on the boundary of Ultimo and Glebe.

Grace Bros submitted Newman's plans for the proposed building on 25 October 1911 (Clarence Street 1908-28, Street cards, NSCA). Soon known as Grace House, Clarence Street, this building, was built by Joseph Neal Grace as an investment, together with Ballarat House at Wentworth Avenue (Evening News, 24 Dec 1921, p 2).

The original architectural drawings document Newman's design from 1911 and 1912. The 1912 modification altered the 1911 design to include the ninth level (shown in one 1911 section but not the other 1911 drawings), modify the Clarence Street facade at the top level, and add the central faceted bay for the mid-levels, as constructed.

The 1914 assessment book records Grace Bros as the owners and occupiers of 279 Clarence Street, then described as warehouse flats of nine floors with nine rooms, built of brick with a malthoid roof. The property was valued at £2,700 at this time, significantly higher than surrounding properties (Lang Ward assessment book, 1914, No 478).

One of the earliest tenants, W G Watson & Co Ltd, electrical engineers, remained in the building for many years (Sands, Directory, 1914, p in 35). By the following year, 1915, the Sands directory listed Grace House with more tenants (Sands, Directory, 1915, p in 36).

By 1918 the assessment book records W G Watson & Co as the tenant for 279 Clarence Street. The building was then described as a warehouse, built of brick and stone, with a malthoid roof, of 8 floors containing 21 rooms, and still valued at £2,700 (Lang Ward assessment book, 1918, record 17/13/5). In 1925, the Kent Street frontage was leased to Gibson TAD & Co, tea & coffee merchants and importers (Sands, Directory, 1925).

Joseph Neal Grace died on 5 July 1931 (G P Walsh, 'Joseph Neal Grace (1859-1931)', ADB, volume 9, p 65).

The 1917-1939 fire underwriters plans documents this building, located adjacent to the Clarence street police station. The two undated sets of fire underwriters plans identify the building name as Grace House and Clarence-Kent House and describe the building as warehouse flats, showrooms and offices. Building features recorded in these plans include the height of 8 storeys plus basement on the Clarence Street frontage, 9 storeys on Kent Street, and building materials of a concrete structure and malthoid and wood for the flat roof. Other building features noted in these plans include the sprinkler tank tower at the centre of the site, a cartway off Kent Street, two sets of stairs along northern wall and three lifts.

Two inter-war photos of the building by Hall & Co also document the original building form and presentation to both Kent and Clarence Streets during the 1930s. These record some features subsequently removed or altered including the unpainted brick facades, original signage on both street frontages located in the spandrel between the ground and first floor openings, the original ground floor fenestration and early awning on Clarence Street, and the painted side wall advertising Grace Bros and WG Watson & Co electrical supplies. (State Library of NSW, Nos 422-430 Kent Street; Prouds, WG Watson, Image: oai:sl.nsw.gov.au:41809, Clarence Kent House, 279-285 Clarence Street; WG Watson; Lazarus, Rosenfeld; Lincoln Knitting Orient Carpets, Image: oai:sl.nsw.gov.au:41675)

The building remained in the hands of the estate of Joseph Neal Grace into the 1960s. On 6 October 1967, Donald Crone proposed alterations to the shop front worth \$3,104 (279 Clarence Street, Street cards, NSCA).

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Themes: National theme

3. Economy

3. Economy

3. Economy

3. Economy

State theme

Commerce

Commerce

Industry

Industry

Local theme

Warehouses

Activities relating to buying, se

Activities associated with the n

Warehouses

Designer: Walter Newman

Builder: Unknown

Year started: 1914

Year completed: 1914

Circa: Yes

Physical description: The building was constructed as warehouse flats in 1914 for Joseph Neal Grace to the design of the architect, Walter Newman.

The building is situated on an irregularly-shaped land parcel surrounding the Clarence Street police station, extending across the full width of the block between Clarence and Kent Streets. The building has dual frontages to both Kent and Clarence Streets with no setbacks from either street or side boundaries.

It comprises a building of nine storeys at its eastern end and eight storeys plus basement at the western end. The building height is approximately 59 metres above Kent Street level or 125 feet in measurements of the time, based on original architectural drawings. Original drawings indicate the lower two levels were 18 and 16 feet high, with the upper levels measuring 13 feet.

Construction materials include English bond brick walls and timber floors and structure. The roof is concealed behind parapet walls. A rooftop water tower with pitched pyramid roof is located near the centre of the site along the northern side boundary.

The building is designed in the Federation warehouse architectural style. The building exhibits typical characteristics of this style including the masonry construction, symmetrical facades, face brickwork (since painted), façade rectangularity emphasised by projecting bracketed cornices, facades divided into three vertical bays by piers, bays terminated by arches with keystones, spandrels recessed behind the plane of piers, faceted bay windows on Clarence Street, and banks of timber double-hung sash windows with central glazing bars.

Timber dough-hung sash windows are arranged symmetrically within the three bays on both facades. On the Kent Street elevation, the pair of windows in the two side bays have shallow arched brick lintels, whereas the central bank of four windows in the wider central bay have a single flat rendered brick lintel. Window lintels on the Clarence street facade are also flat and rendered. The only variation to this pattern of windows is the extra transom lights above the lower levels of windows, reflecting the higher ceiling heights internally, and the pronounced arches with keystone for the top level of windows.

At the street level, the Kent Street elevation retains its original cartway opening at the south end, timber door and sidelights for the entrance at the north end, timber-framed windows and moulded rendered spandrel above. An additional vehicular opening with roller shutter door has been added to the central bay on Kent Street, below the original timber windows. The Clarence Street fenestration at street level has been removed. Brackets attached to the Clarence Street frontage indicate the location of an earlier awning. The name for the building originally painted in the spandrel above the street-level openings on both elevations has been removed.

The brick side walls are equally prominent on the streetscapes of Clarence and Kent Streets due to the lower surrounding building heights. These walls are unadorned brickwork, except for setback windows and remnants of earlier painted signs. The rooftop water tower is visible from both streets along the northern side wall.

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

Category: Individual building. Style: Federation warehouse. Storeys: Nine. Facade: Painted brick. Side/rear walls: Exposed brick with painted signs. Roof: Concealed by parapet.

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Physical condition level: Fair

Physical condition: Street elevations require maintenance

Archaeological potential level: Not assessed

Archaeological potential Detail:

Archaeological potential Detail:

Modification dates: Face brick elevations have been painted. Ground floor fenestration on Clarence Street has been altered and the Clarence Street awning removed.

Timeline of known dates for changes to the site:

18 August 1911

Ownership of the subject land parcel was transferred to Joseph Neal Grace and his wife Isabel

October 1911

Architect Walter Newman, of Norwich Chambers on Hunter Street, prepared the design for this building to face Clarence Street and Kent Street

25 October 1911

Grace Bros submitted these plans to the City of Sydney

1911

Assessment book shows J N Grace as owner of land in this position

1912

Amended drawing submitted to Council for Clarence Street elevation showing bay window and additional level

1914

Assessment book shows Grace Bros as owners and occupiers of 279 Clarence Street, noted as warehouse flats of nine floors, built of brick with a malthoid roof

1914

Grace House, 279 Clarence Street, listed for first time in Sands directory

6 October 1967

Donald Crone applied to alter the shop front with works valued at \$3,104

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

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 unpainted brick walls. Consider removal of paint to formerly unpainted external walls, excluding the rendered spandrel above the ground floor openings. For repainting, use a colour scheme appropriate to the Federation period of the building, which highlights its decorative details in different tones.

Locate new signage within the rendered spandrel above the ground floor openings using separate painted lettering in a similar manner to the original, as shown in the historic photographs.

Original brickwork, timber-framed double-hung sash windows, moulded timber doors, rendered ground floor spandrel, bracketed cornices, arched openings with cornices, water tower and other original features of the building should be conserved and maintained.

Consider new uses for the building that will re-use and expose its warehouse 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**
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.

Criteria a): Built in 1914 for warehousing goods for members of the Grace family, Grace House represents the Federation development of one of Sydney's earliest warehouse districts during the early twentieth century, associated with the major working port of Darling Harbour and the retail centre near the Queen Victoria building. The building is historically significant for its connection to the Australian retailing industry by demonstrating the growing fortunes and success of the renowned Sydney retailer of Grace Bros. The ambitious multi-storey height, scale of the building with dual frontages to Kent and Clarence Streets, design quality and its use by a range of industries, also provide evidence of the growth of industry and commerce in central Sydney and the intensified development of the inner-city during the Federation period.

Measuring nine storeys, or 59 metres above Kent Street level (125 feet in measurements of the time), the building is rare locally as one of the earliest skyscrapers of central Sydney. It provides evidence of the historical development of skyscrapers in Sydney, related technological advancements which made taller buildings possible, and the evolution of building height laws and fire management concerns which shaped the early twentieth century development of central Sydney.

This former warehouse 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 Grace House warehouse including interiors

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Criteria b): Grace House has a long-association with the family of the renowned Sydney retailer, Grace Bros, from its construction in 1914 until the 1960s. Its design is associated with the Sydney architect, Walter Newman, who also designed other major buildings for Grace Bros on Broadway including the 1906 Model Moxham Store and the 1909 Homeware Building. The building also has associations with a number of companies including long-term tenant, W G Watson electrical suppliers.

Criteria c): Architecturally, the building demonstrates a good example of an inner-city warehouse designed in the Federation warehouse style by the Sydney architect, Walter Newman. The building exhibits typical characteristics of this style including the masonry construction, symmetrical facades, face brickwork (since painted), façade rectangularity emphasised by projecting bracketed cornices, facades divided into three bays by piers, bays terminated by arches with keystones, spandrels recessed behind the plane of piers, faceted bay windows on Clarence Street, and banks of timber double-hung sash windows with central glazing bars. The cartway opening off Kent Street and water tower on the roof are also surviving features from the original warehouse design.

Grace House makes an important contribution to the dual streetscapes of Kent and Clarence Streets. With its Federation warehouse features, dual street frontages, exposed side walls, water tower and imposing height relative to the surrounding buildings of a similar period and use, the building is a distinctive feature in the two streetscapes, which is visible in three dimensions from a number of near and distant vantage points.

The building forms part of a cohesive group of multi-storey warehouse buildings from the Victorian and Federation periods located in the narrow grid pattern of streets along the western edge of central Sydney north of Sydney Town Hall.

Criteria d): Social significance requires further study to ascertain its value for the local community.
[Social/Cultural significance]

Criteria e): The building may offer research potential into the early history of skyscraper development in Sydney.
[Research significance]

Criteria f): The building is rare locally as one of the earliest skyscrapers of central Sydney.
[Rarity]

Criteria g): The building represents a good example of an inner-city Federation warehouse and one of the earliest skyscrapers of Sydney from this period.
[Representative]

Intactness/Integrity: Externally intact

References:	Author	Title	Year
	RTA	Aerial Photographs of Sydney May-June 1943.	1943
	City of Sydney/ City Building Surveyors	City Building Surveyors Detail Sheets	1956
	City of Sydney	Rate Books - various	
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	Roberts, Alex and O'Malley, Pat	Skyscrapers, Fire and the City: Building Regulation in Late Nineteenth Century Sydney	2011

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

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	LOT	A		DP	939220

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

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: 14/08/2014

Data updated: 22/05/2015

Status: Completed

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Kent Street elevation

Copy right: City of Sydney

Image by: City Plan Heritage

Image date: 19/08/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34564609a12828b4fd1ae2efba771c0a248.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34564609a12828b4fd1ae2efba771c0a248.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Detail of upper levels windows and ornamentation on Kent Street elevation

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/04/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345bfeed1ee1ab94256b1491ea1fe737098.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345bfeed1ee1ab94256b1491ea1fe737098.JPG

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Lower levels of Kent Street elevation

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 14/04/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3458efeac471f3e4c4bae06f0a5f914aafb.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3458efeac471f3e4c4bae06f0a5f914aafb.JPG

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Upper levels of Clarence Street elevation

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 02/12/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3452e8cf6bb9bdb4244b248f5c5a0339172.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3452e8cf6bb9bdb4244b248f5c5a0339172.JPG

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Side elevation and water tower viewed from the north along Clarence Street

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 02/12/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3454e731bc691cd47f49e1b3ef0adaa1481.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3454e731bc691cd47f49e1b3ef0adaa1481.JPG

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: The Kent Street elevation in 1933 with signage on side wall for its early occupant Watson & Co

Copy right: State Library of New South Wales (oai:sl.nsw.gov.au:41809)

Image by: Hall & Co (hall_35117)

Image date: 01/01/1933

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b74caab948144f1ea9bc2f8e57f9718b.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345b74caab948144f1ea9bc2f8e57f9718b.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: The Clarence Street elevation with original building signage and tenant advertising likely in 1933

Copy right: State Library of New South Wales (oai:sl.nsw.gov.au:41675)

Image by: Hall & Co (hall_34983)

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b2ea50f5c5094e809cb83730794002df.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345b2ea50f5c5094e809cb83730794002df.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Original 1911 designs by Walter Newman for the proposed elevations

Copy right:

Image by: Walter Newman

Image date: 25/10/1911

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345ab19ef7168dd4004bbaffd3ee466e3cd.jpg>

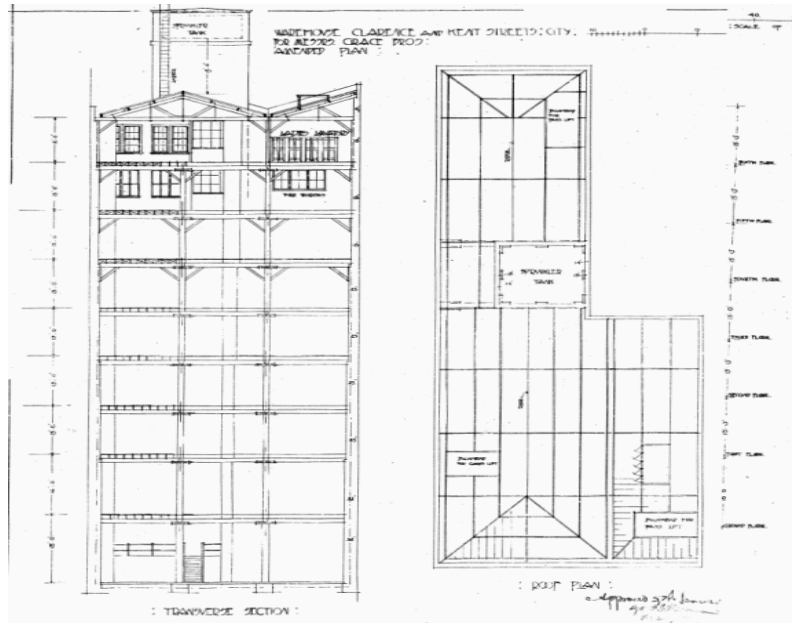
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test345ab19ef7168dd4004bbaffd3ee466e3cd.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Original transverse section and roof plan in 1911 drawings by Walter Newman

Copy right:

Image by: Walter Newman

Image date: 25/10/1911

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34553e52e4acce34446a4ba95c54e78373e.jpg>

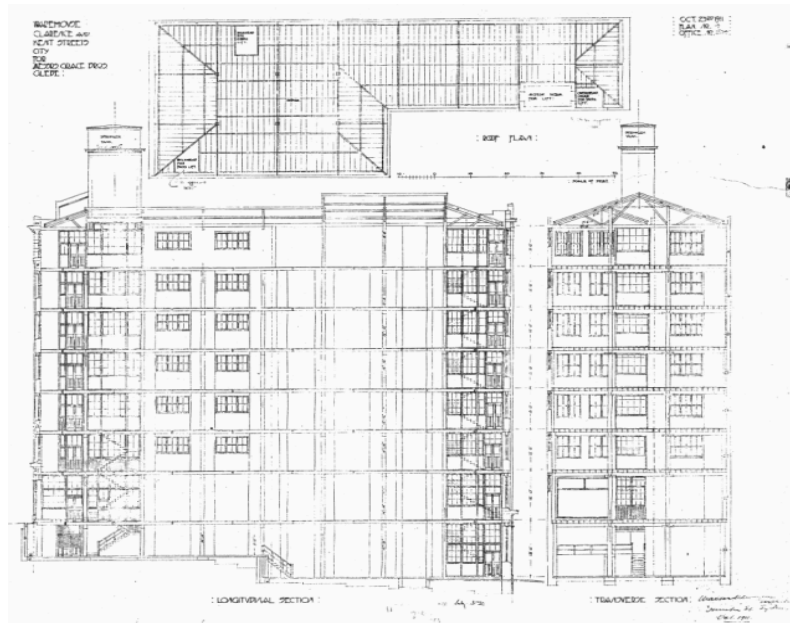
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34553e52e4acce34446a4ba95c54e78373e.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Original longitudinal section and roof plan in 1911 drawings by Walter Newman

Copy right:

Image by: Walter Newman

Image date: 25/10/1911

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34505a1a63f86b1419aba240efe73047024.jpg>

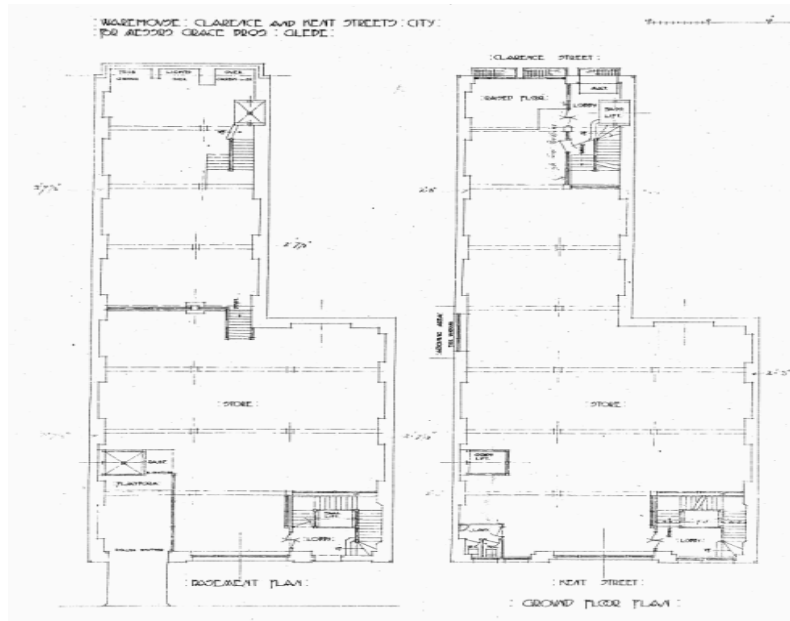
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34505a1a63f86b1419aba240efe73047024.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Original basement and ground floor plan in 1911 drawings by Walter Newman

Copy right:

Image by: Walter Newman

Image date: 25/10/1911

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345327b6bedf9dd4e32be9316e99fa5aa89.jpg>

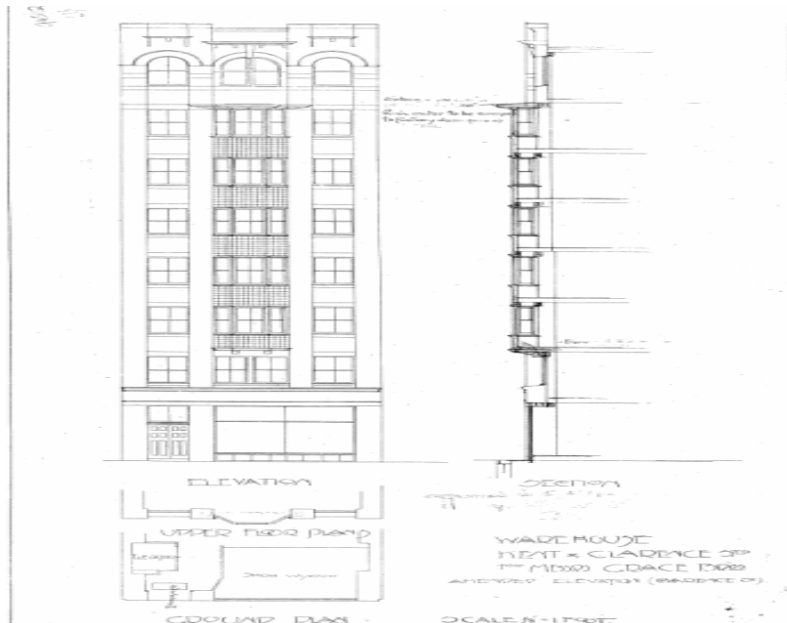
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Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Walter Newman's amended drawings showing changes to the upper level and bay window addition

Copy right:

Image by: Walter Newman

Image date: 01/01/1912

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3453e468d16e42849979ef76f408a6616c3.jpg>

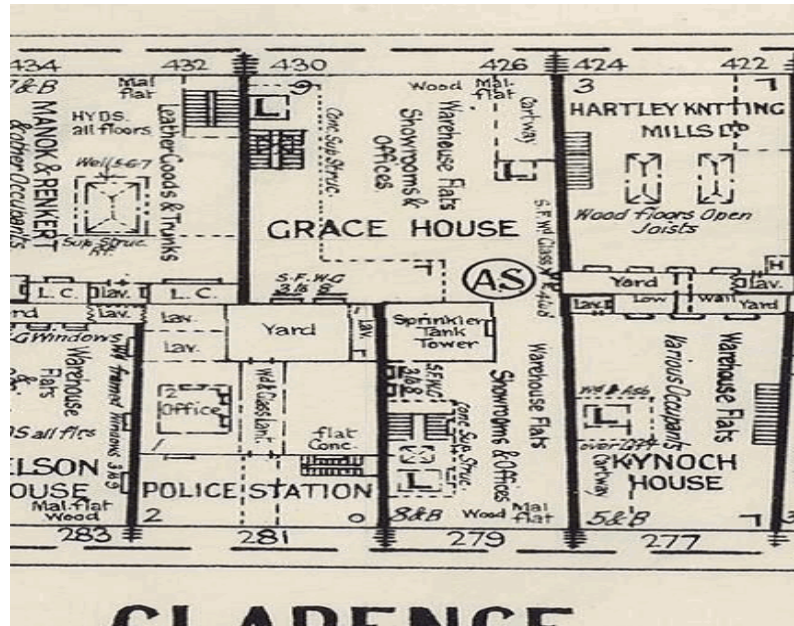
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3453e468d16e42849979ef76f408a6616c3.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Earlier fire underwriters' plan showing the subject building named Grace House, undated

Copy right: Mitchell Library (ML Map M2 811/17/1940/1, Block 159-160)

Image by: Fire Underwriters Association of NSW

Image date:

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/34511158902b96b4c8c87f8e7320c729bb2.jpg>

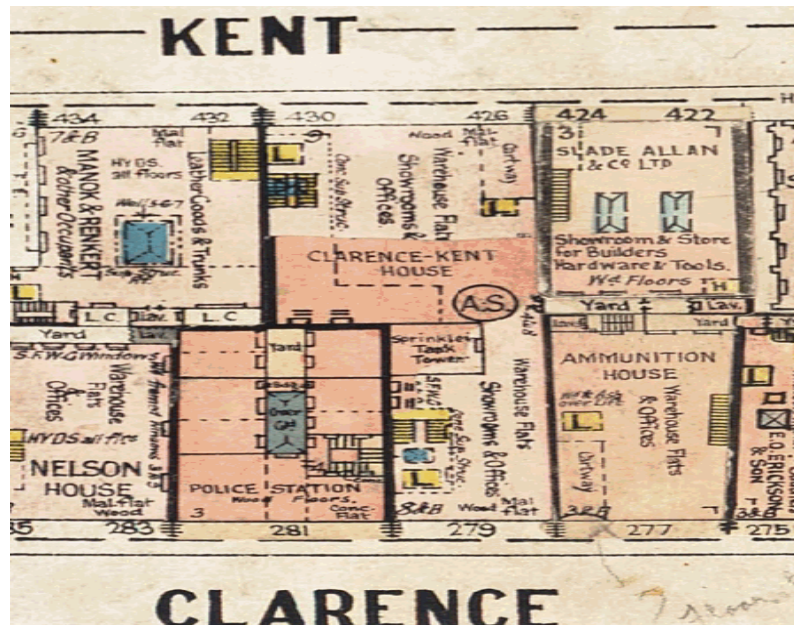
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test34511158902b96b4c8c87f8e7320c729bb2.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



Caption: Later fire underwriters' plan with the subject building named Clarence-Kent House, circa 1917-1939

Copy right: City of Sydney

Image by: Fire Underwriters Association of NSW

Image date: 01/01/1939

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345d03802db49cd42d483f7ee37eb5859cb.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345d03802db49cd42d483f7ee37eb5859cb.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney



Caption: 1956 detail sheet showing the subject building circled and surrounding warehouse district

Copy right: City of Sydney

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/34539f978427f1a4b059136f99563a632bb.jpg>

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Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

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Image:



Caption: 1926 advertisement a company which occupied this building, makers of Burson Hose

Copy right: Sydney Morning Herald

Image by: Sydney Morning Herald

Image date: 17/12/1926

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34584e31463a91147f893d9362d34e0a43c.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34584e31463a91147f893d9362d34e0a43c.jpg

Item name: Former Grace House warehouse including interiors

Location: 426-430 Kent Street Sydney 2000

Sydney

Image:



State Library of Western Australia

Caption: Watson & Co appliances display of radios, washer and wringer machines and vacuum cleaners

Copy right: State Library of Western Australia

Image by: State Library of Western Australia (8292B/A/6690-1)

Image date: 01/01/1932

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34532bab69eb48e4bb392dc72dfe80a193f.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34532bab69eb48e4bb392dc72dfe80a193f.jpg

Inventory 58

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Address: 10-16 Bay Street

Planning: Sydney South

Suburb/nearest town: Ultimo 2007

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: Athlone Place Town Yard, Municipal town yard, City Fund Garage, Hoskins Ltd Foundry, Commonwealth Handling Equipment

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: Excludes the car park in the south-eastern corner of the site, as described in Sydney Local Environmental Plan

Item type: Complex / Group

Group: Government and Administration **Category:** Other - Government & Administration

Owner: Local Government

Admin codes:

Code 2:

Code 3:

Current use: Council depot

Former uses: Town yards, depot, factory, foundry, workshop, motor garage, offices, store

Assessed significance: Local

Endorsed significance:

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Statement of significance: The precinct of buildings constructed from 1908 to the 1960s for the City of Sydney, Hoskins and the Commonwealth government, primarily as a town yard for street cleaning facilities, engineering workshop and vehicle and machinery storage, represents the industrial and civic development of Ultimo during the twentieth century. The site and its buildings provide evidence of significant government initiatives to alleviate the City's severe pollution and public health issues during the early twentieth century, to help support industry and rebuild the economy following World War II, and over a century of local public works for improving Sydney's urban environment and street beautification. The Bay Street factory, as the only industrial building surviving from the Hoskins Iron and Steel Co use of the site, and the 1960s Council engineering workshop also provide evidence of the formerly widespread engineering industry of Sydney from the early twentieth century through to the post-war period.

As part of the the first land resumption of 1905 and redevelopment by the local council to reduce heavy industrial pollution of Blackwattle Creek and address severe public health issues, the site demonstrate significant local government intervention to improve the streets and sanitation of Sydney city during the early twentieth century. The development of this land provides evidence of the new powers granted to the local council in 1905 to clear slums, replan and beautify the city during the period of the 1909 Royal Commission on the Improvement of Sydney. The former stables and subsequent garaging on this site for housing the street cleaning fleet also represent technological advancements in street cleaning during this period when horse-drawn carts were replaced by motorised vehicles. Inter-war buildings constructed for the local council plant nurseries demonstrate how these civic initiatives for street beautification extended to street plantings during the inter-war years.

The Wattle Street 1940s buildings provide evidence of public intervention at the Commonwealth level of government to help rebuild the economy following World War II though leasing materials and handling equipment acquired during the war to Australian industries.

The age, design quality and scale of the site and its buildings demonstrate the extent and importance of City of Sydney's street cleaning, waste management and street beatification operations for over a century.

Aesthetically, the buildings within this complex represent good examples of the Federation, inter-war and post-war architectural styles, demonstrating a collection of industrial work from prominent architects and engineers from 1908 to the 1960s. Buildings found on this site represent the work of City architect Robert Hargreave Brodrick for the 1908 Federation stables, architect John Spencer for the 1910 Federation Bay Street factory, architect W. S. White for the 1929 inter-war garages and 1930 nursery shed on Bay Street, and R D Stephenson of the City Engineer's Department for the 1961 post-war engineering workshop.

The buildings make important contributions to the surrounding streetscapes of Macarthur, Bay, William Henry and Wattle Streets through their distinctively industrial character, consistent use of face brick materials, repeated pattern of modular building forms, multi-paned steel and timber windows, facades divided into bays by piers, and distinctive roof forms of roof lanterns, hips, gables, sawtooths or decorative parapet walls. The size of the complex occupying most of a complete block, its four street frontages, near proximity to Wentworth Park, minimal building setbacks from the street and distinctive architecture, make the complex a local landmark in the neighbourhood that is highly visible from a number of near and distant vantage points.

The Bay Street Depot complex forms part of one of the largest known collections of industrial and warehouse buildings of its kind in Australia, which records City of Sydney's past as one of only two historic industrial heartlands in Australia. This collection of buildings provides evidence of Australia's twentieth century transformation through industrialisation when Sydney became one of the largest industrialised cities in the South Pacific.

The depot is of local heritage significance in terms of its historical, aesthetic and representative values.

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

**Historical notes
of provenance:** 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.

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/>

Ultimo forms the southern half of the Pyrmont peninsula. The suburb was once characterised by the swampland surrounding Blackwattle Creek which flowed into Blackwattle Bay to the north. The rich alluvial soil in the area attracted early market gardening which provided a source of food for the colony.

The area to the west of the Blackwattle Creek was granted to the Church of England by Governor Phillip in 1789.

In 1803 surgeon John Harris was granted 34 acres east of the 'glebe lands' which he called Ultimo Farm. In 1804 Harris built Ultimo House with manicured gardens on the ridge of the suburb. By 1818 with additional land grants and purchases, Harris owned 233 acres which covered Ultimo and parts of Pyrmont and Haymarket.

By the 1820s a number of industries, including abattoirs, were attracted to the area for its close proximity to water supply. By 1821 Harris had moved to greener pastures.

In 1828 the 'glebe' lands were subdivided and gradually sold. In 1829 the area between Bay Street and the bank of the creek was reserved for a church and school and was then subdivided during the 1840s and sold under 99 year leases. In 1852 the Law family acquired the land which was later known as the Bay Street Depot.

By the 1850s the area had become extremely polluted from the waste washing into the creek from the slaughterhouses, tanneries and piggeries along Parramatta Road. The pollution was worsened by intensified residential development and periodic flooding.

In 1877 the Creek was redirected through a newly constructed channel and the swamp was filled in to form Wentworth Park.

Harris' estate remained largely intact until the first subdivision took place in 1860. In the early 1880s, twenty dwellings known as the Wentworth Park Terraces and a number of weatherboard cottages were constructed along Wattle Street.

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By the early twentieth century the Law family had constructed 21 brick terraces fronting Bay Street and 21 terraces fronting Law Street which ran between Bay Street and Blackwattle Lane.

The creek became known as an open sewer which resulted in a high rate of illness amongst the residents of the area. Plans for resumption and redevelopment of the area were drawn up in 1886, 1890 and 1905. The Sydney Corporation (Amendment) Act of 1905 for widening streets, clearing slums and improving localities gave the council the power to carry out these plans. The subject Athlone Place Resumption was the first use of these powers by the local council, followed shortly after by the Wexford Street Resumption of Surry Hills in 1906 (Weir Phillips Heritage, Fabric Survey Nos. 4-22 Wentworth Avenue Surry Hills, April 2015).

When council resumed the land between Bay Street and Blackwattle Lane, the houses were cleared, the ground level was raised and a new drainage pipe was constructed under Blackwattle Lane. Streets were re-laid with a subdivision pattern to encourage commercial development. A portion of the land was reserved for the development of a municipal town yard and the remainder subdivided and leased to a variety of manufacturers for industrial uses (Oultram, 2008).

Site history:

The subject site, bounded by William Henry, Wattle, Macarthur and Bay Streets, comprises a number of buildings either purpose-built or acquired by council as part of the town yards known as the Bay Street depot. The south-western section of the site was developed as the council town yards from 1908 when the stables were constructed and the site extended northwards and eastwards in stages. A three-storey factory was constructed on Bay Street in 1910 for Hoskins. Motor garages were built in 1929 for the council to the immediate north of the stables. A workshop, later known as the nursery shed, was constructed on the north-western corner of the site in 1930. The office and store were constructed on the eastern part of the site by the Commonwealth Government in the 1940s. The engineering workshops were constructed for council on the north-east corner of the site in 1961.

On 21 March 1906, the site bounded by Bay, William Henry and Macarthur Streets was acquired by council as part of the Athlone Place resumption (RPA 31399).

The assessment book from 1907 had no record of the council's town yards. At this time, the north-eastern section of the site on the corner of Wattle and William Henry Streets, later redeveloped for the 1961 engineering workshops, was owned by Margaret Harris and contained earlier workshops and land occupied by G & C Hoskins Ltd (Denison Assessment Book, 1907, No 840). The building described as 'workshops' on the corner of William Henry and Wattle Streets was the Hoskins foundry that remained on the site for many years until acquired by council, demolished and the site redeveloped.

G & C Hoskins Ltd was founded in the 1870s as the Enterprise Ironworks by brothers George John (1847-1926) and Charles Henry (1851-1926). In 1890 the foundry was relocated from Hay Street to Wattle Street near Broadway. The company was restructured in 1920 as Hoskins Iron & Steel Company Ltd and later became known as Australia Iron and Steel Ltd.

A subdivision plan of the resumed land from 17 August 1908 records the south-western section of the site, which later contained the former stables and Bay Street garages, as 'reserved for town yards', the north-western part of the site divided into three allotments and the eastern section of the site leased by Hoskins and Cook (Plan S7C-88 6, NSCA). The three north-west allotments were also leased by G & C Hoskins Ltd in 1908 and incorporated into their main operation on the north-eastern corner of William Henry Street and Wattle Street (Oultram 2008, V1 p12).

The depot was established by council in 1908 with the intention of increasing the efficiency of maintenance and cleansing works previously undertaken by private contractors. The depot centralised the cleaning service under single management and provided the facilities required for street cleansing, watering, sanding and repairing. These facilities included stables, repair and maintenance workshops and amenities for cleansing staff. (Oultram

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2008, V1 p25)

The stable was constructed for the council to the design of Robert Hargreave Brodrick. The surviving drawings are initialed by his assistant James Henry Merriman. The building comprised a large stable along Macarthur Street, a horse-warming area and separate stable in the northern section, and a harness room in the eastern section. A high face-brick wall was constructed along the western boundary of the site on Bay Street.

The section of the building on Macarthur Street was originally the main stabling area for the horses used for transport in the cleaning and maintenance of the city streets. The horse stalls were arranged along each of the four walls, accommodating approximately 85 horses. The interiors were lit naturally by an open trussed roof and roof lantern. The horse-warming stand was two storeys with an open area and several arched openings on the ground floor of the northern elevation.

As part of the lease agreement for the land on the north-west corner of the site, Hoskins were obliged to expend £500 in capital improvements for each of the three allotments. In July 1910 Hoskins renegotiated the terms to expend £1,600 in one improvement and to lease a section of the site on Dowe Lane. This led to the construction of the three-storey factory and bulk store on Bay Street in 1910. The building was designed by architect John Spencer, who also designed the Strand Arcade and churches at Petersham and Pyrmont. His obituary noted that he was one of Sydney's most prominent architects designing commercial, recreational and ecclesiastical buildings.

The council yards on Bay Street were first listed in the 1911 Sands Directory (Sands, Directory, 1911, p 8).

The three-storey factory was recorded in the 1912 Sands directory as Harringtons Ltd factory at 10-14 Bay Street next to the council town yards (Sands, Directory, 1912, p 8).

In 1913 the Bay Street factory was leased to Mitchell and Co, farm equipment manufacturers. This Melbourne-based company was established in approximately 1910 and had an early product range of seed-drills and ploughs. Their painted sign remains on the western façade of the building.

The 1914 assessment book noted the council yard contained a single-storey brick building with an iron roof. By this time the land on Wattle Street was still recorded as owned by Margaret Harris and occupied by G & C Hoskins with workshops constructed of wood with an iron roof (Denison Assessment Book, 1914, No 258-60; 283).

The 1914 and 1915 the Sands directories still listed the factory at 10-14 Bay Street as occupied by Mitchell & Co Pty Ltd, agricultural equipment makers.

The 1924 assessment book recorded the three-storey brick store at 10-14 Bay Street, previously described as the Bay Street factory, as occupied by Kreglinger and Fernau (Denison Assessment Book, 1924, No 260-1).

The use of the site by Kreglinger and Fernau as a wool store is also recorded in the Fire Underwriters plan from 10 October 1925. At this time the northern section of the site was still occupied by Hoskins Iron and Steel Co. The south-east section of the site later developed for the 1960s car park then contained a number of smaller buildings occupied by the Riverstone Meat Co and A Cook and Sons Ltd. An undated later version of this plan showed council had constructed two garages in an area previously shown as vacant land (Fire Underwriters' Association, Block Plan 205, NSCA).

The three-storey factory and bulk store on Bay Street was acquired by council in 1928. Plans were prepared in the same year for the redevelopment of the depot to cater for a new motor fleet.

In 1929 the cart sheds to the north of the stables were demolished and replaced with a new garage. The design of the garages was prepared by the City Architects Department under Acting Deputy City Architect W S White. It provided 28,000 square feet of space unencumbered by structural supports. The sawtooth roof admitted ample

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natural light and ventilation. Precautionary measures for fire protection were incorporated into the building design due to the expense of the newly acquired vehicles.

Council's fleet comprised 17 cars, 46 lorries, 8 street sweepers, 2 gully eductors, 6 flushers, 13 motor cycles and 46 bicycles. The garage and workshop were under the control of the engineers department who leased the vehicles to other council departments. The official name of the facility was the City Fund Garage.

The stables were substantially altered in 1929 as part of the reconstruction of the Depot for motorised vehicles. The interior of main stables was reconstructed to provide workshops separated by a 9 inch brick fire wall extending above the roofline. Three bays of the open timber trusses were altered with the construction of an overhead crane. Steel-framed windows were inserted within the recessed bays of the brick walls and a number of vehicular entrances were created with steel roller shutters. The horse warming stand was converted into a store for iron and pipes with some provision for a staff office, mess room accommodation and shower block. The northern arches were infilled with brick walling and steel-framed windows or steel roller shutters. The separate stable on the north-western side of the building was also altered by the reconstruction of the northern wall and roof.

In 1930 a small brick shed later known as the nursery shed was constructed on the north-western corner of the site. The design drawing for the building was prepared in the Council's Architects Branch of the City Engineer and Building Surveyor's Department under the direction of W S White. The building comprised an open shed with 9 inch brick walls on the northern and southern elevations and five bays of ledged and braced doors on the eastern elevation. A note on the drawing indicates all posts and roof materials were reused from the cart sheds (erected in 1908) that were removed in 1929 to make way for the garages.

A council plant nursery servicing council parks was opened in 1936 (Oultram 2008, V1 p30). This necessitated alterations to the 1930 shed to improve access to Bay Street and provide accommodation for the potting shed, storage space, office, mess room, tool store and lavatory. An additional shed, known as the bush house, and later the joinery shed, was constructed beside the nursery shed to its immediate south in approximately 1936 as part of the council nursery.

The 1943 aerial photograph of the site shows the former Macarthur Street stables, Bay Street garages, former factory and nursery buildings along Bay Street, the former Hoskins foundry on the north-eastern corner of the site and number of smaller buildings on the south-eastern corner of the site which were likely the premises of A Cook and Sons, Phoenix Lacquer Co, John A. Baker and Riverstone Meat Company.

The land at 345 Wattle Street was resumed by the Commonwealth Government in February 1945 under the provisions of the National Security Act of 1939. The government established the Commonwealth Handling Equipment Pool on this site to lease materials and handling equipment acquired during World War II to Australian industries. This program was managed by the Department of Shipping and Transport as part of the government's strategy to rebuild the economy. Between 1946 and 1948, a two-storey office fronting Wattle Street and a garage to administer and service forklift trucks was constructed on this site (SCA - Town Clerk's Department Correspondence Files 5414/57).

The assessment book from 1948 listed 345 Wattle Street as 'Factory & Store Yard' occupied by T Carr & Co and still owned by Margaret Harris. The assessment book also listed an additional building described as a one-two storey store and office with nine rooms and a flat fibro roof, occupied by the Department of Supply & Shipping (Phillip Assessment Book, 1948, No 33023-4).

On 9 January 1947, F Carr and Co proposed to construct an office building at 329-345 Wattle Street. There is no evidence that this application proceeded.

On 10 August 1948, council formally resumed the land on the corner of Wattle and William Henry Streets and Wattle and Macarthur Streets (RPA 37619).

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An aerial photograph from 1949 shows the former stables, garages, the three-storey Bay Street factory and nursery sheds and the two buildings constructed by the Commonwealth on the eastern side of the site. By this time, some of the former Hoskins buildings on the north-eastern corner of the site had been demolished.

Another application was submitted to council on 23 June 1950 for a store, workshop and timber rack for the City Engineers Department (Wattle Street, William Henry Street & Blackwattle Lane, Street cards, NSCA).

The aging buildings in the south-east corner of the site were demolished in late 1951 (SCA - Town Clerk's Department Correspondence Files 5019/50). The former Hoskins site had already been cleared by this time. In 1955 the Commonwealth site was resumed by council (RPA 39317). These buildings were retained and incorporated into the depot as stores (Oultram 2008, V1 p19).

The city detail sheets from 1956 show the Macarthur Street stables as 'workshops and store' with the depot garage to the north on Bay Street and the council nursery on the north-western section of the site. It appears that council had formally resumed the whole site by this time. However, the plan indicates that the Commonwealth government still occupied the land at 345 Wattle Street (Building Surveyor's sheet, 1956, sheet 9, NSCA).

On 6 April 1959, the City Engineer's Department proposed a new workshop on the corner of Wattle and William Henry Street with works valued at £45,000. The building was designed in 1958 in the Council's Engineering Department under the supervision of Chief Engineer R D Stephenson. Another application was submitted to council on 27 May 1960 for an amenities block with works valued at £14,440 (Wattle Street, William Henry Street & Blackwattle Lane, Street cards, NSCA). The former Hoskins foundry and workshops was demolished in order to make way for the workshops and adjoining amenities which were completed in 1961. A photograph taken on 20 February 1961 shows the completed building at the corner of William Henry and Wattle Streets (NSCA CRS48/1404).

The open deck car park on the south-eastern section of the site was constructed by M. R. Hornibrook Pty Ltd to the design of structural engineers Miller, Milston & Ferris. Hornibrook's tender of £112,012 was accepted in November 1965 and construction commenced in January 1966 (Oultram 2008, V1 p32).

In 1967 the eastern third of stables building was converted into a self-contained carpenters' workshop, involving some internal alterations.

There have been few changes at the Depot since 1970. A shed was constructed to the east of the Bay Street garages in the 1970s. A corrugated iron shed known as the medical room was constructed to the north of the former bush house on Bay Street in the 1980s. In 1987 an L-shaped brick building contained under a hipped roof was constructed on the northern section of the site.

Some further detailed historical information is available from the inventories prepared on each of the buildings by John Oultram Heritage Design in August 2008.

Themes:	National theme	State theme	Local theme
	7. Governing	Government and Administration	Activities associated with the g
	3. Economy	Transport	motor car
	4. Settlement	Utilities	Depot
	5. Working	Labour	Activities associated with work

Designer: R H Brodrick (City Engineers Dept), W. S. White, John Spencer, R D Stephenson (City Engineers Dept)

Builder: Duncan MacIntyre and Oswald Joseph Cable - 1929 garages

Year started: 1908

Year completed: 1967

Circa: No

Item name: Part Bay Street Depot including interiors

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Physical description: The Bay Street Depot is located on the block of land bounded by William Henry, Wattle, Macarthur and Bay Streets. The site is irregular in shape, divided into sections by the storm water drain and line of Blackwattle Lane running north-south through the centre of the site and the former alignment of Dowe Street running east-west.

The main buildings on the site were constructed between 1908 and the 1960s. The earlier depot buildings are located on the western section and the later buildings on the eastern section of the site.

Macarthur Street stables (1908, 1929, 1967):

The stables were constructed in 1908 to the design of Robert Hargreave Brodrick, located on the corner of Macarthur and Bay Streets in the south-west section of the site. The stables comprise a one-two storey brick building contained under hipped roofs.

The building is constructed in the Federation period. It demonstrates typical elements of the Federation warehouse and Queen Anne architectural styles including plain face brick walls in stretcher bond, regularly placed brick piers, recessed spandrels, arched openings, eaves with exposed rafters and half-timbered gable ends on the northern elevation. The southern single-storey section of the stables along Macarthur Street retains its original roof lantern with multi-paned timber-framed windows. The former horse-warming stand in the northern section of the building is two-storeys and is contained under a gabled roof with decorative gable-ends and arched openings on the ground floor.

A number of early alterations date from the conversion of the building in 1929 into garages and workshops. Steel-framed multi paned windows with rendered lintels and sills were inserted into the southern wall of the building. Arched openings of the horse-warming stand were infilled with brick and multi-paned windows. Some former openings were retained as vehicular entrances. Additional vehicular entrances with metal roller shutters were inserted into the northern wall. A two-storey addition was constructed to the north-east of the stables. The first floor windows on the northern elevation have been replaced with aluminium framed windows.

Bay Street factory (1910):

This building was constructed in 1910 to the design of architect John Spencer, located on the western alignment of the site fronting Bay Street. It comprises a three-storey face brick factory contained under a pitched roof concealed behind parapet walls.

The building exhibits typical features of the Federation Warehouse architectural style including its load bearing masonry construction, rectangular facades, engaged brick piers projecting above the parapet wall creating a crenelated skyline, corbelled brick detailing on parapet wall, recessed spandrels, polychromatic face brickwork, vertically proportioned double-hung sash windows with shallow arches and an arched loading dock on the ground level on Bay Street. The street elevation incorporates semi-circular decorative motifs in the curved cappings of piers projecting above the parapet wall and brick detailing above the ground floor loading dock. The building retains early signage referencing the occupation by agricultural equipment manufacturers Mitchell & Co Ltd.

Internally, the building is constructed of timber posts and beams with a concrete slab floor for the ground level and timber floors for the upper levels. Windows on the southern wall were infilled when the adjoining garage was constructed in 1929. Later additions include a mezzanine service area at the ground floor, a small toilet block on the ground floor and a changing room on the third floor.

Bay Street garages (1929):

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The garages on Bay Street between the former stables and former factory were constructed in 1929 to the design of the City Engineers Department under architect W S White.

The building exhibits typical inter-war features including face brick walls in stretcher bond, sawtooth roof supported by a steel frame, multi-paned steel-framed windows, bullnosed brick sills and rendered lintels. Vehicular entrances are located on Bay Street, as well as on the southern and northern elevations.

Minor alterations to the garages include the creation of new window openings and steel roller-shutter doors. A shed was constructed to the east of the building during the 1970s. The building continues to be used for vehicle parking and storage.

Nursery sheds (from 1930):

The building on the corner of Bay and William Henry Streets was constructed in 1930 as a store. A note on the original drawings prepared by the City Engineers Department indicates that all posts and roof materials were reused from the earlier cart sheds which were demolished in 1929. The building is single-storey, constructed of face brick, contained under a corrugated metal hipped roof.

In 1935 the shed was altered internally and externally when converted for use as the council nursery.

A corrugated metal joinery workshop is located in the place of the former bush shed.

A corrugated iron shed known as the medical room was constructed to the north of the joinery workshop in the 1980s.

Commonwealth Handling Equipment Pool office and store (1946-1949):

These two buildings were constructed between 1946 and 1949 for the Commonwealth government on the eastern section of the site, accessed from Wattle Street.

The office comprises a two-storey face-brick building in stretcher bond, contained under a hipped concrete-tiled roof with wide closed eaves. The building exhibits typical characteristics of the post-war period applied to a utilitarian building including steel-framed multi-paned central pivot windows with continuous concrete sills and heads and unadorned wall surfaces. The glazed entrance doors feature a projecting concrete hood adjacent to a circular window. The street elevation of the building retains signage from the Commonwealth government occupation of the building.

The store, located to the west of the office, comprises a large single-storey brick building contained under two sawtooth roofs and a gabled roof on the southern end of the building. The building exhibits typical features of post-war industrial buildings including face brick walls, visible roof profile and three large loading docks with metal roller shutters on the northern elevation and a single timber-framed multi-paned window.

Engineering workshops (1961):

Located on the corner of William Henry and Wattle Streets, this single-storey brick building was constructed in 1961. It comprises three bays with two sawtooth-roofed sections flanking a double-height central bay contained under a gabled roof. The building features face brick walls in stretcher bond, chamfered corner, small timber-framed windows with rendered lintels and sills, large multi-paned steel framed windows and a large loading dock on William Henry Street with a metal roller shutter. The profile of the sawtooth roof is exposed on Wattle Street and concealed behind a parapet wall on William Henry Street. The central gabled bay has a

Item name: Part Bay Street Depot including interiors

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parapeted gable on William Henry Street. The south-facing sections of the sawtooth roof and raised side wall of the gabled roof bay contain lanterns for lighting the interiors.

The building frame is constructed with steel columns and tubular welded steel trusses. The central space contains a crane. A long, covered storage area with a skillion metal roof supported on steel columns is located to the west. An amenities block, also constructed in 1961, adjoins the building to the south.

Later buildings (1970s-1980s):

Later ancillary buildings and structures constructed in the 1970s and 1980s, primarily metal-clad sheds, include the vehicle wash bay at the centre of the site and the medical room at the north end of the site along Bay Street.

A two-storey L-shaped brick building built in 1987 is located at the north end of the site on Bay Street.

Despite the construction of new buildings and minor alterations during the 1970s and 1980s, the site has a high degree of integrity, with a distinctively industrial character and few significant alterations from its original 1908-1960s construction.

Excluded:

The car park constructed in the 1960s on the south-east corner of Wattle and Macarthur Streets is not included in the listing of the property.

Some further detailed descriptive information is available from the inventories prepared on each of the buildings by John Oultram Heritage Design in August 2008.

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

Category: Precinct. Period: Federation, inter-war and post-war. Storeys: One-three. Construction: Brick or corrugated metal walls, steel or timber structure and metal roof cladding. Windows: Steel or timber multi-paned. Roofs: Sawtooth, hipped or gabled with roof lanterns.

Physical condition level: Good

Physical condition:

Archaeological potential level: Moderate

Archaeological potential Detail: The site may contain remains of the line of Blackwattle Creek, the 1877 sewer and 1906-1908 pipelines constructed to realign Blackwattle Creek. The site may also contain below ground remains of the early Victorian houses and other early industrial buildings that were demolished following successive land resumptions between 1906 and the 1950s. (John Oultram Heritage and Design, 2008)

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

21 March 1906

Western section of the site resumed by City of Sydney

1907

Wattle Street land owned by Margaret Harris, containing workshops constructed of iron, occupied by G & C Hoskins Ltd

17 August 1908

Subdivision plan of resumed land shows southern section near MacArthur Street as 'Reserved for Town Yards'

1908

Macarthur Street stables constructed

1910

Sands directory had no listing for Council town yards

1910 (circa)

Three-storey factory building constructed to the design of architect John Spencer on land owned by the City of Sydney and leased to Hoskins

1911

Assessment book shows the site on the corner of Bay and Macarthur Streets occupied by Municipal town yards

1911

Council town yards listed in Sands directory

1912

Sands directory list Harringtons Ltd factory at 10-14 Bay Street and the council town yards

1914

Assessment book record the council town yards as containing a brick building of one story with an iron roof, a brick store of three storeys with an iron roof on the land let to G & C Hoskins, and workshops on Wattle Street on land owned by Margaret Harris and occupied by G & C Hoskins Ltd

1914 - 1915

Mitchell & Co, agricultural equipment maker, listed in the Sands directory at 10-14 Bay Street

8 December 1919

Mitchell & Co Ltd submitted an application to council for 10-14 Bay Street

10 October 1925

Fire Underwriters' Association plan shows Sydney Municipal Council occupying southern part of this site on the corner of Macarthur and Bay Streets

27 August 1929

Proposal for workshop, garage & stables

1929

Bay Street garages constructed

1930

Single-storey brick shed constructed on the corner of Bay and William Henry Streets

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1948

Assessment book listed 345 Wattle Street as 'factory & store yard' occupied by T Carr & Co and still owned by Margaret Harris, plus an additional building described as a one-two storey store and office with nine rooms and a flat fibro roof occupied by the Department of Supply & Shipping

10 August 1948

Resumption of northern and southern sections of the site on Wattle Street by City of Sydney

9 January 1947

Interim development application submitted by F Carr and Co for an office building at 329-345 Wattle Street

23 June 1950

Application to use building as a store, workshop and timber rack for City Engineer's Department

1955

Occupation of a section of the site on Wattle Street by Commonwealth government

16 August 1955

Land on Wattle Street occupied by the Commonwealth government formally resumed by council

1956

Council Building Surveyor's sheet describes original stables along Macarthur Street as workshops and store

6 April 1959

Proposal submitted by the City Engineers Department for a new building workshop with works valued at £45,000

27 May 1960

Proposal submitted by the City Engineers Department for amenities block addition with works valued at £14,440

20 February 1961

Photo shows completed engineering workshops building on the corner of William Henry and Wattle Streets

28 April 1964

Proposal submitted by the City Engineers Department for a new building workshop worth £50,000, likely the carpark in the south-eastern section of the site

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Recommended management: Retain and conserve the Federation, inter-war and post-war buildings.

A Heritage Assessment and Heritage Impact Statement should be prepared for the building prior to any major works being undertaken. A Conservation Management Plan should be prepared to inform plans for any major site redevelopment.

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

Do not paint, render or seal face brick walls.

Face brickwork, multi-paned timber and steel windows, early signage, gabled, hipped and sawtooth roof forms and their roof lanterns, parapet walls, and other original building features should be conserved and maintained.

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

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Criteria a): The precinct of buildings constructed from 1908 to the 1960s for the City of Sydney, Hoskins and the Commonwealth Government, primarily as a town yard for street cleaning facilities, engineering workshop and vehicle and machinery storage, represents the industrial and civic development of Ultimo during the twentieth century. The site and its buildings provide evidence of significant government initiatives to alleviate the City's severe pollution and public health issues during the early twentieth century, to help support industry and rebuild the economy following World War II, and over a century of local public works for improving Sydney's urban environment and street beautification. The Bay Street factory, as the only industrial building surviving from the Hoskins Iron and Steel Co use of the site, and the 1960s Council engineering workshop also provide evidence of the formerly widespread engineering industry of Sydney from the early twentieth century through to the post-war period.

[Historical significance]

As part of the the first land resumption of 1905 and redevelopment by the local council to reduce heavy industrial pollution of Blackwattle Creek and address severe public health issues, the site demonstrate significant local government intervention to improve the streets and sanitation of Sydney city during the early twentieth century. The development of this land provides evidence of the new powers granted to the local council in 1905 to clear slums, replan and beautify the city during the period of the 1909 Royal Commission on the Improvement of Sydney. The former stables and subsequent garaging on this site for housing the street cleaning fleet also represent technological advancements in street cleaning during this period when horse-drawn carts were replaced by motorised vehicles. Inter-war buildings constructed for the local council plant nurseries demonstrate how these civic initiatives for street beautification extended to street plantings during the inter-war years.

The Wattle Street 1940s buildings provide evidence of public intervention at the Commonwealth level of government to help rebuild the economy following World War II though leasing materials and handling equipment acquired during the war to Australian industries.

The age, design quality and scale of the site and its buildings demonstrate the extent and importance of City of Sydney's street cleaning, waste management and street beatification operations for over a century.

The Bay Street Depot complex forms part of one of the largest known collections of industrial and warehouse buildings of its kind in Australia, which records City of Sydney's past as one of only two historic industrial heartlands in Australia. This collection of buildings provides evidence of Australia's twentieth century transformation through industrialisation when Sydney became one of the largest industrialised cities in the South Pacific.

Criteria b): The site has significant associations with the City of Sydney as a major depot from 1908 to present.

[Historical association significance]

The design of buildings within this complex is also associated with architects Robert Hargreave Brodrick for the 1908 Federation stables, John Spencer for the 1910 Federation Bay Street factory, W. S. White for the 1929 inter-war garages and 1930 nursery shed on Bay Street, and R D Stephenson of the City Engineer's Department for the 1961 post-war engineering workshop.

The Bay Street factory is associated with Hoskins who constructed the building, the farm equipment manufacturers Mitchell & Co from 1913 to 1920, and Kreglinger and Fernau who used this building as a wool store during the 1920s.

The 1940s store and office buildings on Wattle Street are associated with the Commonwealth government and its post-war program for leasing materials and handling equipment acquired during the war to Australian industries.

Item name: Part Bay Street Depot including interiors

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Criteria c): Aesthetically, the buildings represent good examples of the Federation, inter-war and post-war architectural styles, demonstrating a collection of industrial work from prominent architects and engineers from 1908 to the 1960s. Buildings found on this site represent the work of City architect Robert Hargreave Brodrick for the 1908 Federation stables, architect John Spencer for the 1910 Federation Bay Street factory, architect W. S. White for the 1929 inter-war garages and 1930 nursery shed on Bay Street, and R D Stephenson of the City Engineer's Department for the 1961 post-war engineering workshop.

[Aesthetic/
Technical
significance]

The buildings within this complex make important contributions to the surrounding streetscapes of Macarthur, Bay, William Henry and Wattle Streets through their distinctively industrial character, consistent use of face brick materials, repeated pattern of modular building forms, multi-paned steel and timber windows, facades divided into bays by piers, and distinctive roof forms of roof lanterns, hips, gables, sawtooths or decorative parapet walls.

The size of the complex occupying most of a complete block, its four street frontages, near proximity to Wentworth Park, minimal building setbacks from the street and distinctive architecture, make the complex a local landmark in the neighbourhood that is highly visible from a number of near and distant vantage points.

Criteria d): Social significance requires further study to ascertain the depot's value for the local community. The buildings may have social significance to the community of past and present City of Sydney workers employed at this site.

[Social/Cultural
significance]

Criteria e): The site has potential to yield information on the archaeological remains of Blackwattle Creek, the 1877 sewer, the drainage pipes constructed between 1906 and 1908, and the former Victorian terraces and former industrial structures which occupied the site prior to the successive land resumptions between 1906 and the 1950s.

[Research
significance]

Criteria f): The Macarthur Street stables is rare as one of the only known surviving large stables constructed for the City of Sydney.

[Rarity]

Criteria g): The building represents a good example of a large council depot from the early twentieth century, with buildings in the Federation, inter-war and post-war architectural styles.

[Representative]

Intactness/Integrity: Relatively intact

References:	Author	Title	Year
	John Oultram Heritage & Design	Heritage Assessment & Conservation Guidelines for the propos	2008
	Dr Terry Kass	Industrial and warehouse buildings research - site history	2014
	Shirley Fitzgerald	Ultimo	2008
	City of Sydney	Refuse Cart at the Town Yard, NSCA CRS 538/162	1940
	City of Sydney	Metropolitan Detail Series, Sheet S3	1958
	Weir Phillips Heritage	Fabric Survey Nos. 4-22 Wentworth Avenue Surry Hills	2015
	RTA	Aerial Photographs of Sydney May-June 1943	1943
	City of Sydney	1949 aerial survey of the city of Sydney, sheet 49	1949
	City Building Surveyors Department, (1956 City Building Surveyors Detail Sheets, sheet 9	1956
	Fire Underwriters Association of New	Fire Underwriters' Association, Block Plans, ML Map M2 811,	1925
	Richardson & Wrench, Raine & Horne	Blackwattle Subdivision Plan S7C-88 6, NSCA	1908

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

Item name: Part Bay Street Depot including interiors**Location:** 10-16 Bay Street Ultimo 2007

Sydney

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	LOT	1		DP	81399
	LOT	1		DP	87619
	LOT	2		DP	87619
	LOT	1		DP	89317

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: 08/05/2015

Status: Completed

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Depot buildings on Bay Street viewed from Macarthur Street corner: stables (right), garage, factory

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34509a9223b01c743499e098a66e023f6a2.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34509a9223b01c743499e098a66e023f6a2.JPG

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: North internal elevation of former Macartur Street stables horse warming area

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345e5875ef4ed564cd0959a6ad3ef15ac2d.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345e5875ef4ed564cd0959a6ad3ef15ac2d.JPG

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: North and east elevations of former stables horse warming area, looking south-west

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34578a62808ce7e4177bf9707691a7e3f39.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34578a62808ce7e4177bf9707691a7e3f39.JPG

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: West end of Macarthur Street stables showing vehicular entrance and original roof lantern

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3458543afbcdd55413dad0a99e2d1fcd5.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3458543afbcdd55413dad0a99e2d1fcd5.JPG

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Southern elevation of the stables on Macarthur Street

Copy right: City of Sydney

Image by: City Plan Heritage

Image date: 01/12/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3459937254fa13a46cd83d33c7f8c3ca241.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3459937254fa13a46cd83d33c7f8c3ca241.jpg

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Bay Street entry to the Depot showing southern elevation of the 1929 garages on the left

Copy right: City of Sydney

Image by: City Plan Heritage

Image date: 01/12/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/3453ff7f76d087a4dd7a79151e22ed448b6.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test3453ff7f76d087a4dd7a79151e22ed448b6.jpg

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Northern elevation of 1929 garages, looking south

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34548ece965986f462fbbbda3615773e108.JPG>

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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Western and southern elevations of the Bay Street factory

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34533706ad2be6c41eeb4bcc931dc8279b1.JPG>

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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Western elevation of nursery shed on the corner of William Henry and Bay Streets

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345acda6b6794c848848e7b5c2609bf6792.JPG>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345acda6b6794c848848e7b5c2609bf6792.JPG

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Northern and western elevations of the 1940s storage shed

Copy right: City of Sydney

Image by: Claudine Loffi

Image date: 18/03/2014

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345cab23974254b46f69c82987a782843cf.JPG>

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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Macarthur Street looking east, showing the former stables in 1937

Copy right: City of Sydney Archives

Image by: City of Sydney, SRC7617

Image date: 17/06/1937

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345e225e62af35c40a99a3271ad5160b591.jpg>

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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Northern elevation of horse warming stand of former stables in 1940

Copy right: City of Sydney Archives

Image by: City of Sydney Archives CRS 538/163

Image date: 01/02/1940

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345ebac6cf39ea64b139a7e9c11ad16e84b.jpg>

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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Northern elevation of the garage and eastern elevation of the Bay Street factory in the 1930s

Copy right: City of Sydney Archives

Image by: Cleansing Department photographs, NSCA CRS 538

Image date: 01/01/1930

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34584c8170250fd433a851b531d0b56bc47.jpg>

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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Southern elevation of the Bay Street garages in the 1940s

Copy right: City of Sydney Archives

Image by: City of Sydney, SRC2787

Image date: 01/01/1940

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34524394a0c1e394f46989b4e776e850a66.jpg>

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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Engineering workshops on the corner of William Henry and Wattle Street in 1961

Copy right: City of Sydney Archives

Image by: City Engineers Photographic Negatives, NSCA CRS 48/1403

Image date: 20/02/1961

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345e03cd497602245508a206c5d65a5e4ff.jpg>

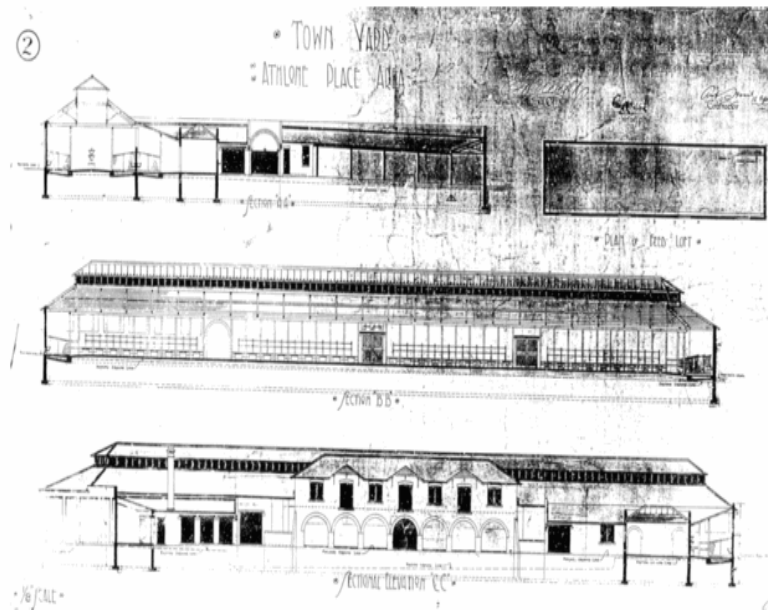
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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Section and elevations of the Macarthur Street stables erected in 1908

Copy right: City of Sydney Archives

Image by: Robert Hargreave Brodrick - City of Sydney Archives CRS 569/528

Image date: 01/05/1908

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34515cef49437a44f85b22025c63b489971.jpg>

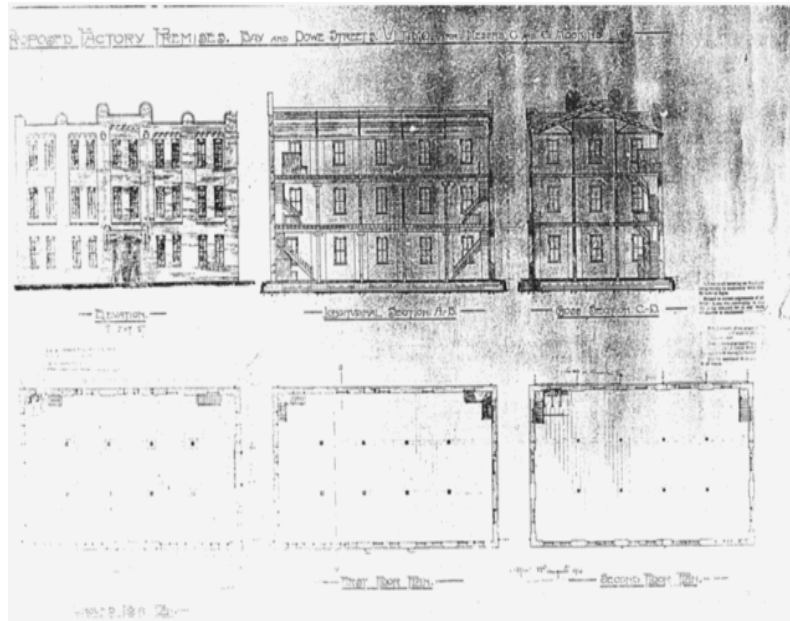
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Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Council approved drawing of the Bay Street factory designed by J B Spencer constructed in 1910

Copy right: City of Sydney Archives

Image by: J B Spencer - City of Sydney Archives BA 616/10

Image date: 01/01/1910

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3452c3c2ef7712d486b8a2a506378bb3827.jpg>

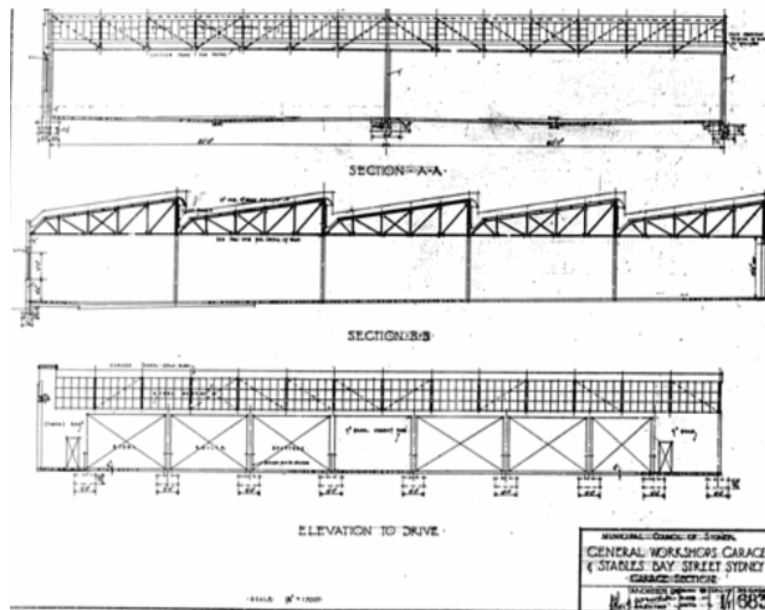
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3452c3c2ef7712d486b8a2a506378bb3827.jpg

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Sections and elevations of Bay Street garages from 1928

Copy right: City of Sydney Archives

Image by: WS White, Architect - Sydney City Archives CRS 782/683/1.1

Image date: 01/01/1928

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/34594fba61c6a1c4da6853b7d485cd94828.jpg>

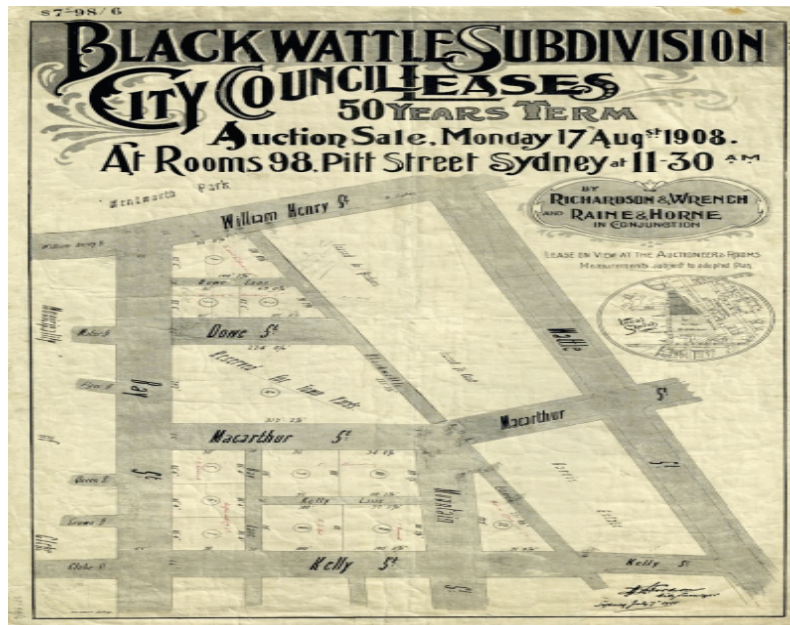
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test34594fba61c6a1c4da6853b7d485cd94828.jpg

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: 1908 subdivision plan showing the south-western corner of the site reserved for town yards

Copy right:

Image by: Raine & Horne, Ritchardson & Wrench

Image date: 07/07/1908

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3457f28234e06794c078975784b2a0e3828.jpg>

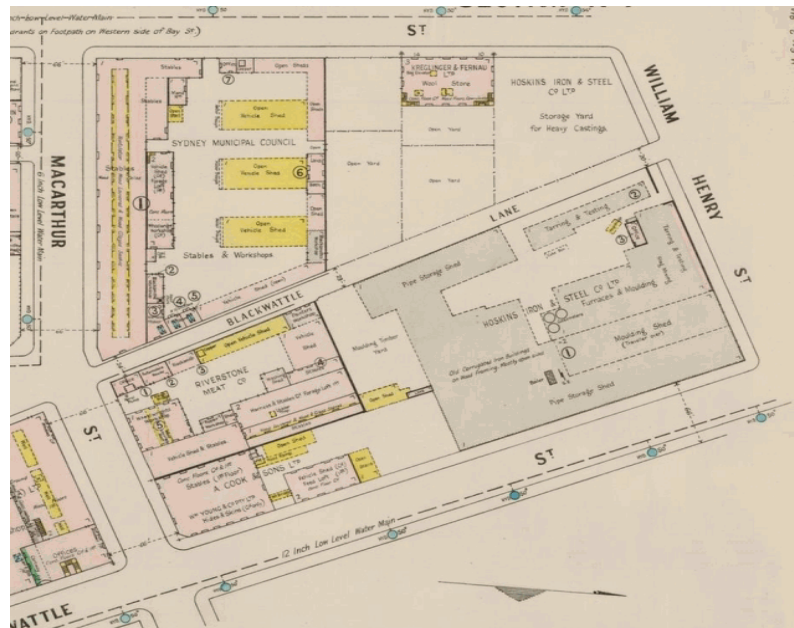
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3457f28234e06794c078975784b2a0e3828.jpg

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: 1925 plan showing the Macarthur Street stables and three-storey brick store on Bay Street

Copy right:

Image by: Fire Underwriters Association of New South Wales

Image date: 10/10/1925

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/3453484189c61a94080a40b29beca062885.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test3453484189c61a94080a40b29beca062885.jpg

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: 1949 aerial showing the buildings constructed on the site by 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/3451a143c9227374396b3c0f4e616454eea.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3451a143c9227374396b3c0f4e616454eea.jpg

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: 1956 detail sheet showing expansion of the depot to occupy most of the site

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/WebAP/P/3451a72274fc3d74d49903169db827c5af9.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test3451a72274fc3d74d49903169db827c5af9.jpg

Item name: Part Bay Street Depot including interiors

Location: 10-16 Bay Street Ultimo 2007

Sydney

Image:



Caption: Current aerial of the site showing the extent of the subject site

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/34564b13d621ffc408b9d772ae7fd420e13.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34564b13d621ffc408b9d772ae7fd420e13.jpg

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

Item name: Former William Brooks factory including interiors

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 appears to retain 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.

The roof and foundations have not been inspected by the authors.

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.

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**
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.

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.

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).

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

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 Sydi	Bourke Street Widening - NSCA CRS 48/2107	1961

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

Item name: Former William Brooks factory including interiors

Location: 723 Elizabeth Street Waterloo 2017

Sydney

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: 20/05/2015

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>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3457438722962f84797ba1aef543018acae.JPG

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>

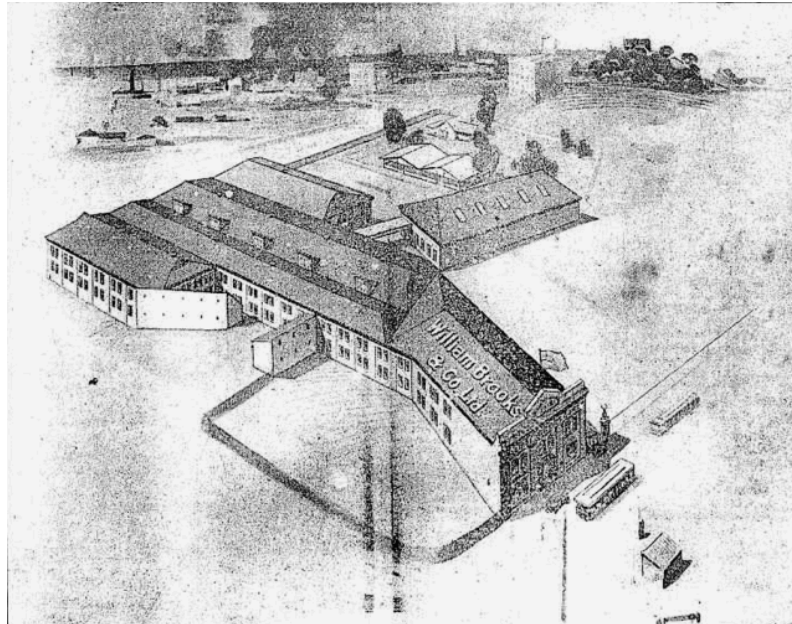
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Item name: Former William Brooks factory including interiors

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/P/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/345c1797ebbf2c401bb542528f0fe98d9a.jpg>

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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>

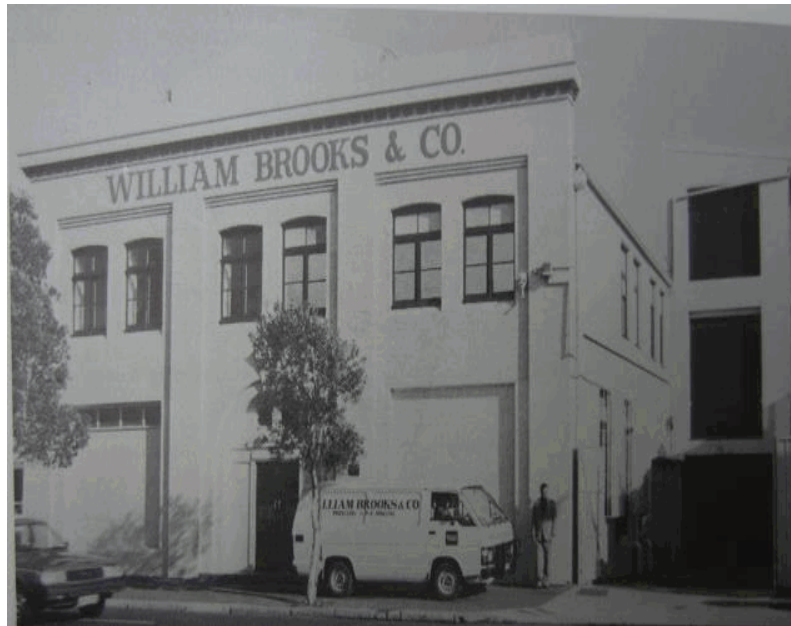
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Item name: Former William Brooks factory including interiors

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>

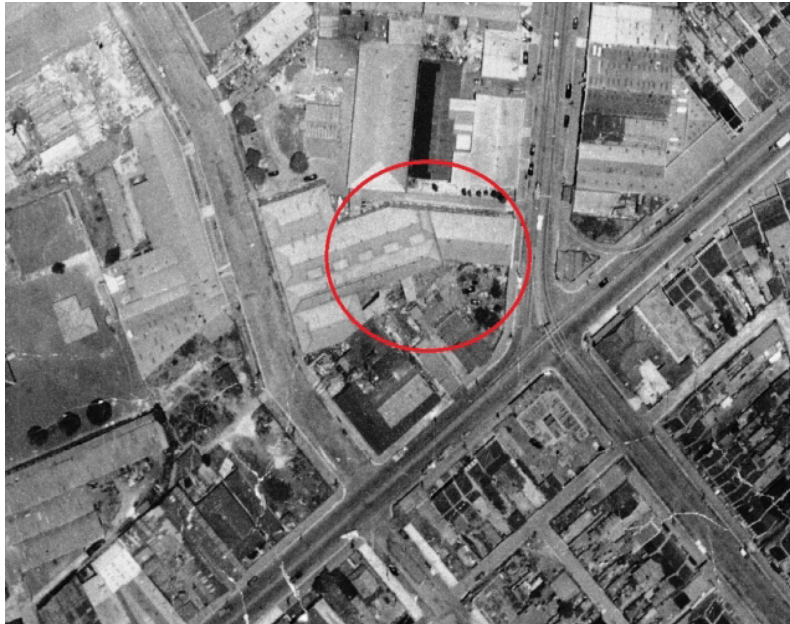
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test34501fba3754cc84be1b7ccfab2a111515.jpg

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/345c59e761e04894dbeae8601659d4297ca.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345c59e761e04894dbeae8601659d4297ca.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/3459b54a9c5fd8941198dbd0e9224d3e3e7.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3459b54a9c5fd8941198dbd0e9224d3e3e7.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/P/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/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>

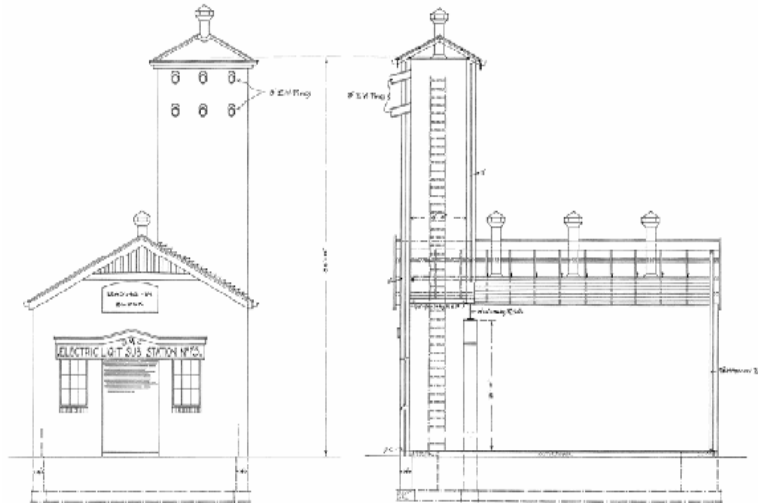
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3457f417c31467549fe80060826c5ad05bd.jpg

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 61

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan Street Waterloo 2017

Sydney

Address: 23 Lachlan Street

Planning: Sydney South

Suburb/nearest town: Waterloo 2017

Local govt area: Sydney

Parish: Alexandria

State: NSW

County: Cumberland

Other/former names: Lachlan Street substation

Area/group/complex:

Group ID:

Aboriginal area: Eora

Curtilage/boundary: As described in Sydney Local Environmental Plan

Item type: Built

Group: Utilities - Electricity

Category: Electricity Transformer/Substation

Owner: Private - Corporate

Admin codes:

Code 2:

Code 3:

Current use: Commercial

Former uses: Electricity substation, timber store and carpentry workshop

Assessed significance: Local

Endorsed significance:

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan Street Waterloo 2017

Sydney

Statement of significance: Built in 1924, Electricity Substation No. 109 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.

Electricity Substation No. 109 represents a good example of a simply detailed, purpose-designed and built substation from the inter-war period demonstrating transitional elements of the Federation style. It exhibits typical characteristics of these styles applied to a utilitarian building including the heavy masonry construction, vertical emphasis, asymmetry, roof form concealed by parapet wall, contrasting face brickwork and render, piers dividing the façade into bays, stepped skyline, piers projecting above the parapet, multi-paned timber windows, original signage, and elegant curved entablature over the entrance. The dual street frontage is uncommon for substations in the local area, which typically have an open transmission yard to the side.

The building contributes to the streetscape and is a significant example of civic architecture in Waterloo. The adaptive reuse of this building for commercial uses has retained its architectural integrity as a recognisable former substation.

Electricity Substation No. 109 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.

Electricity Substation No. 109 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 and before substations of this kind were no longer needed for supplying electricity. Waterloo's Lachlan Street was dominated by industry during the first half of the twentieth century, in particular for the major Australian Glass Manufacturers site located opposite the substation.

Electricity Substation No. 109 is of local heritage significance in terms of its historical, aesthetic and representative values.

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan 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: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan 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 Lachlan Street was dominated by industry during the first half of the twentieth century, in particular for the major Australian Glass Manufacturers site located opposite the substation. By 1956, the other industries surrounding the substation on the south side of Lachlan Street included Brooke's Lemos Limited to the immediate south behind the substation, the Australian Consolidated Industries Engineering to the west and Drummond & Shirley to the east.

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

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan Street Waterloo 2017

Sydney

electrical network and generally the total number, sequence and period of construction, with some exceptions 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, stoves, ice cream, and the engineering for electric lights, trains and trams

Site history:

Substation 109 was originally constructed in 1923-1924 to replace a temporary substation on the former property of Dobson, Franks & Co.

This brick substation was erected on the south side of Lachlan Street in June 1924, almost directly opposite the earlier substation. It commenced service in the same year.

The substation remained in service for almost 70 years.

The property was sold in December 1994.

The building was used as a timber store and carpentry workshop for a short time before 2012 (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: 1923

Year completed: 1924

Circa: No

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan Street Waterloo 2017

Sydney

Physical description: Substation No. 109 was built by Sydney Municipal Council in 1924. The substation comprises a single-storey, double-height, brick building contained under a pitched roof with clerestory concealed behind a parapet wall.

This simply detailed, purpose-designed and built substation has been designed in the inter-war style with elements of the earlier Federation architectural style. Its use of elements of a style from an earlier period demonstrates the transition of architectural styles between the Federation and inter-war periods. The building exhibits typical characteristics of these styles applied to a utilitarian building including its heavy masonry construction, asymmetrical building form, vertical emphasis, roof form concealed by parapet wall, piers dividing the façade into bays, piers projecting above the parapet and contrasting face brickwork and rendered finishes.

The building is constructed in two distinct sections, each with their own entrance and window. The western section is distinguished by a higher level of ornamentation and the raised parapet wall. The parapet steps down in height over the less adorned eastern section. This dual street frontage is uncommon for substations in the local area, which typically have a single frontage with a fenced open transmission yard to the side.

While the building is double-height, openings are only located on the ground floor below a continuous brick-on-edge lintel. Openings include two multi-paned timber windows, a steel grate, and two entrances. The principal entrance is emphasised by an elegant projecting curved entablature supported by brackets.

The western section of the external walls above the lintel is cement-rendered between the piers and incorporates original substation signage over the main entrance. Comprising relief lettering and the council emblem, the signage identifies the substation's builder, the Sydney Municipal Council's Electricity Department, and the substation's number within Sydney's electricity network.

The adaptive reuse of this building for commercial use has retained its architectural integrity as a recognisable former substation.

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

Category: Individual building. Style: Inter-war with Federation elements (transitional). Storey: One. Facade: Facebrick and render. Side/Rear walls: Facebrick and render. Roof: Pitched with clerestory, concealed by parapet.

Physical condition level: Good

Physical condition:

Archaeological potential level: Not assessed

Archaeological potential Detail:

Modification dates:

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan 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 and photographic recording, in accordance with Heritage Council guidelines, should be undertaken before major changes.

No vertical additions should be made to the building.

Do not paint, render or seal the face brickwork.

Face brick and rendered finishes, timber windows, piers, entrance entablature, substation signage 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: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan Street Waterloo 2017

Sydney

Criteria a): Built in 1924, Electricity Substation No. 109 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]

Electricity Substation No. 109 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.

Electricity Substation No. 109 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 and before substations of this kind were no longer needed for supplying electricity. Waterloo's Lachlan Street was dominated by industry during the first half of the twentieth century, in particular for the major Australian Glass Manufacturers site located opposite the substation.

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. It also likely has associations with surrounding industries for which it supplied electricity, likely including the major Australian Glass Manufacturers site opposite and Dobson, Franks & Co who owned the site on which the substation was built.

[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]

Electricity Substation No. 109 represents a good example of a simply detailed, purpose-designed and built substation from the inter-war period demonstrating transitional elements of the Federation style. It exhibits typical characteristics of these styles applied to a utilitarian building including the heavy masonry construction, vertical emphasis, asymmetry, roof form concealed by parapet wall, contrasting face brickwork and render, piers dividing the façade into bays, stepped skyline, piers projecting above the parapet, multi-paned timber windows, original signage, and elegant curved entablature over the entrance.

The building contributes to the streetscape and is a significant example of civic architecture in Waterloo. The adaptive reuse of this building for commercial uses has retained its architectural integrity as a recognisable former substation.

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 architectural design for substations in Sydney.

[Research significance]

Criteria f): The dual street frontage is uncommon for substations in the local area, which typically have an open transmission yard to the side.

[Rarity]

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan Street Waterloo 2017

Sydney

Criteria g): The building represents a good example of a substation from the inter-war period exhibiting typical features of the inter-war style with transitional elements of the earlier 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: Adaptively reused, externally intact.

References:	Author	Title	Year
	TZG Architects and Orwell & Peter Pl	Conservation Management Plan: Substation No. 6 and Undergr	2002
	James Pennington	Electricity Substations of the Sydney Municipal Council, pp.52	2012
	City of Sydney/ City Building Surveyc	City Building Surveyors Detail Sheets	1949
	Scott Cumming	Chimneys and Change: Post European Environmental Impact in	2004
	Frances Pollon	The book of Sydney suburbs	1956
	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	1		DP	606445

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: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan Street Waterloo 2017

Sydney

Image:



Caption: North and west elevations viewed from Lachlan Street

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/345e3b26d1451e74e2e9c853013feee988a.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345e3b26d1451e74e2e9c853013feee988a.jpg

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan Street Waterloo 2017

Sydney

Image:



Caption: Substation in 2011 showing the original roller shutter door for the eastern entrance

Copy right: James Pennington

Image by: James Pennington

Image date: 01/01/2011

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/3453bcba0014b04a14a5144e6fb4180aff.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3453bcba0014b04a14a5144e6fb4180aff.jpg

Item name: Former Electricity Substation No.109 including interiors

Location: 23 Lachlan 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/3451f03e5dcfa404c9fa91fd24621612e60.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3451f03e5dcfa404c9fa91fd24621612e60.jpg

Inventory 62

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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 showroom, workshop and office including interiors

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 during the mid-twentieth-century. The continuous use of the building for the manufacture and sale of car parts from the 1950s to the 1970s and car sales during the late-twentieth century 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.

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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.

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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

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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

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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 front elevation have been replaced. New windows have been installed on the eastern elevation. 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 and 1970s gabled-roof rear addition is excluded from the listing.

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

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:

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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 and 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 and 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 office block with works valued at \$10,000

21 May 1968

Application for an extension with works values at \$35,000

19 June 1968

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

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

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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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, flat and sawtooth roofs 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**
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.

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 during the mid twentieth century. The continuous use of the building for the manufacture and sale of car parts from the 1950s to the 1970s and car sales during the late-twentieth century 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.

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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 showroom, workshop and office including interiors

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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: 20/05/2015

Status: Completed

Item name: Former Joseph Lucas showroom, workshop and office including interiors

Location: 146-158 Joynton Avenue Zetland 2017

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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 showroom, workshop and office including interiors

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Image:



Caption: Front elevation of the offices, looking north-east from Epsom Road.

Copy right: City of Sydney

Image by: City Plan Heritage and JCIS Consultants

Image date: 05/09/2013

Image number:

Image url: <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/345b1942cb02e9442ddb1e234279d188c74.jpg>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345b1942cb02e9442ddb1e234279d188c74.jpg

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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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>

Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test345890dfedbe9b14c7cb94d4bc24052437f.JPG

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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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>

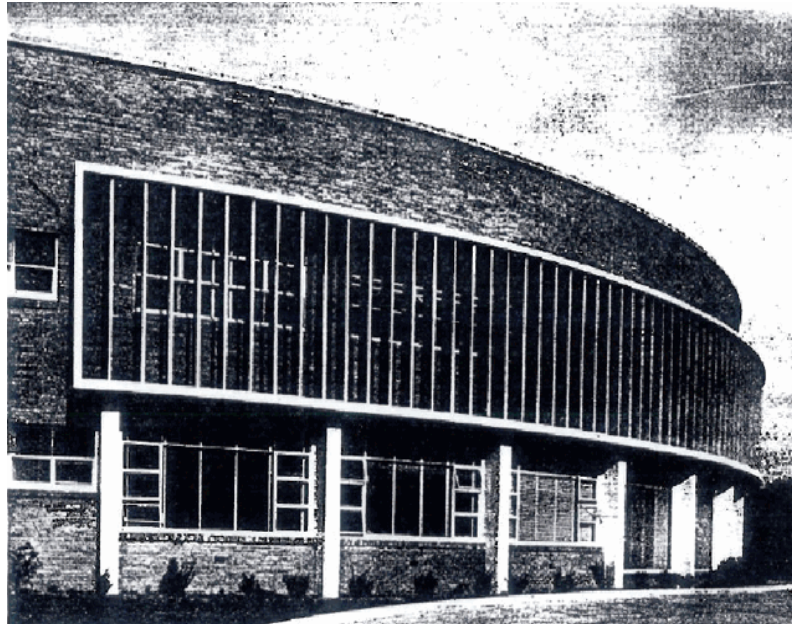
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/P/Thumb_test3450cb73dae34344224924665320f5dab38.JPG

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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 showroom, workshop and office including interiors

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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 showroom, workshop and office including interiors

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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 showroom, workshop and office including interiors

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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 showroom, workshop and office including interiors

Location: 146-158 Joynton Avenue Zetland 2017

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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 showroom, workshop and office including interiors

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>

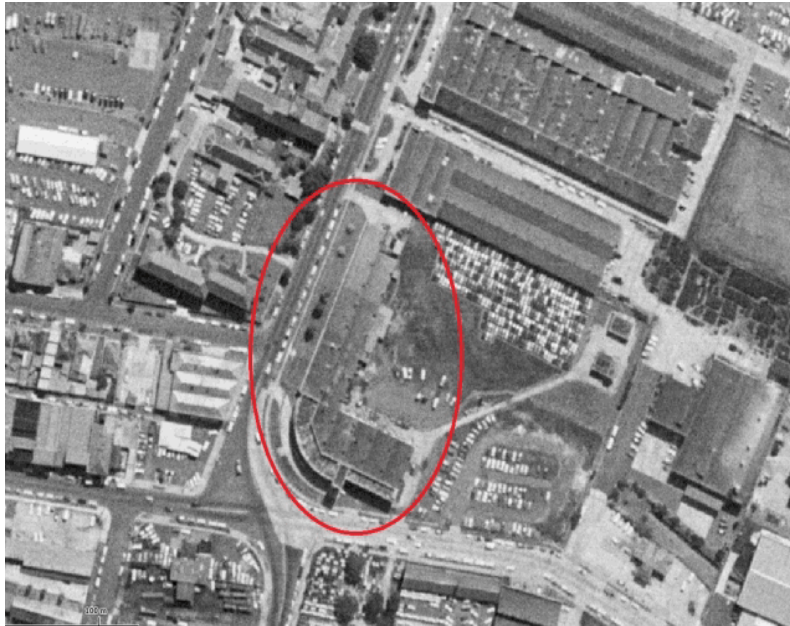
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/Thumb_test3459f35e7ae75f148d8880daf0a4c78a19b.jpg

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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>

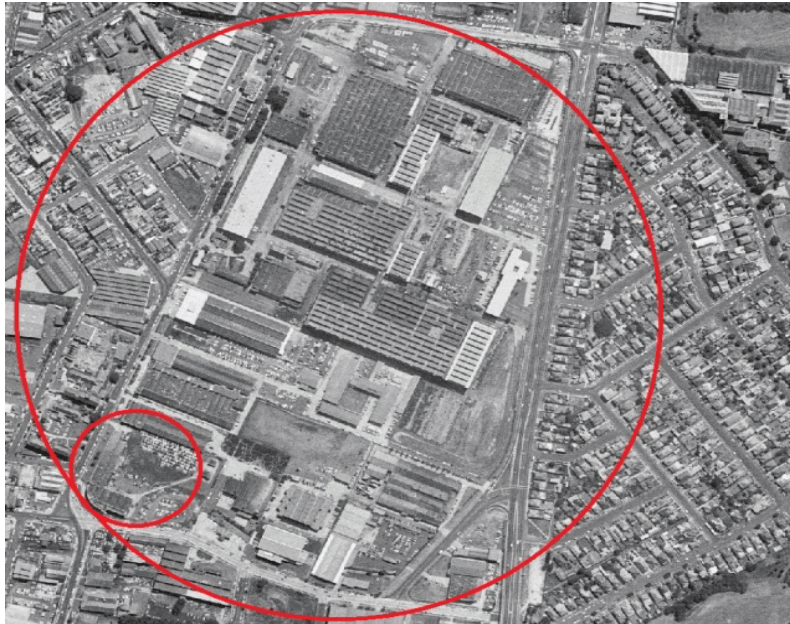
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test3451948835d180244e9b9c503b29e29d2c4.jpg

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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/Thumb_test345490344183d5b40eca9e91d9584bb7dff.jpg

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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/345f78c66a457044dd784b67499a7f4ef00.jpg>

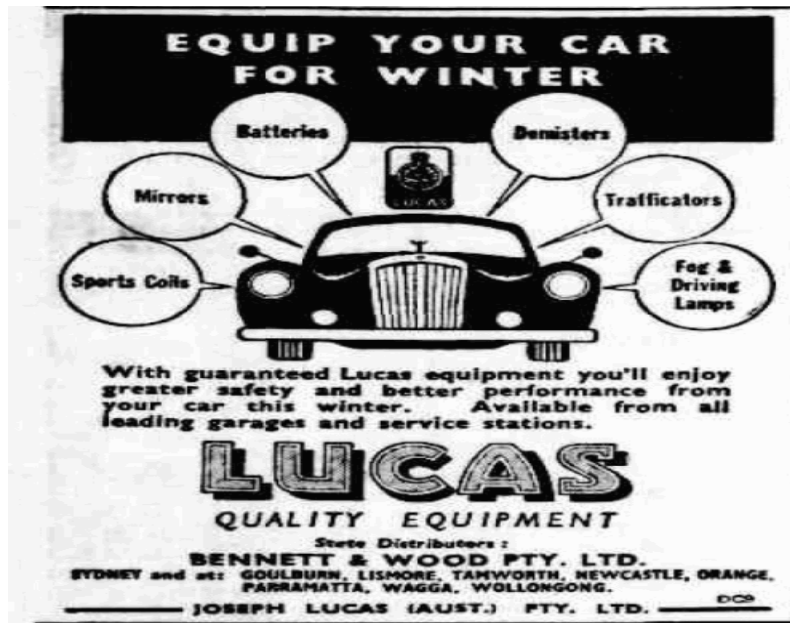
Thumbnail url: http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAPP/Thumb_test345f78c66a457044dd784b67499a7f4ef00.jpg

Item name: Former Joseph Lucas showroom, workshop and office including interiors

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