

Density and built form development
Public domain plan



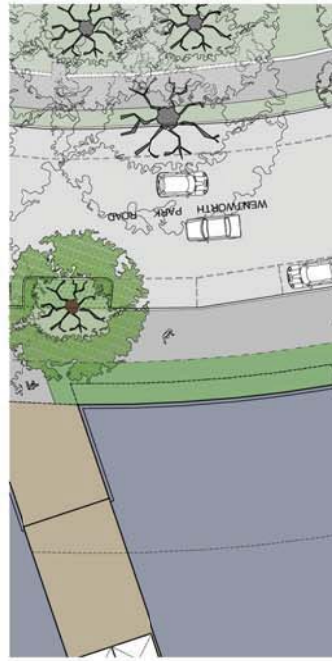
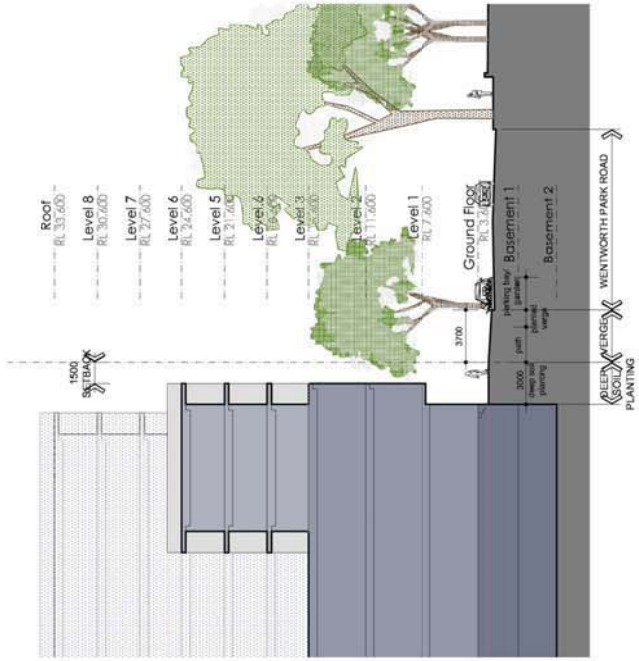
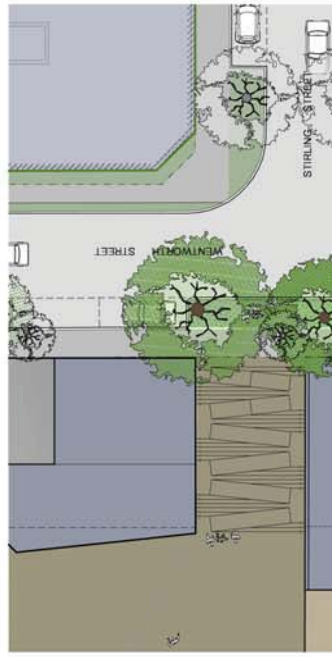
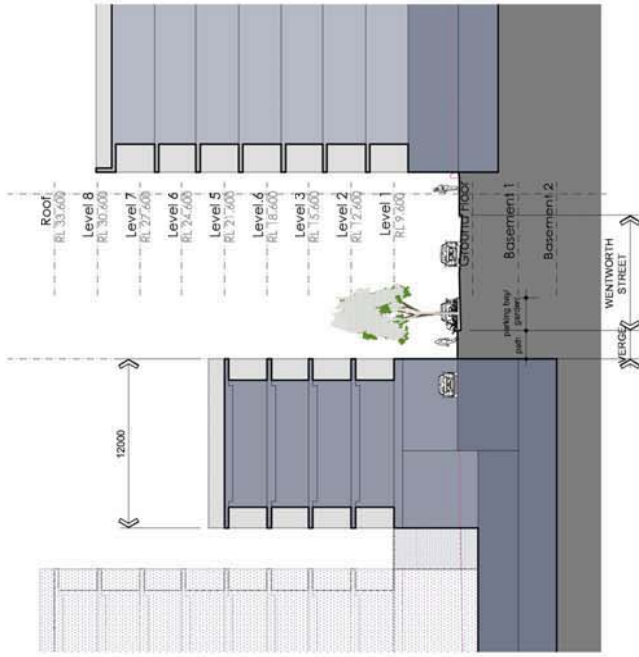
-  Footpaths
-  Public Areas
-  Deep soil Planting
-  Verges
-  Planted Parking Areas
-  New tree (trees)
-  Existing Tree
-  Remove existing Tree



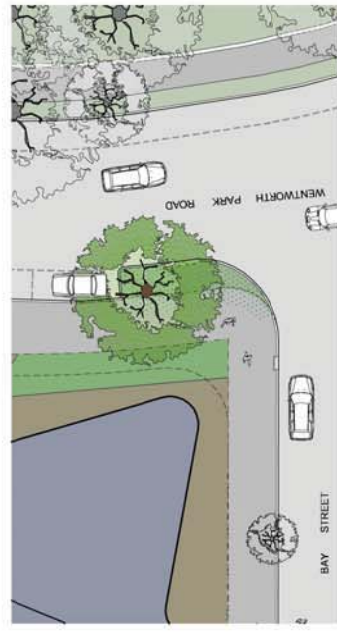
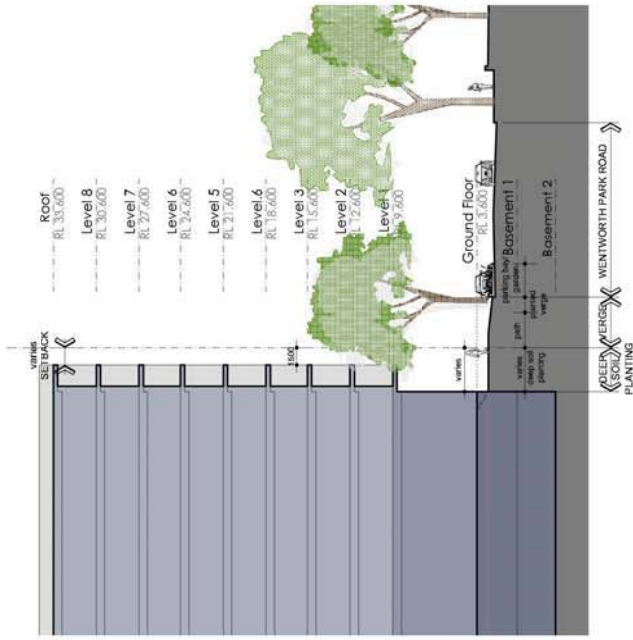
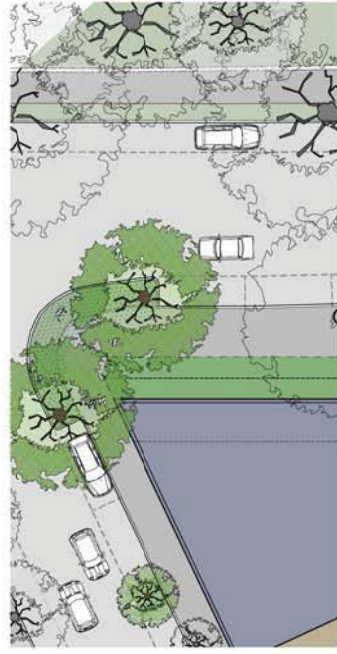
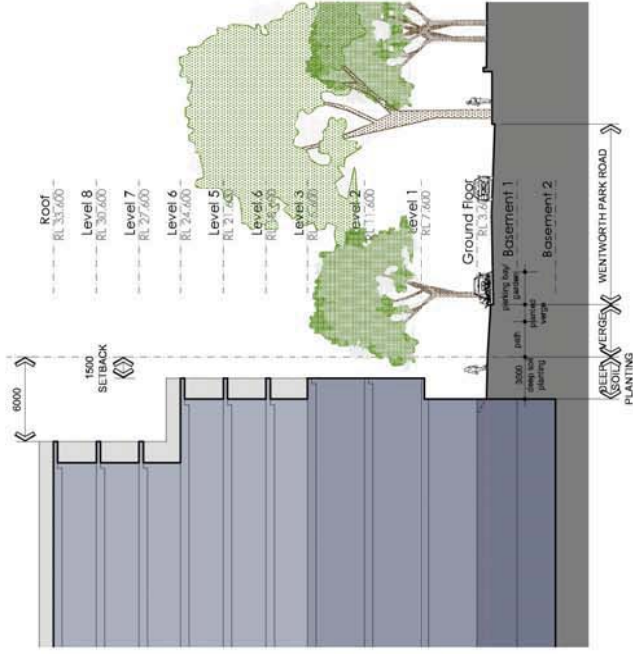
Density and built form development
Public domain elevations



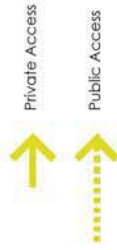
Density and built form development
Public domain sections



Density and built form development
Public domain sections







- Footpaths
- Public Areas
- Deep soil Planting
- Verge
- Planned Parking Areas
- New tree (trees)
- Existing Tree
- Remove existing Tree

0 10 20 40
NORTH

Density and built form development
Open Space and Landscaping



Sept. 65 Residential Compliance
and amenity testing
Shadows

Solar Access to adjoining dev. Assessment
Equinox

The shadow model demonstrates that the vast majority of DoH apartments facing Wentworth Street only have minor solar amenity loss due to the proposed development of the site.



SEPP 65 Residential Compliance
and amenity testing
Shadows

Solar Access to adjoining dev. Assessment
Mid winter

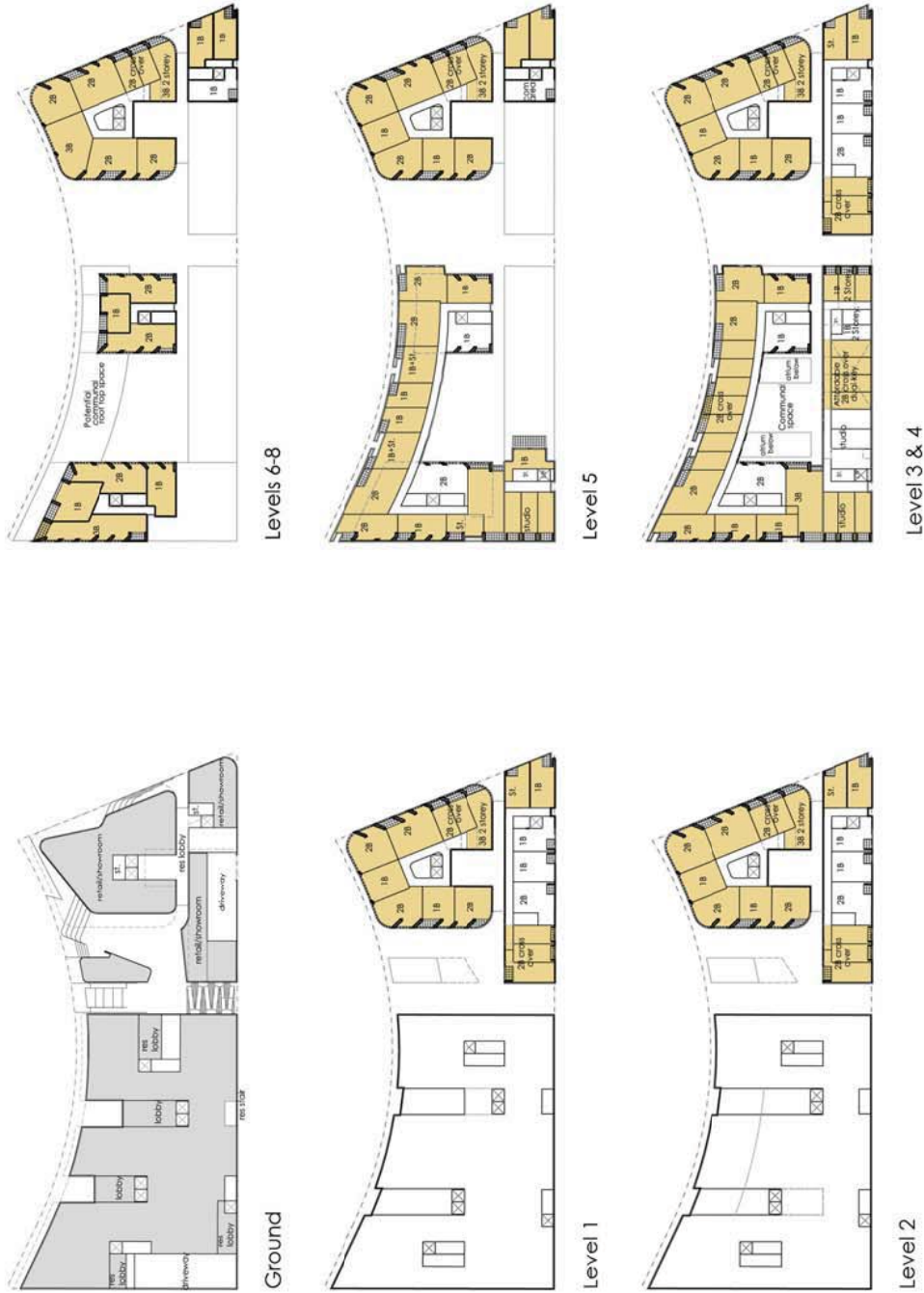
The shadow model demonstrates that the majority of DoH apartments in the blocks A2 and B1&2 (i.e. those fronting Wentworth St) retain a minimum of 2 hours of solar access.

Preliminary assessment of individual apartment numbers confirms that in excess of 73% of apartments meet the SEPP 65 solar access requirements.



Sepp 65 Residential Compliance
and amenity testing
Solar Access

Testing demonstrates that in excess of the 70% of apartments required by SEPP 65 can achieve the minimum proscribed amount of solar access within the proposed envelopes.



Area + Apt. Mix Schedule

Total GFA = 24,420 m2

Site FSR = 4.5 : 1

Level	Bay St (East) Block												
	Use												
	Affordable Housing		Residential		Retail/showroom		Car Parking/Plant		Market Residential Mix				
Built Up Area (m2)	GFA (m2)/SR Area	Built Up Area (m2)	GFA (m2)/SR Area	Built Up Area (m2)	GFA (m2)/SR Area	Built Up Area (m2)	Car parks provided	Bicycle parks provided	Studio	1 bed	2 bed	3 bed	Total Apts
B2						2,215	46	39					
B1						2,315	46	39					
Ground			1,850		1,190								
Level 1		1,730	1,246						1	5	10	1	17
Level 2		1,730	1,246						1	5	5	0	11
Level 3		1,730	1,246						1	5	10	1	17
Level 4		1,730	1,246						1	5	5	0	11
Level 5		1,360	979						0	4	6	1	11
Level 6		1,360	979						0	5	4	0	9
Level 7		1,360	979						0	3	6	2	11
Level 8		1,360	979						0	3	4	1	8
Plant			0										0
Sub Total	0	0	12,340	8,899	1,850	1,190	93	77	4	35	50	6	95
%						4,830			4	37	53	6	100

Level	Cowper St (West) Block												
	Use												
	Affordable Housing		Residential		Commercial		Car Parking/Plant		Market Residential Mix				
Built Up Area (m2)	GFA (m2)/SR Area	Built Up Area (m2)	GFA (m2)/SR Area	Built Up Area (m2)	GFA (m2)/SR Area	Built Up Area (m2)	Car parks provided	Bicycle parks provided	Studio	1 bed	2 bed	3 bed	Total Apts
B2						3,112	62	52					
B1						3,112	62	52					
Ground			185		146								
Level 1		680	2,740		2,172								
Level 2		680	2,850		2,280								
Level 3	800	680	1,540	1,232									0
Level 4	800	680	1,540	1,232									0
Level 5	225	191	1,540	1,232									14
Level 6			910	728					2	3	1	1	7
Level 7			910	728						3	3	1	7
Level 8			910	728						3	3	1	7
Plant				0									0
Sub Total	1,825	1,551	7,350	5,880	8,425	6,900	124	104	5	22	29	6	62
%						6,224			8	35	47	10	100

Total	1,825	1,551	19,710	14,779	10,455	8,090	217	181	9	57	79	12	157
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Notes:
 Affordable housing component is not included in the mix and apt numbers listed above.
 The following allowances have been assumed in the above schedule:
 Residential GFA is generally calculated at 80% of GBA envelopes to allow for circulation of the built form as well as balconies, external walls etc.
 Commercial GFA is generally calculated at 80% of GBA envelopes to allow for circulation of the built form as well as balconies, external walls etc.
 The Bay St tower has an additional 80% allowance for facade articulation to permit improved amenity such as cross ventilation.
 Commercial GFA is calculated at 80% of GBA.
 Car parking assumed at 1 space per 50m2 of basement GBA.
 Bicycle parking assumed at 1 space per 60m2 basement GBA.

Appendix 2:

Heritage Impact Assessment

PROPOSED REZONING

OF

87 BAY STREET GLEBE

HERITAGE IMPACT STATEMENT



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Prepared for:

Chase Property Investments Pty Limited

March 2011

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Frontispiece: 1943 aerial photograph of the site

Source: RTA, *From the Skies* CD Rom

1.0 INTRODUCTION

1.1 THE BRIEF

The following report has been prepared to support a development application for the rezoning of the site at 87 Bay Street Glebe, NSW. The site is currently zoned industrial and the owners would like to apply for it to be rezoned for mixed use to allow for redevelopment

The report has been prepared on behalf of the Chase Property Investments Pty Limited, the owners of the site.

1.2 THE STUDY AREA

The study area is a large site bounded by Bay Street, Wentworth Street, Cowper Street and Wentworth Park Road, Glebe. (Figure 1.1)



Figure 1.1 The Study Area

Source: Google Maps

The site is currently occupied by a variety of industrial and commercial buildings.

1.3 LIMITATIONS AND TERMS

The terms *fabric*, *conservation*, *maintenance*, *preservation*, *restoration*, *reconstruction*, *adaptation*, *compatible use* and *cultural significance* used in this report are as defined in the Australia ICOMOS *Burra Charter*.

1.4 METHODOLOGY

This report was prepared in accordance with the *NSW Heritage Manual* “Statements of Heritage Impact”, “Assessing Heritage Significance Guidelines” and the Sydney City Council guidelines for the preparation of heritage impact statements.

The philosophy adopted is that guided by the Australia ICOMOS Burra Charter 1999.

1.5 AUTHORS AND ACKNOWLEDGMENTS

This report, including all diagrams and photographs, was prepared by John Oultram of John Oultram Heritage & Design, unless otherwise noted. Historical research was prepared out by Nicholas Jackson.

John Oultram Heritage & Design was established in 1998 and is on the NSW Heritage Office list of heritage consultants.

1.6 PREVIOUS STUDIES

The subject site was one of several sites in the area considered in a report prepared by Hill Thalys Urban Projects and Architects for the City of Sydney and the NSW Department of Housing that looked at development of the area for commercial, residential and affordable housing. The report included the Bay Street Depot owned by the City of Sydney and the public housing development to the south of the subject site.

Feasibility + Design Report – Glebe Affordable Housing Demonstration project

dated May 2009.

2.0 HISTORICAL SUMMARY

2.1 GLEBE - ESTUARINE ENVIRONMENT

The site is located at the base of a basin defined by the steep slopes of the ridge of the peninsulas of Ultimo and Glebe. The area to the south is low-lying, but rises beyond Parramatta Road to the heights of Sydney University and Chippendale. Wentworth Park to the north was formed by land reclamation, but in earlier times was swampland into which numerous creeks discharged.

For the Aboriginal people the area was akin to many fringing the shore of the harbour in providing the resources to sustain life. Nothing is known of the Aboriginal people in this specific part of Sydney; they died of smallpox and other diseases introduced by the British within eighteen months of the arrival of the First Fleet. But in general terms, the area was part of the traditional territory of the Cadigal, a clan of the Eora speaking people. The Cadigals according to the observations of the pioneer British settlers occupied the land on the southern side of the harbour from South Head to Petersham. The estuarine environment of Blackwattle Swamp in its natural state with mangroves and mud flats would have provided a source of aquatic food for the Cadigal. Aside from the mangroves, the natural vegetation at the head of the bay comprised swamp oaks and black wattles along the creek courses.¹

2.2 GLEBE – CHURCH LAND

The Sydney suburb of Glebe was initially settled by the British through the dedication of a Crown reserve of 1000 acres in 1788 to support the clergy of the Church of England (now Anglican Church). The reserve comprised 400 acres for church or glebe land at its northern part inclusive of the harbour frontage of present day Blackwattle and Rozelle bays, 200 acres at the southern edge for the maintenance of a schoolmaster, with the 400 acres in-between set aside as Crown reserve with no particular dedication.² Glebe land under ecclesiastical law is simply land devoted to the maintenance of the incumbent of a church. The incumbent at the time of Governor Phillip's dedication was the Rev. Richard Johnson, who had accompanied the convicts of the First Fleet on their voyage from England and on arrival in the colony was its chaplain until his return to England in 1800. It seems Johnson attempted to farm some of his vast estate in the early 1790s in an area today defined by the intersection of Glebe Point Road and Mitchell Street.³

In mid 1820s the administration of the Church of England in the colony changed with the establishment in 1824 of the Archdeaconry in the Diocese of Calcutta and the formation in 1826 of the Church and School Corporation. The Corporation was charged with the administration of Church of England churches and schools, and their clergy and teachers. In 1828 the Corporation decided to sell its reserves at Glebe as well as Parramatta and Liverpool to raise money to fulfil its statutory obligations.⁴ This decision heralded the beginning of the suburb we know as Glebe by the subdivision of the church reserve into building lots and public streets. The reserve was offered for sale in freehold in early 1828. Over the following decade, the higher ground of the reserve demarcated by the line of Glebe Point Road was settled by middle class professionals, prosperous shopkeepers, and other men of business engaged in Sydney's commercial world. These pioneers resided in villa estates on elevated sites on or to the west of Glebe Point Road, James Bowman's Lyndhurst was an exception in its setting above the swampy ground of what is today Wentworth Park and to the north-west of the area addressed in this report.⁵

¹ Benson, D and J Howell, *Taken for Granted the bushland of Sydney and its suburbs*, Kangaroo Press, Kenthurst, 1990

² Solling, M. *Grander and Grist: a history of Glebe*, Halstead Press, Sydney, 2007, p.41 (Solling 2007)

³ Solling 2007, p. 44

⁴ Solling 2007, p.45

⁵ Solling 2007, p.55

The working class also resided at Glebe in pockets such as the estates of St Phillip's (the glebe of St Philip's Church in the City and also spelt Philip in some instances) and Church and Clergy estate which were not taken up in the 1820s land sales and where the Church of England remained the landlord through the system of land sales in leasehold instigated in the economically depressed early 1840s, and continuing into the 1850s. The subject area is located partly within the Clergy and School Estate and partly within land resumed from Blackwattle Swamp in the 1880s.⁶

2.3 GLEBE - CLERGY AND SCHOOL ESTATE

The Church trustees subdivided in 1842 the area to the west of Cowper Street up to the boundary of Dr Bowman's Lyndhurst (as demarcated by the present day St Johns Road).⁷ These 1842 leases were offered with a term of 28 years,⁸ and the subdivision established a number of roads named after prominent churchmen, Bishop William Grant Broughton and Reverend William Cowper, the minister of St. Philip's Church, while Mitchell may refer to Dr James Mitchell (1783-1869) who was a major benefactor of the Church. In contrast, only one new street, named Christie, was dedicated in the 1852 subdivision.

The Church land east of Cowper Road, and inclusive of the subject site, was subdivided and released for sale as leaseholds in 1852. The majority of the leases were purchased by the Sydney merchants Robert How and John Walker. In the subdivision there were thirteen allotments sited between the rear of Queen Street and Wentworth Street (then named Water Street) adjacent the then shoreline of Blackwattle Bay.⁹ The leases were for a standard term of 99 years with the annual ground rental varying between £8 and £10. The term of the lease was effective from the first day of October 1852.¹⁰ The subject site was in part formed by four of these leasehold blocks, Lots 49-52, located between Bay and Cowper Streets and with frontage to Wentworth Street (then named Water Street). The northern boundary of the allotments was determined by the meandering bank of Blackwattle Creek. These leases were purchased by the aforementioned How and Walker in December 1852 (see table 1)

Lot No	Purchase Price	Registration in Church and School Leases Register
Lot 49	£8	Register 4, Page 95
Lot 50	£8	Register 4, Page 97
Lot 51	£8	Register 4, Page 99
Lot 52	£8	Register 4, Page 101

Table 1 The Clergy and School Estate Leaseholds

In 1857 the leases were assigned to How and Walker's trustees James How, William Glen Walker and Robert Henderson Scott.¹¹ From this time the aforementioned blocks south of Wentworth Street were consolidated and re-subdivided to form ten blocks (Sections 1-10) intersected by the existing Christie Street, and two new streets named Elger and Stirling. The land to the north of Wentworth Street (the subject site) was shown on maps of the era as neighbouring the course of Blackwattle Creek was probably too boggy or mangrove infested to be suited for development. This is indicated by the Glebe Municipal Council rate valuations for the last half of the nineteenth century that recorded no rateable improvements.¹² Another glimpse into the use of the land was provided by the sale of the leaseholds that occurred in April 1880, the survey plan accompanying the sale shows no development or capital improvement on these lots.¹³

⁶ Solling 2007, p.63

⁷ Mitchell Library - J. Armstrong, *32 Allotments comprising Saint Phillip's*, ZM 2 811.1823/1842/1 (ML)

⁸ *Australian*, 27 January 1842, p.4

⁹ Land and Property Information NSW - Crown Plan C1.1198 (LPI)

¹⁰ The leases are cited in LPI Register of Church and School Leases Bk. 371

¹¹ LPI - Bk 50 No. 16, the deed is dated July 1855 but was not registered until July 1857

¹² Sydney City Archives (SCA) Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation Books

¹³ State Library NSW (SLNSW) – Glebe Subdivision Plan 228

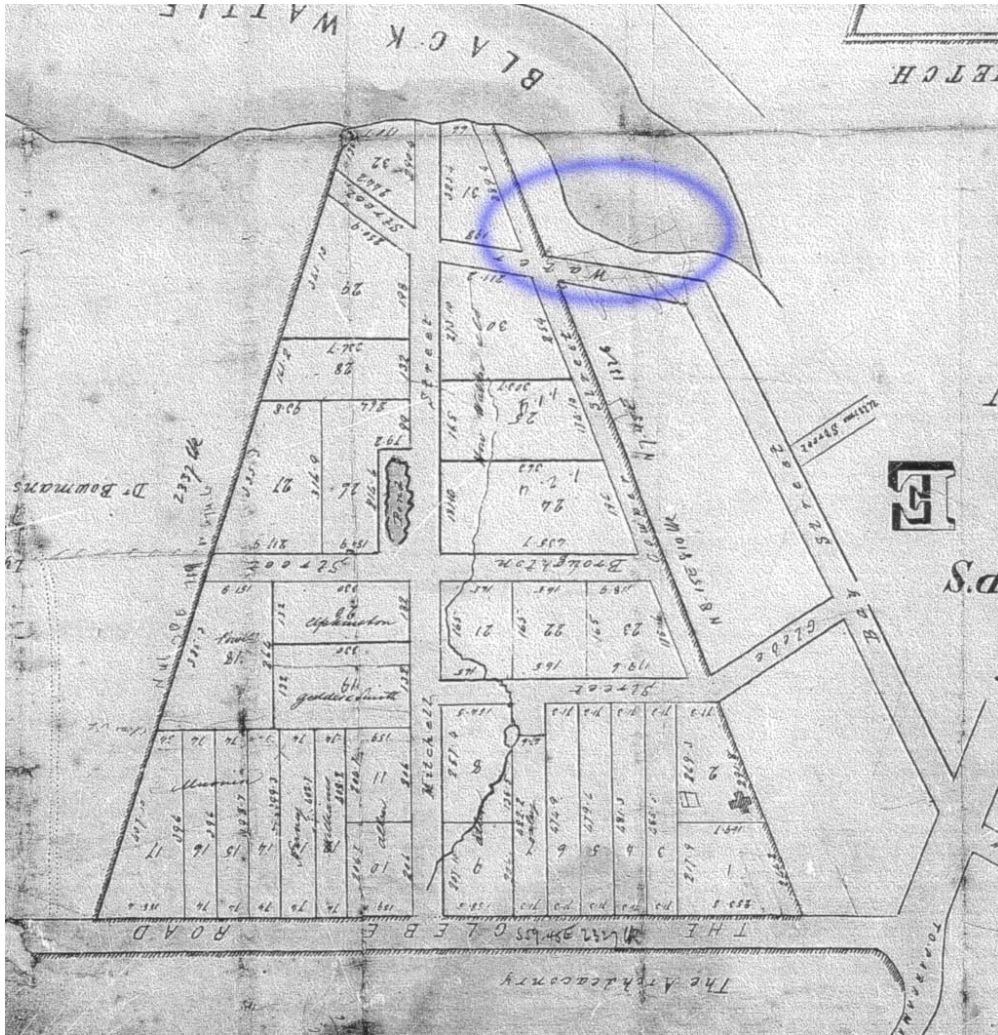


Figure 2.1 The first of the St Phillip's estate leasehold subdivisions was undertaken in 1842. This area is located to the west of the study area across Cowper Street.

Source: State Library NSW – J. Armstrong, 32 Allotments comprising Saint Phillip's

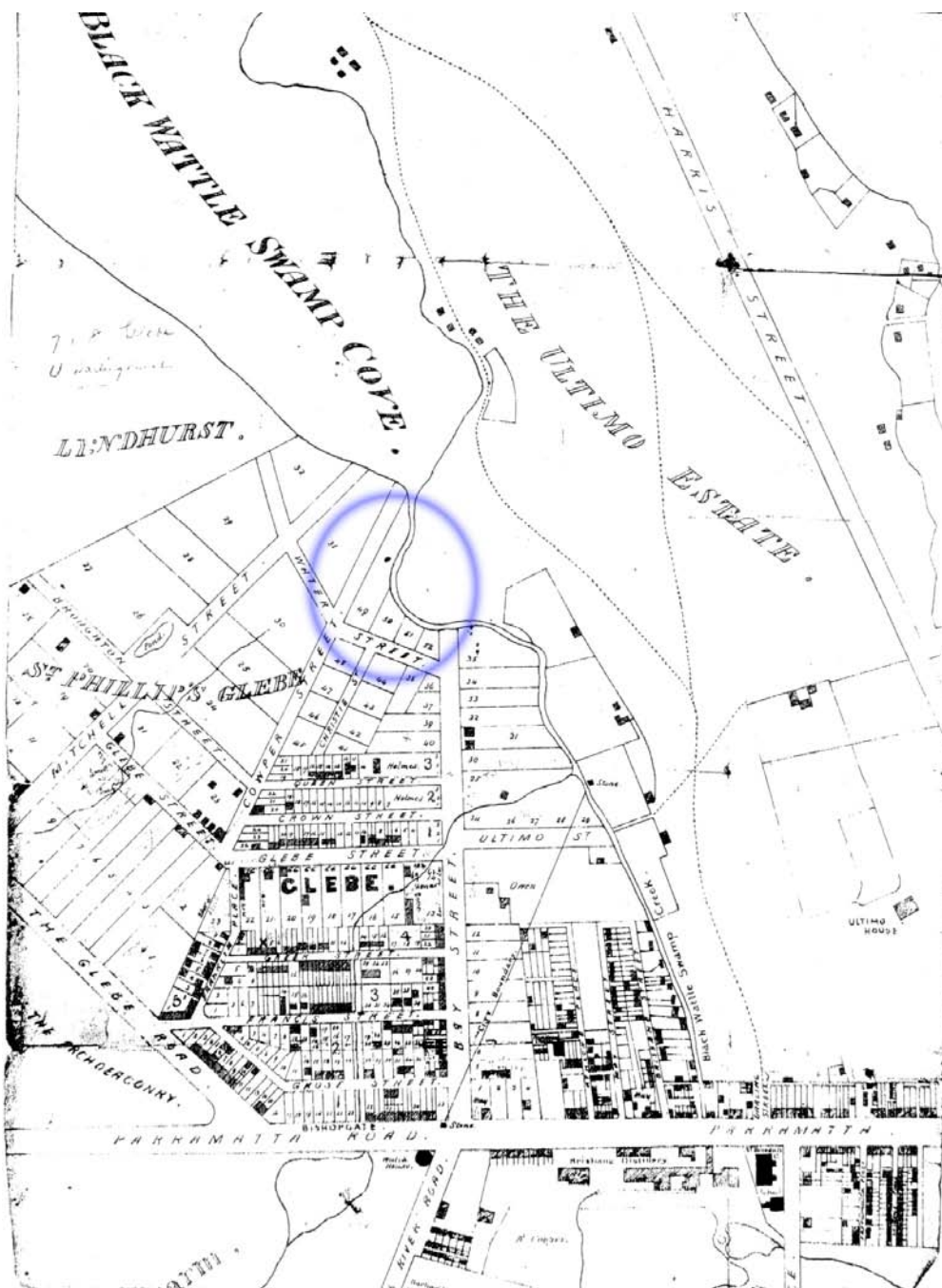


Figure 2.2 William Henry Wells' map of Sydney commercially published in 1854

The extent of development undertaken in the early half of the nineteenth century is revealed in this map that shows the Clergy and School Estate allotments but little development and no development is shown within the subject site

Source: State Library NSW – Glebe Subdivision Plan 67



Figure 2.3 The auctioneer's plan of How and Walker's leaseholds that were offered for sale in April 1880

This plan was prepared to accompany the sale and reveals something of the extent of the built developments. No development is shown within the subject site

Source: State Library NSW – Glebe Subdivision Plan 228

2.4 BLACKWATTLE SWAMP RECLAMATION

The existing configuration of the site is derived from the reclamation of Blackwattle Bay in the late 1870s to form the public reserve named Wentworth Park.

The How and Walker leaseholds were offered for sale in April 1880 and Lots 49-52 were purchased as a block in June 1881 by Frederick Withers, draper of Sydney, and George Robert Swyny, commission agent of Sydney, for &250. Both How and Walker were dead by this time and the sale was overseen by Walker's trustee William Oswald Gilchrist and How's administrators John Brown Watt and Robert A.A. Morehead.¹⁴

In connection with the above Wentworth Park reclamation works, Lots 49-52 were resumed by the government by notices of resumption gazetted in June 1884 and July 1885 for public purpose for the extension of the park; that is, this area of Blackwattle Creek was not part of the original resumption of the 1870s although the area had been reclaimed according to the following account of a local community deputation in 1881:¹⁵

(a deputation asked that the government) to resume the reclaimed land on the west side of Wentworth Park, commencing at the bottom of Bay Street and running right round as far as the Pymont Bridge Road. They stated that the locality was so low that it would be very unhealthy for human habitation, while, being immediately adjoining Wentworth Park, it could easily be made available as an extension of that recreation ground.

¹⁴ LPI - Old Systems Deed Book 220 No. 457

¹⁵ 'Reclaimed ground near Wentworth Park', *Sydney Morning Herald*, 13/8/1881, p.6

However, the resumption of Lots 49-52 was undertaken not for the extension of the recreation ground but for the making of the park's encircling road now known as Wentworth Park Road. The Glebe mayor had moved the following motion in January 1881:¹⁶

That immediate steps be taken by this Council to induce the owners of property surrounding Wentworth Park to give sufficient land for a road sixty feet wide round the Park; the Park trustees giving as much land as they can spare without interfering with the symmetry of the same.

There were evidently no volunteers and inducement by resumption was the next step in the mayor's campaign for the road and in March 1882 the Borough Council carried the following motion:¹⁷

That a deputation, consisting of the Mayor and aldermen of this council, together with the member for the electorate, wait upon the Hon. the Minister for Mines to ask that sufficient land be resumed around Wentworth Park, from Pymont Bridge Road to Bay Street, to form a public road.

Nothing seems to come of that plea initially, but in January 1884, *The colonial secretary and minister for lands visited Wentworth Park .. in accordance with a promise made to a deputation a short time ago, and in order to see what it is necessary to do towards the laying out and construction of a road and carriage drive round the park. The ministers found that it would be necessary to resume at the southern end of the park a small area of church and private property (ie the subject property), and they decided to have the road made if the proprietors of the adjoining land would give the portions of land it would be necessary for the road to encroach upon. The great advantage to these property-owners when the road is made will be having a frontage to a well-finished drive round the park, instead of the swamps and inaccessible land that are now to be seen in the locality.*¹⁸

Over the following months the necessary surveys were undertaken and by June 1884 the colonial secretary was able to state:

*The surveys had so far progressed that probably tenders would be invited within a fortnight's time for forming the road, and making provision for carrying away surplus waters during flood time more rapidly away than has hitherto been the case.*¹⁹

The construction of the road was well in hand by October 1886 and the government engaged unemployed men to work at the formation of Wentworth Park Road.²⁰ The levels of Cowper Street and Bay Street were also raised by the local council, although this work by the published accounts could have occurred in 1882/1883 for in March 1880 the council was considering the preparation of having drawings prepared of levels and sections of Cowper and Bay streets from the present levels to Wentworth Park fence,²¹ and by November 1882 the owners of the subject property, F Withers and GR Swyny, had objected *to the advertised levels of the lower part of Bay Street in so far as the proposed alteration (would interfere) with the drainage to their land.*²²

The landscaping of the park had been completed some years earlier over the summer of 1881/1882. The first trees were planted in October 1881 by the Mayor of Sydney and long-time Glebe resident, Sir Wigram Allen. *The Sydney Morning Herald* noting:²³

Wentworth Park will soon be one of the very brightest spots in or about the city. As the design approaches completion, its beauties become constantly more manifest. In addition to many pleasant walks, we shall have quoit and croquet grounds, and a cricket field that when completed will certainly not be surpassed by any ground in Australia.

¹⁶ 'Borough Council', *Sydney Morning Herald*, 17/1/1881, p.6

¹⁷ 'Borough Council', *Sydney Morning Herald*, 17/2/1882, p.6

¹⁸ 'News of the Day', *Sydney Morning Herald*, 5/1/1884, p.11

¹⁹ 'News of the Day', *Sydney Morning Herald*, 26/6/1884, p.7

²⁰ 'The Unemployed', *Sydney Morning Herald*, 29/10/1886, p.4

²¹ 'Borough Council', *Sydney Morning Herald*, 17/10/1880, p.6

²² 'Borough Council', *Sydney Morning Herald*, 14/11/1881, p.6

²³ 'News of the Day', *Sydney Morning Herald*, 7/10/1881, p.5

The resumption of Withers and Swyny portion seems to have been disputed by the owners as the final sale/release was completed in February 1886. The compensation paid by the government inclusive of interest was £3,581 15sh 8p. The pair had claimed, unsuccessfully, a further £536 in damages for trespass or encroachment by the trustees of Wentworth Park.²⁴

The government subdivided this now crown land on two occasions in the late nineteenth century. The difference between the two is the number and size of the allotments provided; in both instances the “envelope” of the land, inclusive of the rounded street corners, was consistent. In the first subdivision layout, which was possibly instigated in 1886, three large allotments were established and two, 40 feet wide, public road reserves were dedicated that extended Christie and Stirling streets northward to intersect with Wentworth Park Road, which itself had been formed by the making of Wentworth Park Road. The Glebe Municipal Council rate valuations for the early 1880s indicate the land was not capitally improved.²⁵

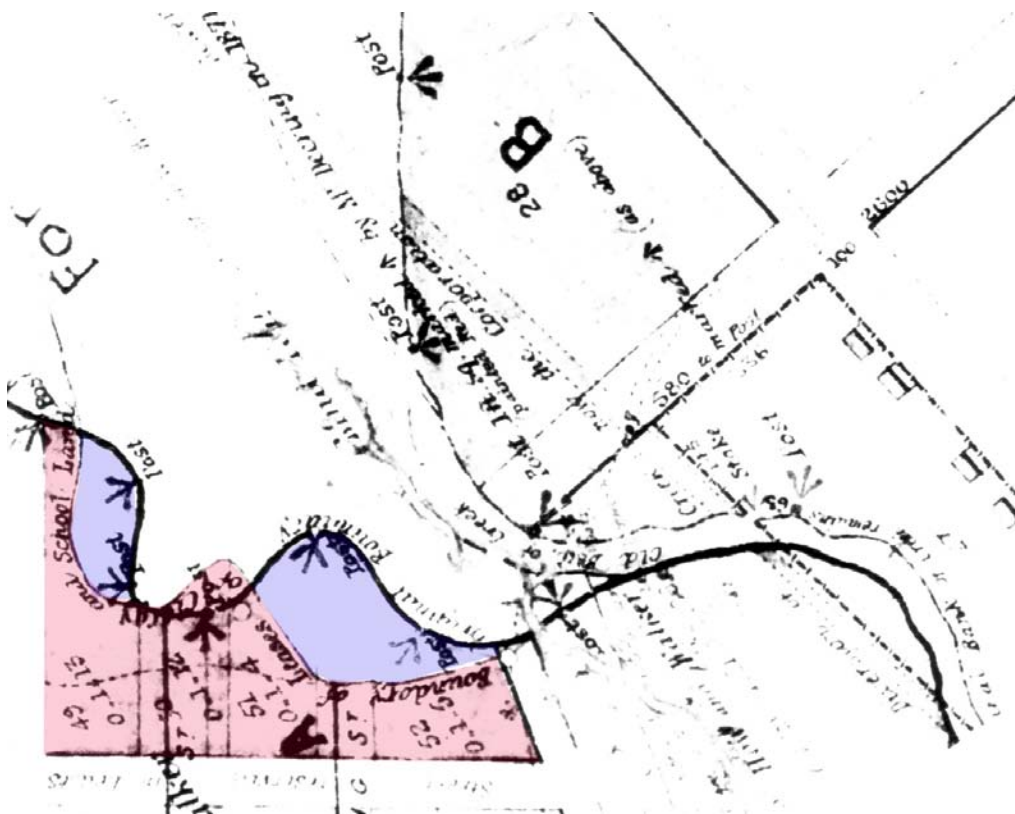


Figure 2.4 Detail of 'Blackwattle Swamp and Surrounding Grants,' by Surveyor JW Deering, dated 1871 with later annotations.

The red area shows the boundary of the leaseholds of the Clergy and School Land and the blue area shows the original boundary of the creek. Note the division of the leases crossed by the extension of Christie and Stirling streets.

Source: SRNSW MAP 1624

²⁴ LPI - Old Systems Deed Book 334 No. 329

²⁵ SCA – Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation 2/1882 to 3/1883, No. 771

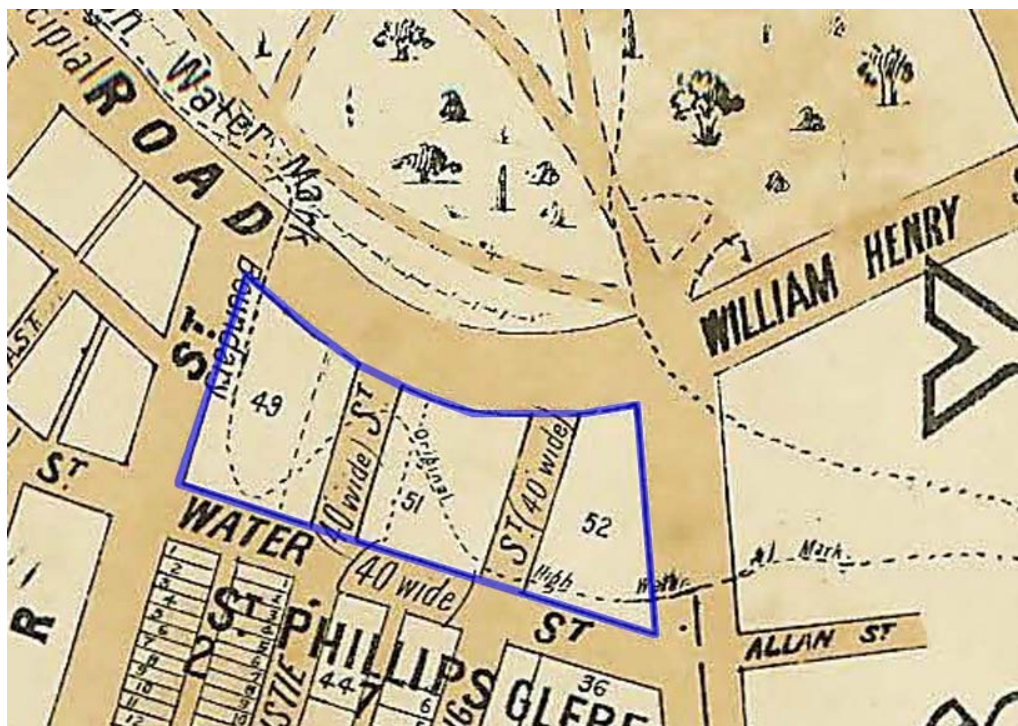


Figure 2.5 A detail of the Map of Glebe published in 1888 and showing an early and now removed subdivision pattern

Source: Historical Atlas of Sydney - JJ Byrne and Co, 'Map of the Glebe Municipality', 1888

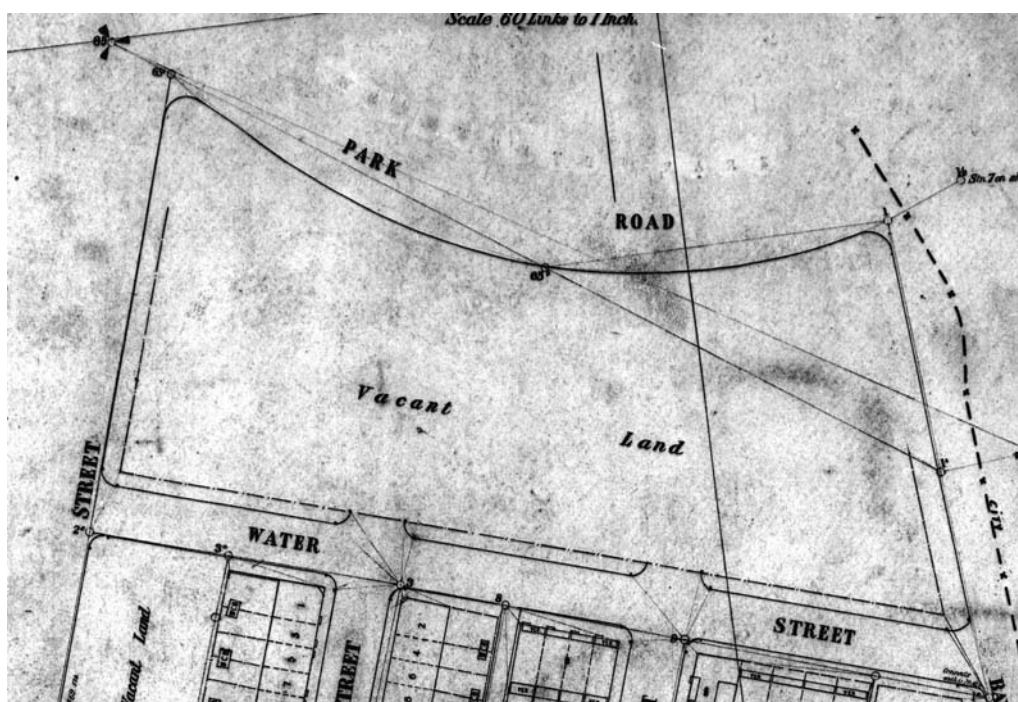


Figure 2.6 Detail of Glebe Sheet 3 of the Sydney Trigonometrical Survey dated December 1887 and showing the subject site as vacant land

Source: Sydney Water Plan Room

In 1893 the government re-subdivided the block comprising the subject site to provide 39 small allotments. The reserves of the extended sections of Christie and Stirling streets were closed and a new 20 feet lane was established on an east/west axis. The provision of this lane probably indicates the intended development was commercial use as these lane reserves for business sites were common in this era. The closing of these short-lived streets was objected to by local residents with the *Sydney Morning Herald* reporting:²⁶

A large number of residents of the Outer Glebe Wards wrote bringing under notice the closing of Stirling and Christie street by the subdivision of the Government, stating that such would seriously affect the health of the locality. The letter suggested a deputation to the Government, and, failing any good result, then to take possession of the streets as proclaimed and aligned, as they trusted the council would never allow such an act of gross injustice.

The submission of this letter came a week after the first public sale of the allotments, which were held in the rooms of auctioneers Hardie and Gorman on 29th November 1893 acting on instructions received from the secretary for lands, Henry Copeland.²⁷ A total of ten allotments were sold on the day for a total of £772 10s.²⁸ A further public auction held on 28th September 1894 resulted in the sale of another six allotments, but two sales were not completed. No further sales in freehold occurred although a number of special leases (permissive occupancy) were granted.²⁹ The purchasers at these sales are listed in Table 2 and plotted (where the sale was completed) in figure 2.7:

Allotment	Type of Sale	Purchaser	Date of Sale
49	Sale	James Robert Mannall	29/11/1893
70	Sale	James Ball	29/11/1893
75, 76, 77	Sale	James Sykes	29/11/1893
78, 79, 80, 81, 82	Sale	James Reading Fairfax & James Sturt Harrison	29/11/1893
62, 63	Sale	William Herron	28/9/1894
69	Sale Annulled	Margaret Henson	28/9/1894
74	Sale	James Brownlee	28/9/1894
83, 84	Sale Annulled	William Thomas House	28/9/1894

Table 2 Crown Land Sales

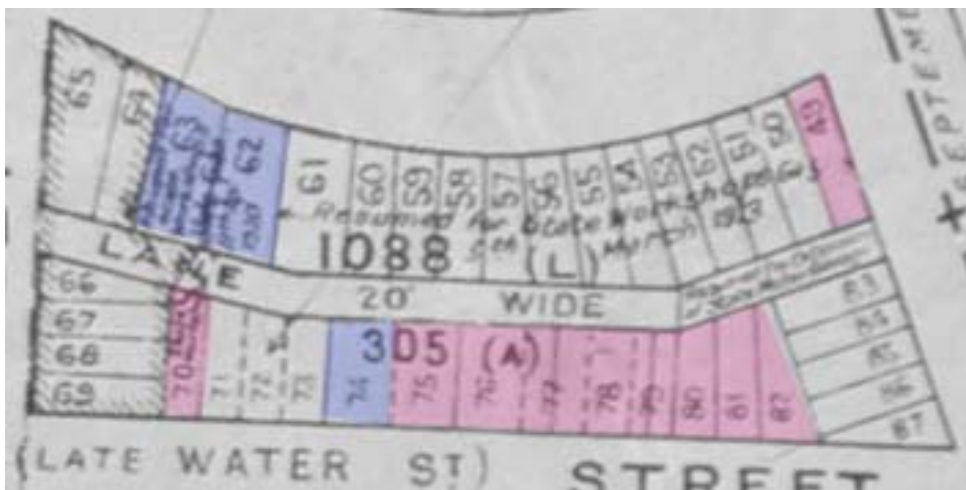


Figure 2.7 A map of the government subdivision showing the dispersal of allotments purchased in 1893 (shaded red) and 1894 (shaded blue)

Source: Historical Atlas of Sydney – HEC Robinson, 'Map of The Municipality of The Glebe', c.1910

²⁶ 'Municipal Councils', *Sydney Morning Herald*, 5/12/1893, p/6

²⁷ Advertising, *Sydney Morning Herald*, 18/11/1893, p.15

²⁸ 'Property Sales', *Sydney Morning Herald*, 2/12/1893, p.10 and Lands Department Plan C1611.2030

²⁹ Advertising, *Sydney Morning Herald*, 26/9/1913, p26 and Lands Department Plan C1611.2030

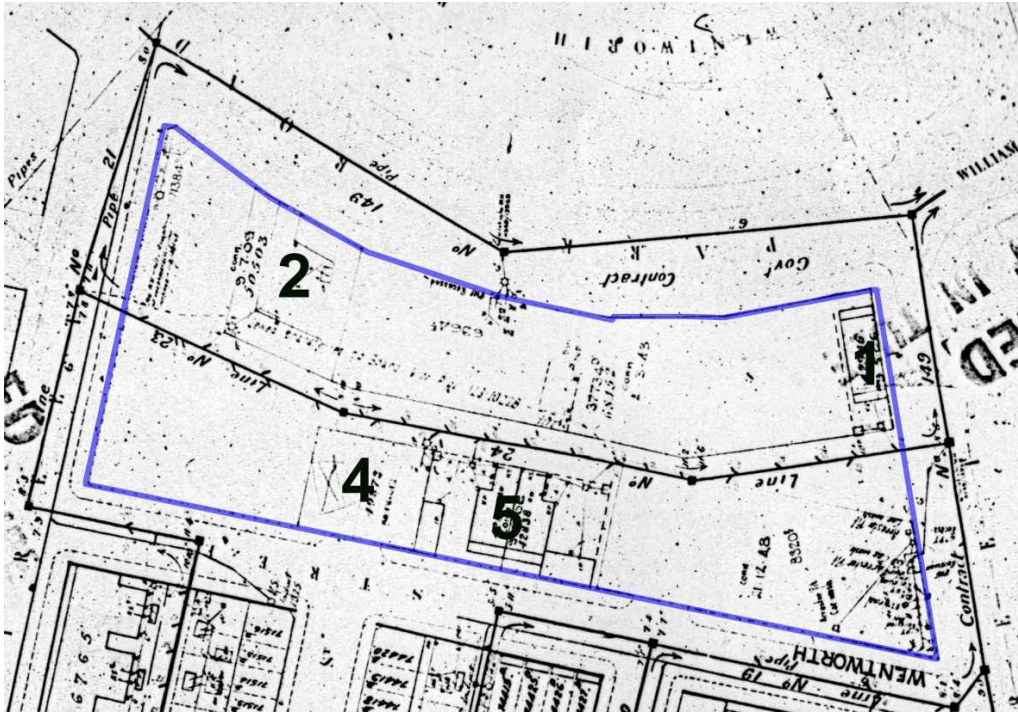


Figure 2.8 Source: Sydney Water Plan Room

An undated survey of the site showing the footprints of the first built improvements as follows:

1	Location of Henry Clay’s residence c.1905-1913
2	Location of William Herron’s stables in 1895
4	Location of James Brownlee’s stables erected in 1895
5	Location of the houses and yards of milk vendors James Sykes and William Henry Parker. Houses erected in 1895



Figure 2.9 The site in 1949 showing the footprints of the government and private improvements as follows:

Source: Historical Atlas of Sydney



Key	Description	
1	Location of Lot 49 and Henry Clay's residence erected c.1905.	No photograph of this house has been located.
2	Location of William Herron's stables comprising Lots 62 and 63 purchased in 1894 and Lots 64 to 69 leased from the government from 1906. Brick stables erected in 1895.	No photograph of the stables has been located.
3	Location of Lot 70. Site of no capital improvement	
4	Location of James Brownlee's stables comprising Lot 74 in 1894 and Lots 71 to 73 leased from the government from 1908. Stables erected in 1895 The stables in 1953. Source: State Library NSW – Government Printing Office 2 – 03657	
5	Location (Lots 75-77) of the houses and yards of milk vendors James Sykes and William Henry Parker. Houses erected in 1895 The terrace in 1953. Source: State Library NSW – Government Printing Office 2 – 03657	
6	Location (Lots 78-82) of Glebe Ragged School. School building erected in 1895.	No photograph of this school has been located.

Table 3 Private Developments

2.4.1 Lot 49 – Housing

This allotment of 5 perches was purchased by James Robert Mannall at the sale of 29/11/1893 for £120 with the deed of grant being issued on 13/6/1894.³⁰ The Glebe Borough Council rate valuation for 1895 recorded 'land' owned Mannall.³¹ The property was conveyed to Alfred Albert Low, house proprietor, in March 1900.³² The property was conveyed to Kate Clay, wife of Henry Clay, professional, in August 1902.³³ The property was conveyed Martha Bond, wife of James Bond, municipal lamplighter, in January 1904.³⁴ The first development on this allotment occurred in 1905 with the building of a house for the Bonds.³⁵ Resumed by the government in 1908 (see below). The house was presumably demolished around 1913 to make way for the State Motor Garage.

³⁰ LPI – Certificate of Title Vol. 1131 Fol. 1

³¹ SCA – Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation 2/1895 to 2/1896, No. 855

³² LPI - Dealing 304087

³³ LPI - Dealing 348594

³⁴ LPI - Dealing 377731

³⁵ SCA – Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation 2/1895 to 2/1896, No. 865

2.4.2 Lots 62 and 63 – Stabling

These two allotments were purchased as the one land holding of 15¼ perches by dealer William Herron at the sale of 26/9/1894 for £360 with the deed of grant being issued on 27/2/1900.³⁶ The Glebe Borough Council rate valuation for 1895 states Herron had erected a 'new brick stables' valued at £39.³⁷ By 1902 stables were leased by the Farmers' Co-operative, but by 1905 was again being managed by Herron.³⁸ Herron was granted permissive occupancy of the neighbouring Lots 64 to 69 in 1906.³⁹

The property was conveyed to Mary Ann McKeown, wife of the carrier, William McKeown, in March 1919.⁴⁰ Resumed by the government in 1920 (see below). The site was redeveloped around 1945.

2.4.3 Lot 70 – Vacant

This allotment of 3¼ perches was purchased by James Ball, plumber, at the sale of 29/11/1893 for £54 with the deed of grant being issued on 6/6/1899.⁴¹ The property was conveyed to John William Atkinson, builder, in December 1894,⁴² although the Glebe Borough Council rate valuation for 1895 continued to state Ball as the owner of land only for some years.⁴³ Resumed by the government in 1920 (see below).

2.4.4 Lot 74 - Stabling

This allotment of 5¼ perches was purchased by cab proprietor James Brownlee at the sale of 26/9/1894 for £90 with the deed of grant being issued on 14/4/1899.⁴⁴ The Glebe Borough Council rate valuation for 1895 states Brownlee had erected a 'new stables' valued at £20.⁴⁵ Brownlee was granted permissive occupancy of the neighbouring Lots 71 to 73 in 1908.⁴⁶

The property was conveyed by the Public Trustee to William Aitkin, gentleman of Sydney, in June 1926.⁴⁷ From 1929 A Holland was the owner rated by Glebe Council.⁴⁸ John Martin Brown, a local house painter, purchased the property in 1949.⁴⁹ Martin sold the property to the government in January 1953 (see below).⁵⁰ The building was shown as still standing in a Public Works Department drawing dated 1963.⁵¹

2.4.5 Lots 75, 76 & 77 - Housing

These allotments were purchased by milk vendor James Sykes at the sale of 29/11/1893 with £90 being paid for Lot 75 (5½ perches),⁵² £90 being paid for Lot 76 (5½ perches),⁵³ and £90 being paid for Lot 77 (5½ perches).⁵⁴ The allotments were consolidated and re-subdivided in 1899.

Sykes retained the eastern half (part Lot 77), comprising an area of 8¼ perches. The Glebe Borough Council rate valuation for 1895 states Sykes was then resident on the site in a 'new house' valued at £42.⁵⁵ By 1910 the house was being let to Edward Weeks who continued with the milk vending business.⁵⁶

³⁶ LPI - Vol. 1306 Fol. 114

³⁷ SCA – Series 664 Glebe Borough Council, Valuation Book 2/1905 to 2/1906, No. 854

³⁸ *Sands Directory* & SCA – Series 664 Glebe Borough Council, Valuation Book 2/1905 to 2/1906, No. 866

³⁹ Note on HEC Robinson, 'Map of The Municipality of The Glebe', c.1910

⁴⁰ LPI - Dealing A447198

⁴¹ LPI – Certificate of Title Vol. 1284 Fol. 29

⁴² LPI – Dealing 34022

⁴³ SCA – Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation 2/1895 to 2/1896, No. 846

⁴⁴ LPI – Certificate of Title Vol. 1298 Fol. 197

⁴⁵ SCA – Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation 2/1895 to 2/1896, No. 845

⁴⁶ Note on HEC Robinson, 'Map of The Municipality of The Glebe', c.1910

⁴⁷ LPI – Dealing B375089

⁴⁸ SCA – Series 664 Glebe Borough Council, Rate and Valuation Book 1927, No. 3991

⁴⁹ LPI – Dealing E86482

⁵⁰ LPI – Dealing F79511

⁵¹ Department of Commerce – PWD Drawing MISC 19-17

⁵² LPI – Certificate of Title Vol. 1284 Fol. 202

⁵³ LPI – Certificate of Title Vol. 1284 Fol. 203

⁵⁴ LPI – Certificate of Title Vol. 1284 Fol. 204

⁵⁵ SCA – Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation 2/1895 to 2/1896, No. 844

⁵⁶ *Sands Directory*

The 1915 rate valuation rated both a house and stables.⁵⁷ In the 1920s the property was let by Mrs Black (1920-1928) and Charles Ridgley (1929-1932).⁵⁸ Sykes' widow, Ann, sold the property to the government in June 1952 (see below).⁵⁹ Demolished in the 1950s

The western half (Lots 75, 76), comprising an area of 8¼ per, was conveyed to William Henry Parker, milk vendor.⁶⁰ The Glebe Borough Council rate valuation for 1895 states Parker was then resident on the site in a 'new house' valued at £42 owned by Sykes.⁶¹ This property remained in Parker family ownership until 1941 when it was conveyed to Kathleen Jurd.⁶² In the 1920s it was let by Harry Brown (1920-1929), Stanley Challis (1931) and John Smith (1932).⁶³ The property was sold to the government in September 1952 (see below).⁶⁴ Demolished in the 1950s

2.4.6 Lots 78-82 – Glebe Ragged School

These five allotments were purchased as the one land holding by Sir James Reading Fairfax and James Sturt Harrison at the sale of 29/11/1893 for £388 10s with the deed of grant being issued on 20/11/1899.⁶⁵ The Glebe Borough Council rate valuation for 1896 states this was the site of the Glebe Ragged School,⁶⁶ although the street directory places it, incorrectly, on the southern side of the street. The Glebe Ragged School operated on this site between 1895 and 1927. Following the dissolution of the Ragged School board, the property was sold to the government in July 1927 (see below).⁶⁷

The ragged schools of Sydney were a product of mid-Victorian philanthropy aimed directly at improving the lot of poor and deprived children. Derived from an English model, the first ragged schools opened in Sydney in 1860 and by the mid 1880s there were schools in the poor neighbourhoods of the Darling Harbour fringe of the City, Harrington Street in the Rocks, Botany Street in Waterloo, and the Glebe in Bay Street at the corner with Glebe Street. While government schools in this era provided universal education for children they charged a fee that in some instances precluded the very poor from attending. The demand for places in the ragged schools increased in the early 1890s owing to severe downturn in the economy.

The schools were managed by committee and funded by donation, and had close links to the Anglican Church. Members of the Fairfax family were closely associated with the management of these schools,⁶⁸ and the merchant JA Harrison was on the committee.⁶⁹ The Glebe Ragged School had operated in Bay Street but was relocated to this Wentworth Street property in 1895. The building tender for the new school building was accepted by the committee of the Sydney Ragged Schools in March 1894.⁷⁰ The *Sydney Morning Herald* in February 1895 reported: *The new school at the Glebe had been opened. The commodious building was proving a great help in the proper working of the school.*⁷¹

⁵⁷ SCA – Series 664 Glebe Borough Council, Valuation and Rate Book 21915, No. 4212

⁵⁸ *Sands Directory*

⁵⁹ LPI - Dealing F684587

⁶⁰ LPI – Certificate of Title Vol. 1304 Fol. 92

⁶¹ SCA – Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation 2/1895 to 3/1896, No. 844

⁶² LPI - Dealing D584567

⁶³ *Sands Directory*

⁶⁴ LPI - Dealing F733654

⁶⁵ LPI – Certificate of Title Vol. 1300 Fol. 64

⁶⁶ SCA – Series 664 Glebe Borough Council, Outer Glebe Ward, Valuation 2/1896 to 1/1897, entered between No. 851 and 852

⁶⁷ LPI – Dealing B350355

⁶⁸ 'Sydney Ragged Schools', *Sydney Morning Herald*, 31/8/1893, p.7

⁶⁹ 'Sydney Ragged Schools', *Sydney Morning Herald*, 7/2/1895, p.6

⁷⁰ 'Sydney Ragged Schools', *Sydney Morning Herald*, 9/3/1894, p.6

⁷¹ 'Sydney Ragged Schools', *Sydney Morning Herald*, 7/2/1895, p.6

The Glebe school had the most numerous attendance, at 177, of all five ragged schools in Sydney at the time of its opening.⁷² By 1905 it was still the most numerous with 149 children out of the total of 405 enrolled at all five schools.⁷³ The number of enrolments at Glebe had reduced to 32 by 1922.⁷⁴ The Glebe Ragged School closed in 1927, as did all Sydney ragged schools, having outlived their original philanthropic aims as the state increasingly provided support for the most poor in society.⁷⁵ The site was sold to the government in 1927.⁷⁶

The school principal was Miss Isabella Brown with a staff of two assistant teachers (Miss Clements and Miss Forbes in 1906).⁷⁷ Miss Brown was an English trained teacher who had joined the Glebe Ragged School in 1883 (then in Bay Street) and when she retired from school life in 1913 she was still at Glebe. By the time of her retirement she estimated some 1000 children had attended that school over its total years of operation. Sir Fairfax set aside a column in his paper, the *Sydney Morning Herald*, to record her retirement.⁷⁸ Her death in 1932 was also noted by a short obituary in the *Sydney Morning Herald*.⁷⁹

⁷² 'Sydney Ragged Schools', *Sydney Morning Herald*, 22/9/1896, p.3

⁷³ 'Sydney Ragged Schools', *Sydney Morning Herald*, 22/9/1905, p.3

⁷⁴ Penson, Margaret, 'The Glebe Ragged School', Leichhardt Municipal Library, 2001, p.11

⁷⁵ 'Ragged Schools', *Sydney Morning Herald*, 2/4/1927, p.14

⁷⁶ LPI –Dealing B530355

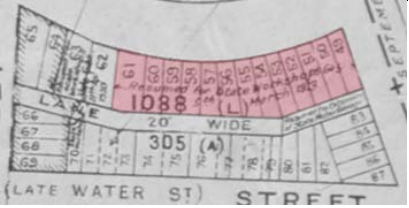
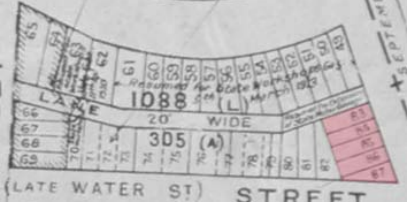
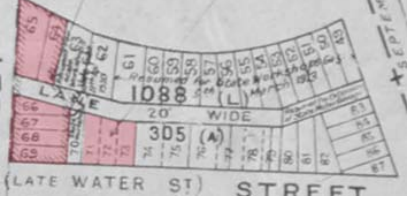
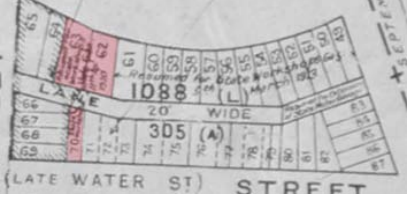
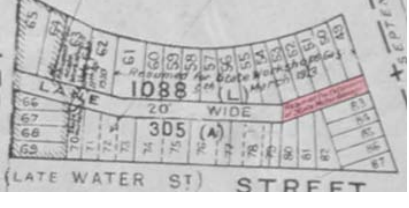
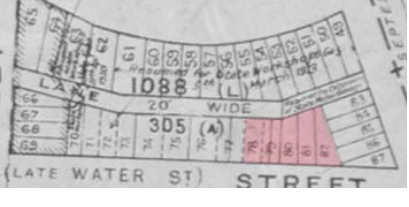
⁷⁷ 'Sydney Ragged Schools', *Sydney Morning Herald*, 11/4/1906, p.4

⁷⁸ 'Thirty years in a Ragged School', *Sydney Morning Herald*, 3/9/1913, p.7

⁷⁹ 'Miss Isabella Brown', *Sydney Morning Herald*, 23/2/1932, p.17

2.5 GOVERNMENT RESUMPTION

Commencing in 1908 the government the whole site of the site for the housing of the State Motor Garage and Building Construction Branch of the Public Works Department. The acquisition was staged and undertaken by either resumption or voluntary sale. The acquisitions are tabled below:

Date	Purpose	Description	
1908 1913	Resumed for Public School Regazetted as Resumed for State Workshops and Motor Garage	Lots 49-61 Lots 49-61	
1913	Appropriated for State Workshops and Motor Garage Purchased for State Workshops	83-87 66-69 & 71-73	
1915	Resumed for addition to State Workshops and Motor Garage	64 & 65	
1920	Resumed for site for store State Workshops and Motor Garage	62-63 & 70	
1921	Resumed for State Workshops and Motor Garage	Lane	
1927	Purchased by the government	Lots 78-82	

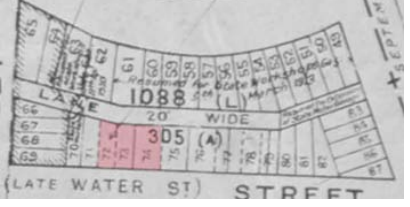

1952/53	Purchased by the government	Lots 74-77	
1953	Resumed for State Motor Garage	Lane	

Table 4 Government Resumption

2.6 PROPOSED INFANTS' SCHOOL

While the site was historically associated with the former State Motor Garage and Building Construction Branch of the Public Works Department, the first government resumption in 1908 was for the building of a new infants' school for Glebe Public School. The Department of Education had selected the site for its proximity to a densely populated area that was some distance from the main school and it was believed the distance and the chance of encountering 'so many dangers en route' had discouraged parents sending their child to the school. The Glebe Parents and Teachers' Association took another view and argued that selected site was 'unhealthy and (set in) generally undesirable surroundings'.⁸⁰ The Association won the argument and the new infants' school was opened within the grounds of Glebe Public School in 1911.⁸¹ Other reasons for the selection of this site in the first place were possibly its proximity to the ragged school that had opened in neighbouring Wentworth Street in 1895 as discussed above, and also the free kindergarten run by the Kindergarten Union in and around Wentworth Park.⁸²

2.7 STATE MOTOR GARAGE

The State Motor Garage was originally located within Lots 49-57.⁸³ The first elected Labor Government in NSW under Premier James McGowen introduced the concept of a state trading or industrial undertaking where the venture was accountable to Parliament and undertook to meet operating costs from monies made. The former State Brickworks at Homebush is a more-well known example of such an industrial undertaking.

One of these State industrial undertakings was the State Motor Garage, which was established in 1912 as the central garage for servicing, repairs and maintenance for vehicles and other motorized machines owned by state government departments. The Garage was initially intended to be located at Dawes Point within The Rocks resumption area but following the official approval of that site and completion of preliminary planning issues it was discovered the site was in the middle of the approach to the proposed harbour bridge crossing.⁸⁴ The operation was transferred subsequently to the subject site in 1913. The transfer coincided with the construction by the Government Architects Branch of the first stage of the extensive garage facilities were erected at Bay Street at a cost of £6,002.⁸⁵

⁸⁰ 'A Glebe School Matter', *Sydney Morning Herald*, 20/11/1908, p.4

⁸¹ 'Buildings and Works', *Sydney Morning Herald*, 26/12/1911, p.6

⁸² It is possible the kindergarten was actually located within part of the Wentworth Park Road frontage of the site in the years 1920-1922 according to the *Sands Directory*

⁸³ Glebe Rate Book and Sands Directory

⁸⁴ 'Serious Blunder', *Sydney Morning Herald*, 2/7/1912, p.9

⁸⁵ 'Buildings and Works', *Sydney Morning Herald*, 15/12/1914, p.12

The design drawings are dated mid 1913 and were undertaken by architect Charles Davenport Cuthbert who was probably the designer. Gorrie McLeish Blair, then an assistant architect but in later years Government Architect, approved the drawing in August 1913.⁸⁶ Cuthbert was in 1866 at St. Kilda, Melbourne, a son of Charles Davenport Cuthbert and Sarah Jane (nee Cunningham). Cuthbert senior (1825-1890) was an Irish born and trained architect who had emigrated to Victoria in 1857 and where he was employed as an architect by the government. Cuthbert junior was educated at Scotch College, Melbourne (1881-83), and at Melbourne University. He trained as an engineer and architect with Nathaniel Billing in Melbourne, and then practised on his own for seven years in Melbourne, New South Wales and Fiji. He was an associate of the Royal Victorian Institute of Architects. He went to South Africa in 1900 with the Australian Bushmen Corps and later served with the Johannesburg Mounted Rifles. After his service during the Anglo-Boer War he remained in Johannesburg and established himself as an architect and engineer. He married in 1903 and won the competition for the Dutch Reformed Church building in Braamfontein in partnership with Goodwin & Small in 1903. In 1905 he was employed as a draughtsman in the South African Public Works Department. He returned to Australia with his family in 1907 taking up a position with the NSW Public Works Department.⁸⁷

The new garage fronted Wentworth Park Road and the rear laneway and was principally a one-storey building with a small, off-centre, two-storey section. The ground floor housing the garage within the eastern part and general stores in the western part. The two-storey section housed on the ground floor the workshops of the painters and plumbers, and a secure parts store on the upper floor. The ablution block, administrative offices, and other stores were clustered together at the western end of the garage (eastern) section. The structural system comprised load bearing brick masonry walls and timber floor and roof structures.⁸⁸

The building was probably completed in 1914 for in October 1914 the State Motor Garage was declared a trading undertaking charging for its services and competing with private garages. The operation at first came under the administration of the Department of Public Works,⁸⁹ but was transferred to the Treasury in the late 1910s.

An extension to the workshops was completed in the early 1920s,⁹⁰ but drawings documenting this extension are no longer available and it not clear from the available historic photographs what this extension entailed. By 1923 the number of employees had increased to 22 attending to nearly 600 government vehicles. In the late 1920s the administration of the Garage was restructured to reduce the annual operating cost from £12,000 to £6,500.⁹¹ In that year, the State Motor Garage was de-gazetted as a trading undertaking and its activities were confined to the repair, maintenance and servicing of motorcars, lorries and motorcycles attached to the various government departments.

⁸⁶ Department of Commerce – PWD Drawing MISC 19-1/4

⁸⁷ www.artefacts.co.za; www.dia.ie; www.bwm.org.au

⁸⁸ Department of Commerce – PWD Drawing MISC 19-1/4

⁸⁹ *Public Works Department Annual Report* for the year 1915/16, p.26 (PWDAR)

⁹⁰ PWDAR 1920/1921, p.49

⁹¹ 'State Motor Garage', *Sydney Morning Herald*, 28/6/1929, p.13

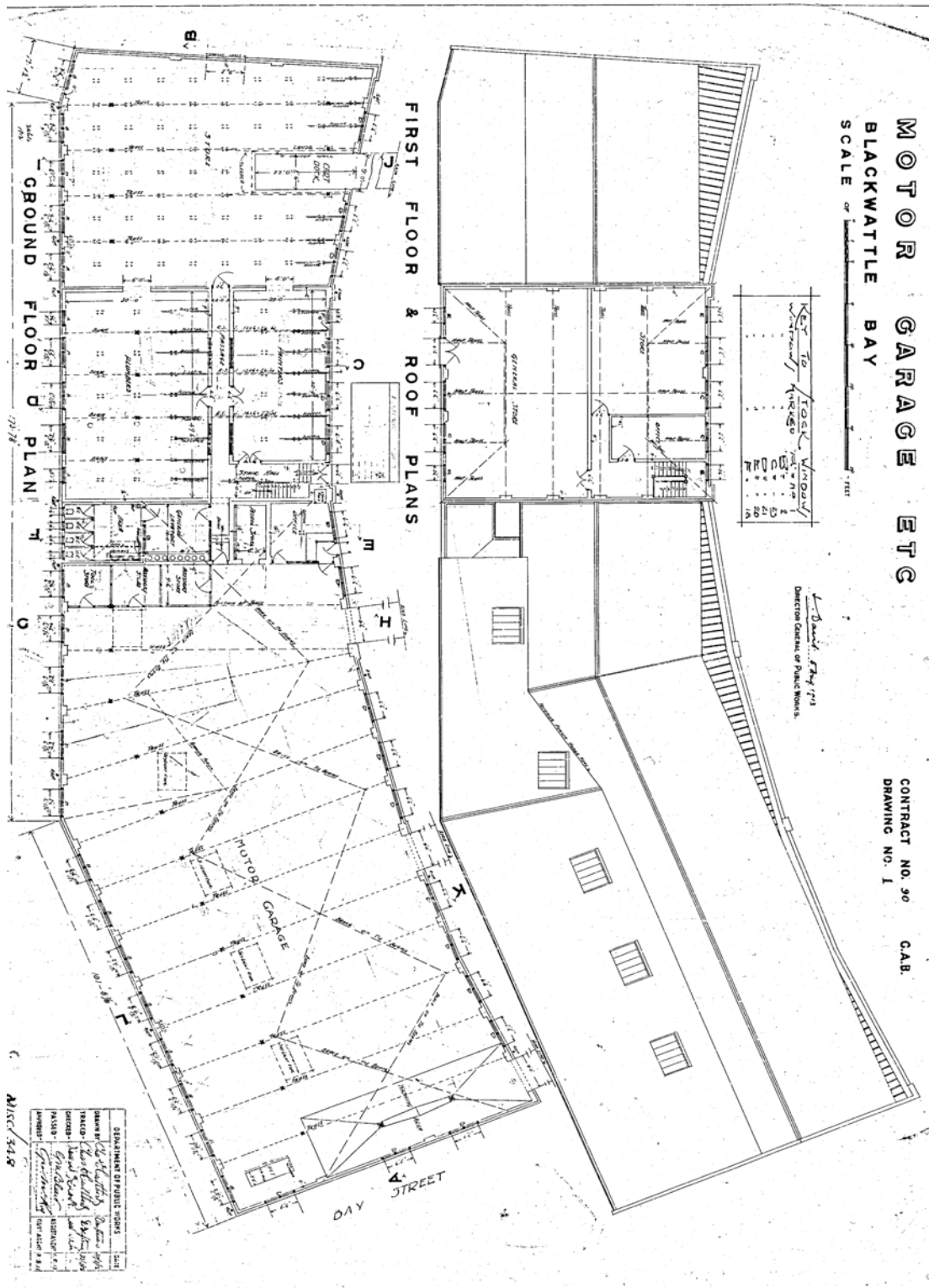


Figure 2.11 Floor plans of the State Motor Garage. Design by the Government Architects Branch of the NSW Public Works Department in 1913. The building was completed in 1914

Source: Plan Services of the Department of Commerce MISC19-2

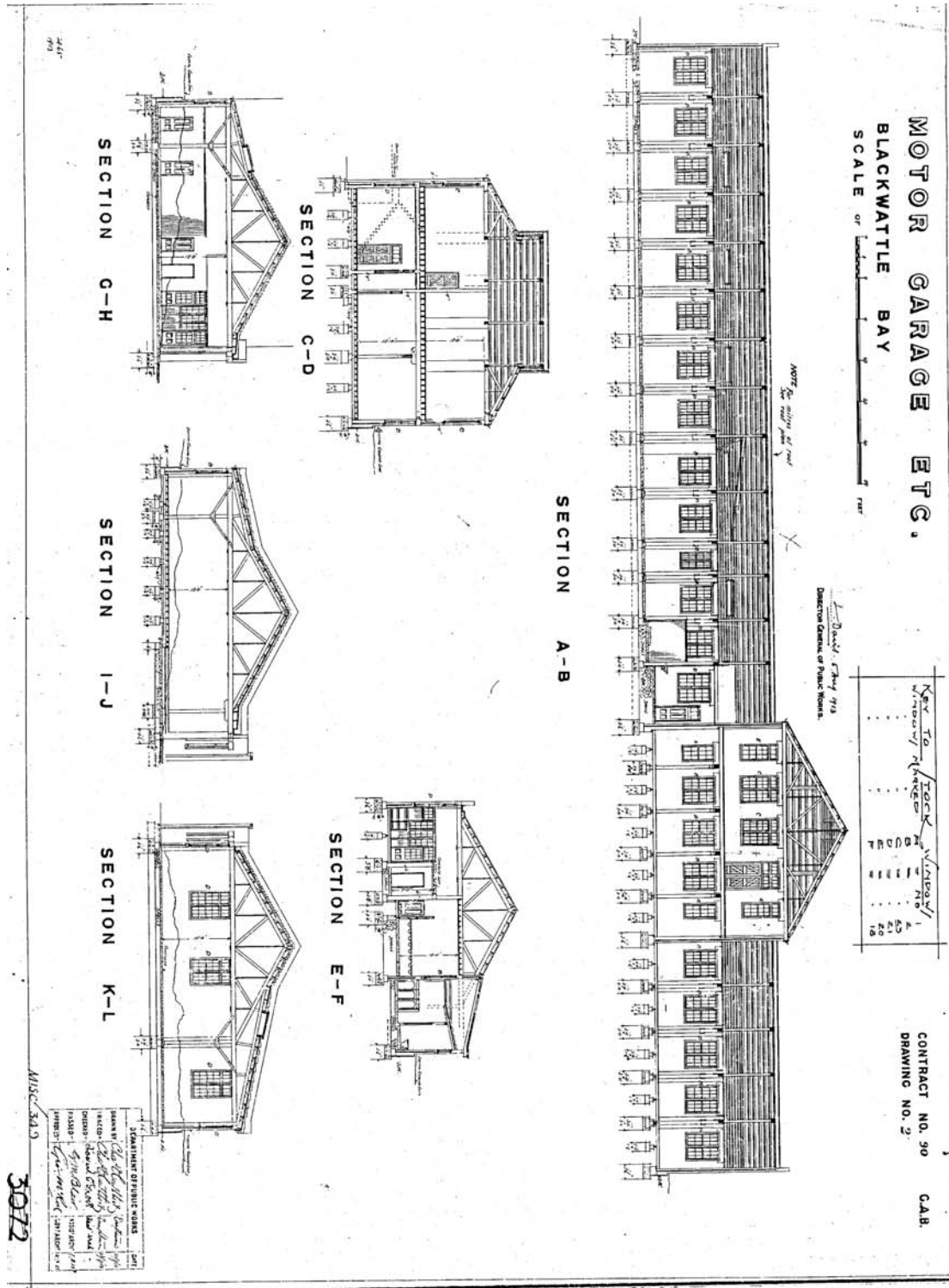


Figure 2.12 Sections of the State Motor Garage
Source: Plan Services of the Department of Commerce MISC19-3

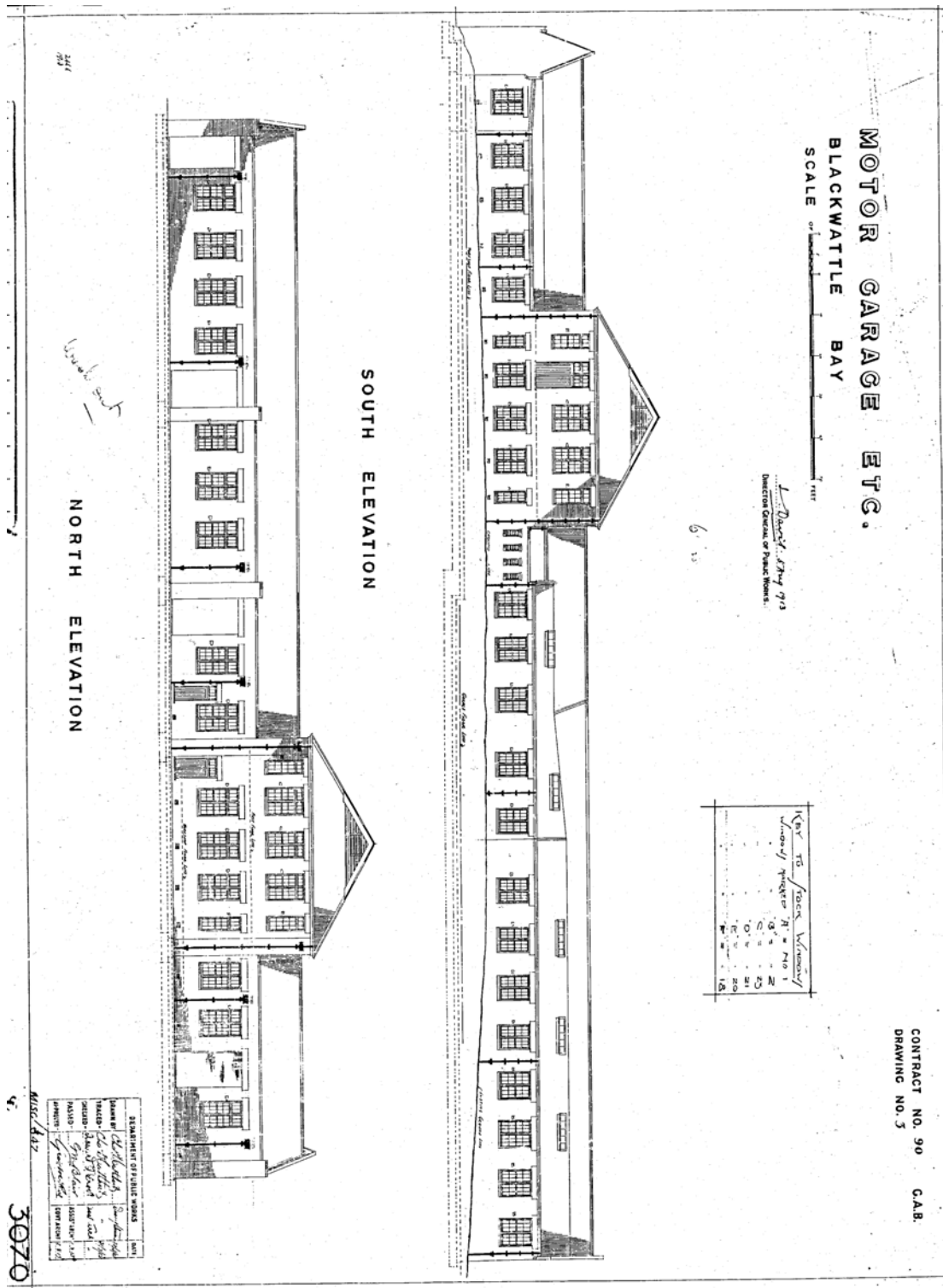


Figure 2.13 Elevations of the State Motor Garage

Source: Plan Services of the Department of Commerce MISC19-1

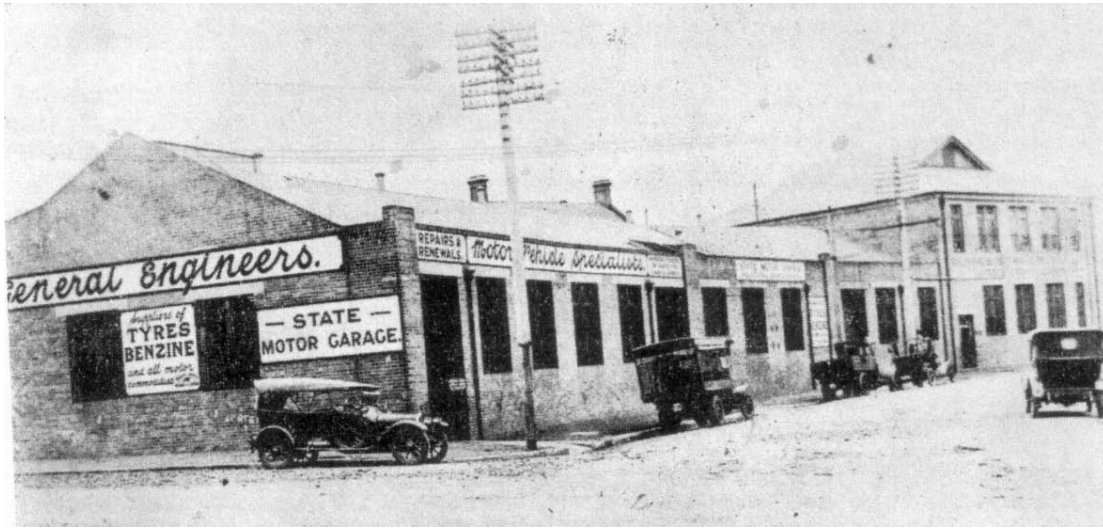


Figure 2.14 The Wentworth Park Road frontage of the State Motor Garage. The photograph shows the building as completed in 1914. Photograph dated 1919

Source: *Stateworks*, October, 1967, p.3



Figure 2.15 The Wentworth Park Road frontage of the State Motor Garage. The photograph shows alterations to the openings of the western section of the garage. Undated, 1930s

Source: Sydney City Archives - Sydney Reference Collection Reference 040\040275



Figure 2.16 The two-storey portion of the Government Motor Garage in 1953

Source: State Library NSW - Government Printing Office 2 – 03666



Figure 2.17 The workshop area of the 1913 garage. Photograph is dated October 1953

Source: State Library NSW - Government Printing Office 2 – 03648

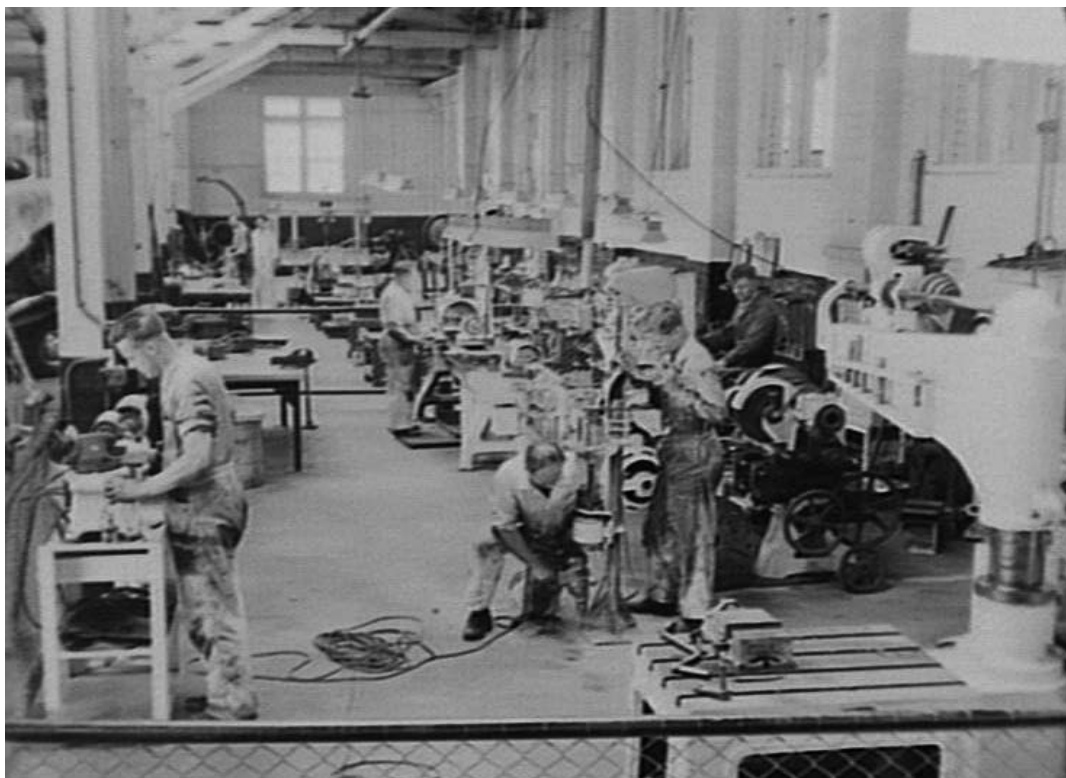


Figure 2.18 The workshop area of the 1913 garage. Photograph is dated October 1953

Source: State Library NSW - Government Printing Office 2 – 03665



Figure 2.19 The hardwood structural frame of the 1913 garage. Photograph is dated October 1953

Source: State Library NSW – Government Printing Office 2 – 03654



Figure 2.20 The administrative offices of 1913 building, which were located to the east of the two-storey section. Photograph is dated October 1953

Source: State Library NSW – Government Printing Office 2 – 03653

In May 1943 the Garage, now named the Government Motor Garage, was transferred back to the administration of the Department of Public Works, and continued to undertake the servicing, maintenance and repair of government owned vehicles.⁹² In the years following the end of war, the garage's annual turnover increased upwards of 84 per cent, and staff numbered 116 tradesmen in 1948.⁹³ The years of austerity owing to economic depression and war emergency had stopped further development of the facilities, but on the return of peace plans were put in had for an extension to expand the vehicle lubrication, inspection and repair services and some £10,000 had been spent by 1947.⁹⁴

Owing to the shortage of both building tradesmen and materials progress on the new construction was slow; the new body building shop was completed by mid 1948,⁹⁵ all sections of the garage were complete by mid 1950,⁹⁶ but the lubrication block was not completed until 1953. By that time a yard area had been possibly the Cowper Street/Wentworth Park Road corner) roofed and the main entry door to the garage on Wentworth Park Road widened.⁹⁷ The original line shafting in the machine shop was removed in 1953.⁹⁸ Architectural drawings documenting the majority of this work are no longer available, but aerial photographs of 1943 and 1949 and photographs of Wentworth Park Road in 1953 indicate that many of these changes occurred in the area in and around the intersection of Wentworth Park Road and Cowper Street.

⁹² PWDAR 1944/1945, p.9

⁹³ PWDAR 1946/1947, p.6; PWDAR 1947/1948, p.40

⁹⁴ PWDAR 1945/1946, p.13 & 105, PWDAR 1946/1947, p.39

⁹⁵ PWDAR 1947/1948, p.40

⁹⁶ PWDAR 1949/1950, p.8

⁹⁷ PWDAR 1951/1952, p.50

⁹⁸ PWDAR 1952/1953, p.47



Figure 2.23 The site in 1943

It was characterised by a mixture of the state owned garage and remnants of private development erected in the 1890s. The photograph is of particular interest for it shows the stables at the corner of Cowper Street and Wentworth Park Road erected around 1895. The site of the ragged school in Wentworth Street has been cleared

Source: Roads and Traffic Authority, 'From the Skies', CD-ROM



Figure 2.24 The site in 1949. The photograph shows the garage extension along Wentworth Street under construction and the site of the old stables in Wentworth Park Road redeveloped

Source: Sydney City Archives



Figure 2.25 The Government Motor Garage in 1953

Note the new wide opening in the western part of the wing nearest to the camera. This is the earliest dated view of the western part of the site along Wentworth Park Road. The building with the three windows beyond the 1913 garage and the next building were built around 1947

Source: State Library NSW – Government Printing Office 2 – 03658



Figure 2.26 A detailed view of the crude door insertion, undertaken around 1947. Photograph is dated October 1953

Source: State Library NSW – Government Printing Office 2 – 03659

2.8 1947 WENTWORTH STREET EXTENSION

The drawings for the 1947 extension in Wentworth Street were prepared in the Government Architect Branch under contract 251/47. The government architect was Cobden Parkes with the author of the drawings being identified by the initials 'F.M.' This extension is located at the corner of Bay and Wentworth Streets and abuts the south wall of the 1913 garage; the extension therefore was sited over the eastern part of the laneway. The extension provided a very spacious and well-lit open workshop with a three car greasing area (the lubritorium) accessed from Wentworth Street.⁹⁹

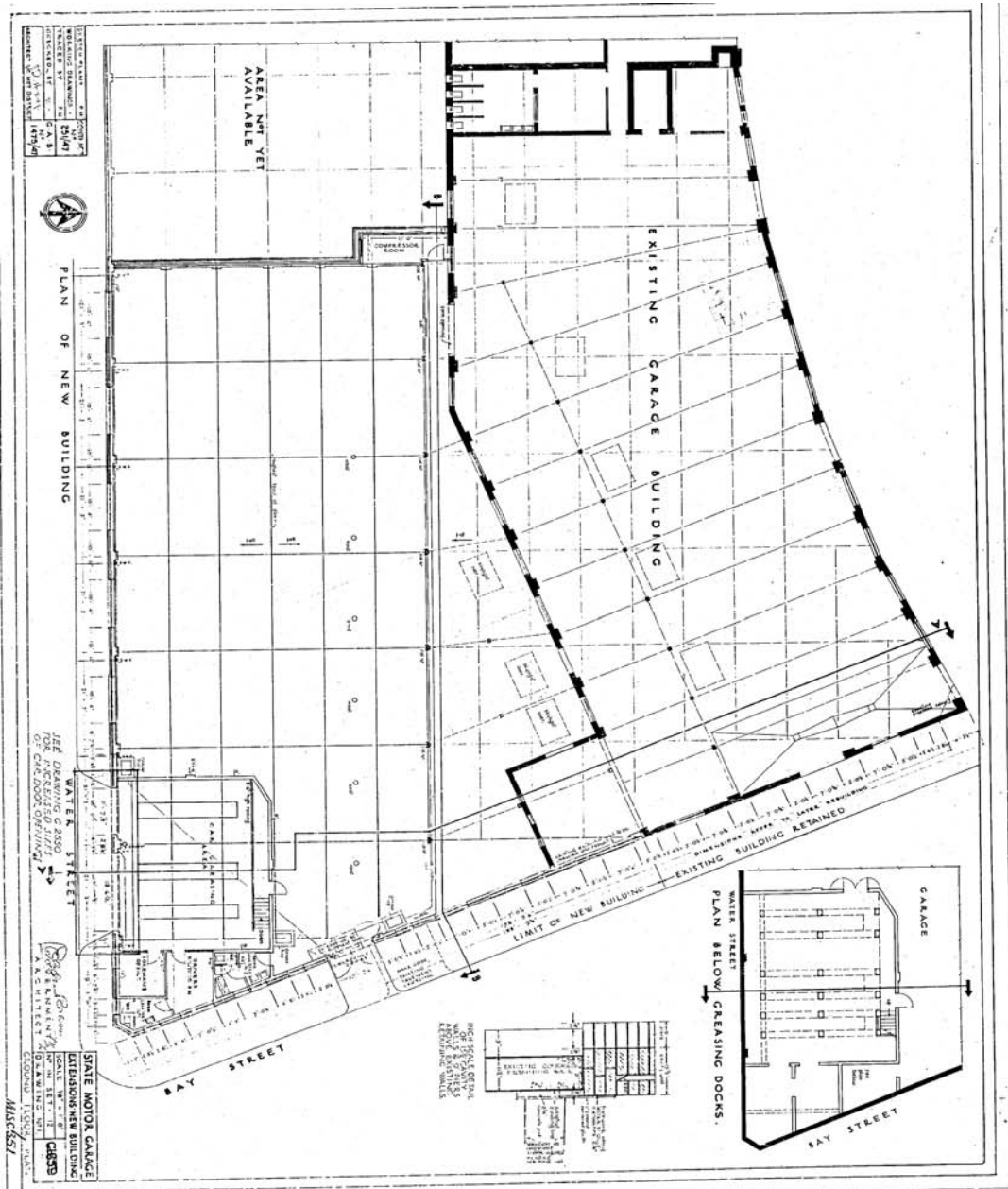


Figure 2.27 Floor plan of the extension to the Government Motor Garage inclusive of the 1913 building. Designed by the Government Architects Branch of the NSW Public Works Department in 1947. The building was completed in 1953

Source: Plan Services of the Department of Commerce MISC19-4

⁹⁹ PWD Drawing MISC 19/4

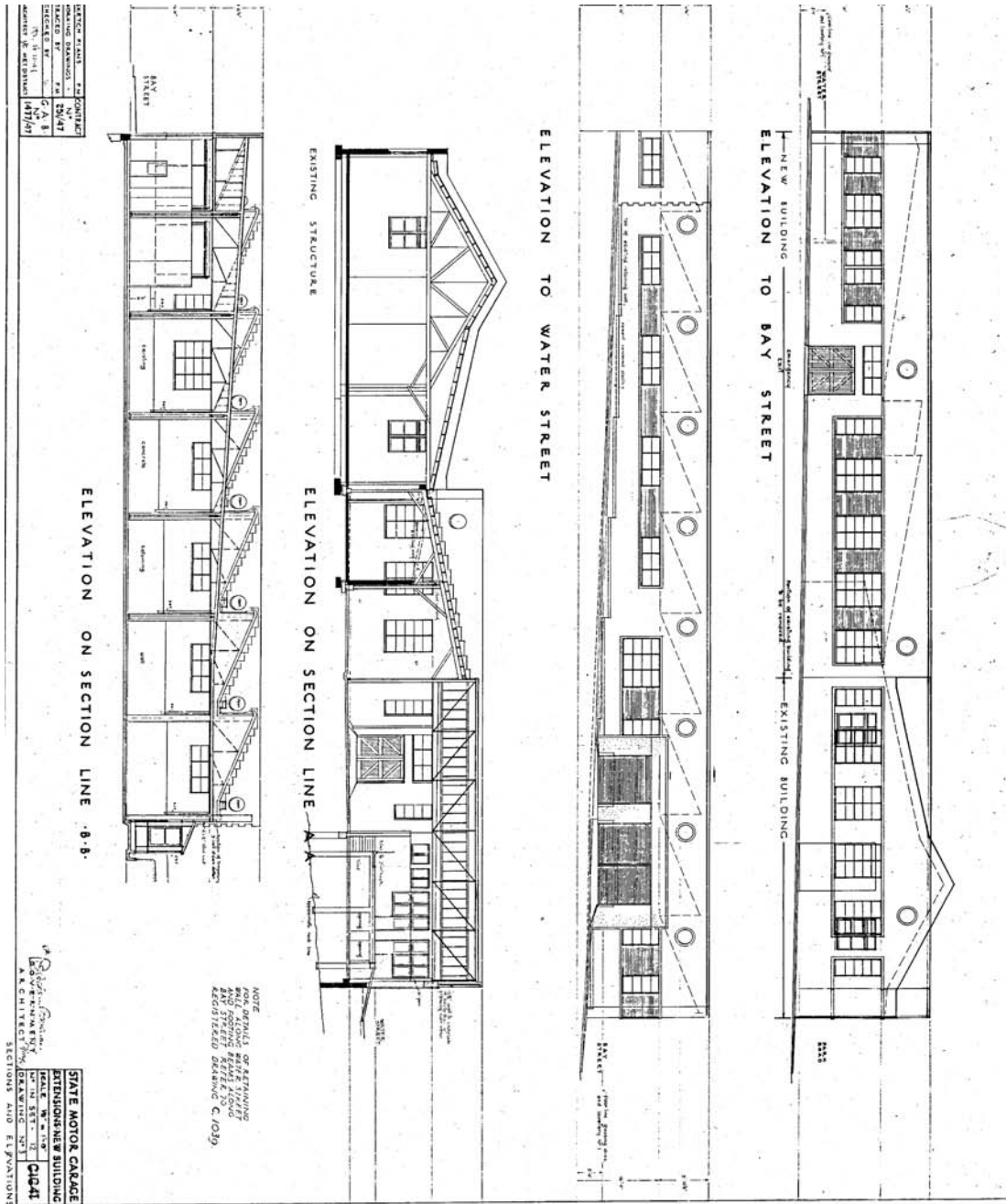


Figure 2.28 Elevations and sections of the extension to the Government Motor Garage

Source: Plan Services of the Department of Commerce MISC19-6



Figure 2.29 The 1947 extension as finally completed in 1953

Note the now demolished terrace and stable in Wentworth Street

Source: State Library NSW – Government Printing Office 2 – 03657



Figure 2.30 The Greasing Bay of the 1947 extension; this facility was accessible from Wentworth Street. Photograph is dated 1953

Source: State Library NSW – Government Printing Office 2 – 03656



Figure 2.31 The servicing area of the 1947 garage extension

Note the steel roof framing. Photograph is dated October 1953

Source: State Library NSW – Government Printing Office 2 – 03664

2.9 EXPANSION OF SERVICES IN THE 1950S AND 1960S

One reason for the increase in demand in the immediate post war years was the high number of old cars that required above normal rates of servicing, but by 1950 more new cars were being purchased and this resulted in marked drop in the number of repairs. Staff numbers decreased from 130 in 1949 to 61 in 1956 and stayed around this number until the mid 1960s when the average was 75. The decline in the first instance was not entirely attributable to decreased workload for it also reflects the low wage rates offered in government employ at the time.¹⁰⁰ Good staff were evidently hard to find for in 1953 nine tradesmen were dismissed for 'slackness'.¹⁰¹ Incentives for staff retention included the provision of amenities such as dressing rooms, wash rooms, hot water service, and a 'large and bright' dining room.¹⁰²

As a trading enterprise, government departments were not required to service their vehicles and motorcycles at the Garage and some departments used private firms. However, services offered by the Garage expanded over the 1950s and 1960s to where it developed into the main centre for vehicle repairs and specialised work for most government departments. These activities included general mechanical and electrical repairs, panel beating and spray painting, a machine shop that also undertook some specialised manufacturing, a body shop where the bodywork of police patrol vans was manufactured, and an upholstery shop where seats, tarpaulins, etc were produced. Another section dealt with police motorcycles and machinery such as lawn mowers, chainsaws, outboard motors, etc. utilised by the Botanic Gardens and other departments such as Education, and Fisheries. It maintained its own towing service. Grease and oil changes were handled in the three vehicle capacity lubritorium, petrol bowers in Wentworth Street supplied many departments, and an automatic car wash was also maintained. An extensive store of vehicle parts was maintained on-site inclusive of specialised fittings such as police vehicle sirens.¹⁰³

¹⁰⁰ PWDAR 1949/1950, p.8, PWDAR 1955/1956, p.76

¹⁰¹ PWDAR 1952/1953, p.47

¹⁰² PWDAR 1955/1956, p.76

¹⁰³ Summary of PWDARs in SRNSW Archives Investigator

These activities were undertaken in following three workshops:¹⁰⁴

- the Car and Truck Repair Shop where mechanical and electrical repairs were effected to cars, trucks, buses, tractors, launch engines, and where fitting and machining was undertaken;
- the Cycle Repair Shop, where police motor cycles, outboard motors, lawn mowers and other light machines were repaired; and
- the Body Repair Shop where police patrol van bodies and trailers were built, alterations were made to standard motor bodies for specific purposes and repairs were carried out to damaged vehicles covered by insurance.

Miscellaneous physical changes of this era included:¹⁰⁵

1959/60	Office was built for the vehicle examiner and contact officer Interiors of the office, store, waiting room and main workshop were painted New concrete floor was laid in the store to replace the white ant damaged timber floor
1960/61	Moving and rebuilding the coke forge and moving the radiator repair bench
1963/64	Removal of three timber structural posts in the body shop to increase vehicle numbers
1964/65	Removal of a further three timber structural posts in the body shop Installation of fluorescent light in the main workshop
1965/66	Installation of an automatic car washing machine

By the mid 1960s there was a shortage of parking and workshop space,¹⁰⁶ and a plan was developed for new staged development. Stage 1 was almost complete by mid 1969. The scope of this stage was the leasing of vacant land opposite in Cowper Street for parking, and conversion of the basement of the Testing Branch building (built in 1963 – see below) to the body repair workshop.¹⁰⁷

2.10 PROTRACTED CLOSURE, 1970S AND 1980S

In November 1974 a study group was formed to address the future development of the Garage. The group from the outset studied recommendations to re-establish the garage on a new site as the most effective measure to address the need for more parking space and shortage of working space.¹⁰⁸ Sketch designs were prepared in 1975 for new premises at Leichhardt,¹⁰⁹ but by 1978 a proposal to relocate to the Parramatta-Auburn region was under consideration.¹¹⁰ The outcome of this however was the establishment of individual workshops at the State Office Block, police facilities at Zetland and Flemington, various Public Works Department depots, and Rydalmere Hospital.¹¹¹ Work at Glebe from this time was had largely been reduced to fitting-up Police Department vehicles.¹¹²

Another change experienced in the early 1980s was the introduction of technological advancements in engine and body design that required more specialist tradesmen and equipment.¹¹³ This paradigm shift coincided with a prolonged freeze on public service engagements and wages and an era of improving staff productivity. The Glebe workshops were remodelled in the mid 1980s to provide efficiencies in operations; this was inclusive of a new painting booth and new offices.¹¹⁴ The need for a workshop located in the western suburbs was again raised, and in February 1986 a new workshop at Northmead was opened and in the following year the mobile service vans also commenced operation from Parramatta. The motorcycle workshop at Glebe closed in 1986.¹¹⁵

¹⁰⁴ PWDAR 1976/1977, p.74

¹⁰⁵ PWDARs

¹⁰⁶ PWDAR 1966/1967, p.88

¹⁰⁷ PWDAR 1967/1968, p.84

¹⁰⁸ PWDAR 1974/1975, p.64

¹⁰⁹ PWDAR 1975/1976, p.55

¹¹⁰ PWDAR 1978/1979, p.83

¹¹¹ PWDAR 1979/1980, p.96

¹¹² PWDAR 1980/1981, p.71

¹¹³ PWDAR 1981/1982, p.106

¹¹⁴ PWDAR 1984/1985, p.77

¹¹⁵ PWDAR 1985/1986, p.22

In this era of reform in the public service, the organization of the Public Works Department was restructured in 1987. One outcome was the transfer of the then named Government Motor Services to the Department of Administrative Services and it became part of the Commercial Services Group where commercialisation was undertaken.¹¹⁶ It ceased to exist as a separate government agency during 1992.



Figure 2.32 The interior of the 1947 extension refurbished in 1979. Photograph is dated February 1980

Source: State Library NSW – Government Printing Office 3 – 06237



Figure 2.33 The Wentworth Park Road elevation of the 1913 building in 1983 and shortly before the cessation of business at Glebe

Source: *Public Works Department Annual Report, 1983/84*, p. 1-3

¹¹⁶ *PWDAR 1987/1988*, p.10

2.11 BUILDING CONSTRUCTION BRANCH

The Building Construction Branch of the Public Works Department was located in both the Wentworth Park Road (Lots 57-65) and Wentworth Street (Lots 78-82) frontages of the site along Cowper Road.¹¹⁷ This Branch had existed as part of the Government Architects Branch but was constituted as an industrial undertaking under the *Special Deposits (Industrial Undertakings) Act* of 1912 with the change in status being effective from October 1913. The change placed the Branch in the trading situation of a building contractor, employing day labour for the construction, repair and maintenance work on public and private contracts.¹¹⁸ An early contract was for the building of the cottages at the model suburb of Daceyville over 1912/1913.¹¹⁹

No drawings are available to document the scope of the activities of the Building Construction Branch at Glebe.¹²⁰ The *Sands Directory* lists the Branch's stores were located at the western part of the site fronting both Wentworth Street and Wentworth Park Road from 1923 through until the cessation of publication of the directory in 1932. A map of Glebe of 1939 shows the western third of the motor garage as being in use by the Branch.¹²¹ It therefore seems probable the Branch was accommodated in the stables erected in 1895 at the corner of Cowper and Wentworth Park Road and/or within part of the 1913 garage.

2.12 TESTING AND INSPECTION BRANCH BUILDING

In the 1961/63 financial year the government set aside £200,000 for the building of new accommodation for the Public Works Department's testing laboratories and electrical services workshop on the site.¹²² The complex was completed in December 1965 and comprised premises designed for the Testing Branch (materials testing and chemical services), Scientific Instrument Officer, and Electrical Services Workshop.

The building was designed in the Government Architect's Branch of the Public Works Department and constructed under contract 180/63. The government architect was Edward H Farmer. It was completed at cost of \$451,300. The contractor was D. G. Sundin and Co. Pty. Ltd. This building is located at the corner of Cowper and Wentworth streets and abuts the west wall of the 1947 garage. The building is partly built over the laneway.¹²³ With a reinforced concrete structural frame, the building comprises three floors originally accommodating testing laboratories, administrative office and storage spaces.¹²⁴

The originally named Testing and Inspection Branch of the Public Works Department the Testing Branch was established around 1902 primarily for the testing and certification of portland cement, which at the time was imported from England. The Branch operated as a trading undertaking charging for its services from 1912. Initially the Cement Testing Laboratory occupied premises in Pymont as part of the Plant and Stores Branch, but in 1915 was relocated to the old Public Works Department offices in the Chief Secretary's Building in Phillip Street, Sydney. The construction of the State Office Block necessitated the relocation of the Branch from the city centre to the subject site. The chief testing officer at the time was John Mc Shortis (from 1958 to 1976) and the staff numbered around eighty. The new purpose designed premises provided the opportunity to fit out the laboratories to satisfy the standards set by the National Association of Testing Authorities.

¹¹⁷ *Glebe Rate Book and Sands Directory*

¹¹⁸ Coltheart, L., 'A guide to the history of the Public Works Department, New South Wales', Public Works Heritage Group, 1991, P.79

¹¹⁹ 'Public Works Special Building Branch', *Sydney Morning Herald*, 23/8/1913, p19

¹²⁰ Plan Services advice of March 2011

¹²¹ Historical Atlas of Sydney – 'Municipality of The Glebe Detail Map', 1939

¹²² *PWDAR* 1961/1962, p.43

¹²³ Department of Commerce – PWD Drawing MISC 19-17

¹²⁴ Department of Commerce – PWD Drawing MISC 19-21-24

The Testing Branch provided facilities for testing all types of building materials for the state, federal and local government authorities. The activities of the Branch were divided between the mechanical and chemical laboratories and consisted principally:¹²⁵

- Physical and chemical testing of all classes of cement, bricks, building blocks, roofing tiles, concrete pipes and dampcourses
- Physical testing of steel wire rope, wire, steel pipes and fittings, and structural steel products and other metals
- Design and testing of concrete
- Sieve analysis of sand, metal and other aggregate
- Chemical analysis of water, clay, coke, soil, paint mortar, fibrous plaster, coal and other materials

The testing of cement was undertaken in the Mechanical Laboratory testing for composition and heat of hydration, fineness, setting time, and strength. The specialist machinery fitted into the new building consisted of an Amsler 500kN capacity, an Avery 2500kN capacity and an Avery 2000kN capacity compression testing machines, and an Avery Universal 1000kN capacity and an Universal Mohr & Federhaff 100kN capacity tensile testing machines. Older machinery was also relocated to the new premises, the most notable of these being the Beohme Hammer used to crush cement mortar samples since the 1910s. The Chemical Laboratory traditionally examined the properties of building materials and from the early 1970s regularly tested sewage effluent from the many country treatments works managed by the Public Works Department.

Coinciding with the transfer of the Government Motor Services to the Department of Administrative Services as part of the reorganization of the Public Works Department, in October 1987 the scientific instrument workshop at Glebe was closed down. This workshop repaired scientific instruments and survey equipment.¹²⁶ The material testing and chemical services laboratories however continue in operation and both expanded its range of operation to include wastewater and trade waste analysis and proved profitable for the government over the 1990s. With the intended sale of the site in 1997 the laboratory was relocated to Lidcombe.¹²⁷

¹²⁵ PWDAR 1961/1962, p.69

¹²⁶ PWDAR 1987/1988, p.10

¹²⁷ PWDARs

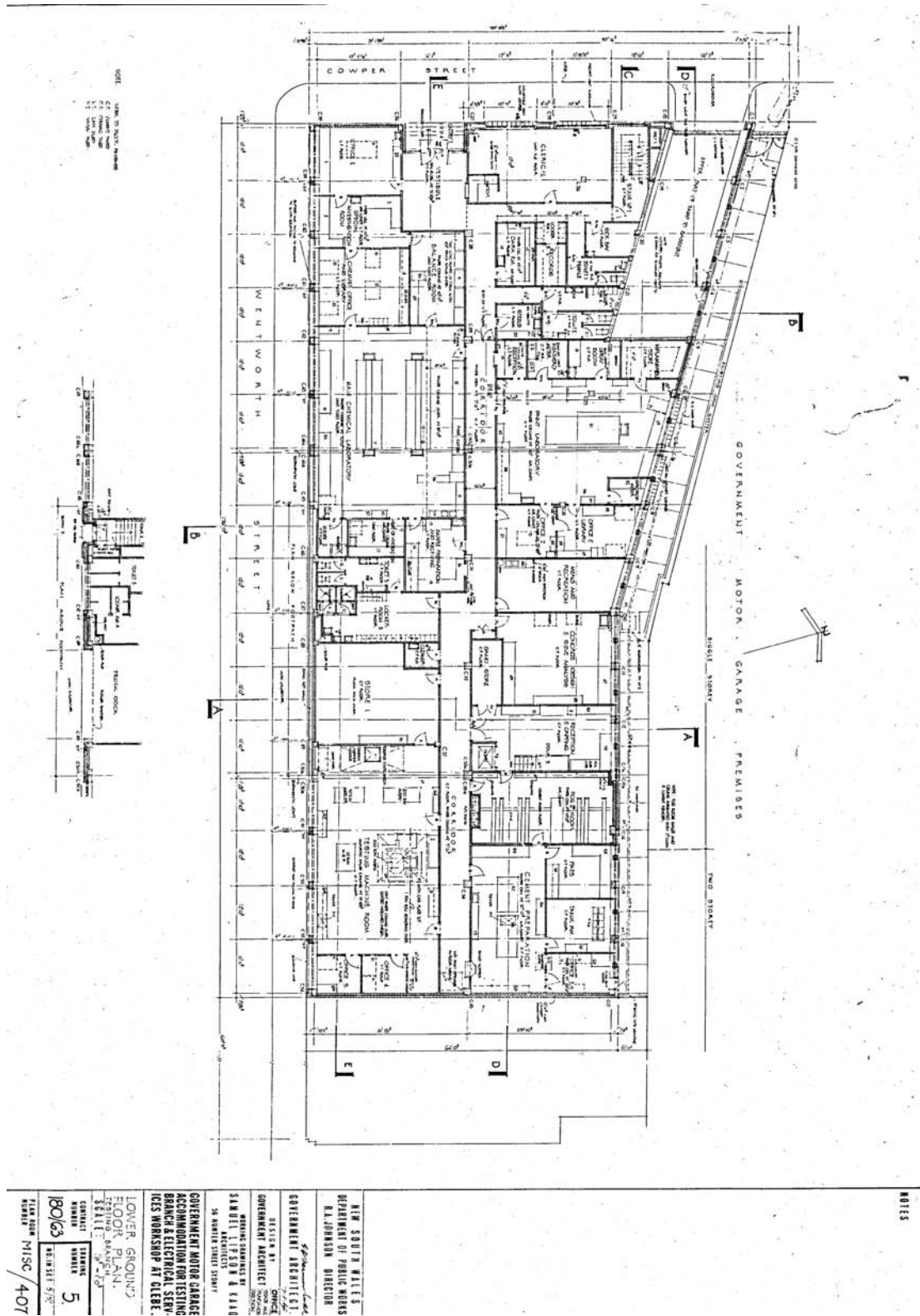


Figure 2.35 Ground floor plan of the Testing and Inspection Branch building of the Public Works Department

Source: Plan Services of the Department of Commerce MISC19-21

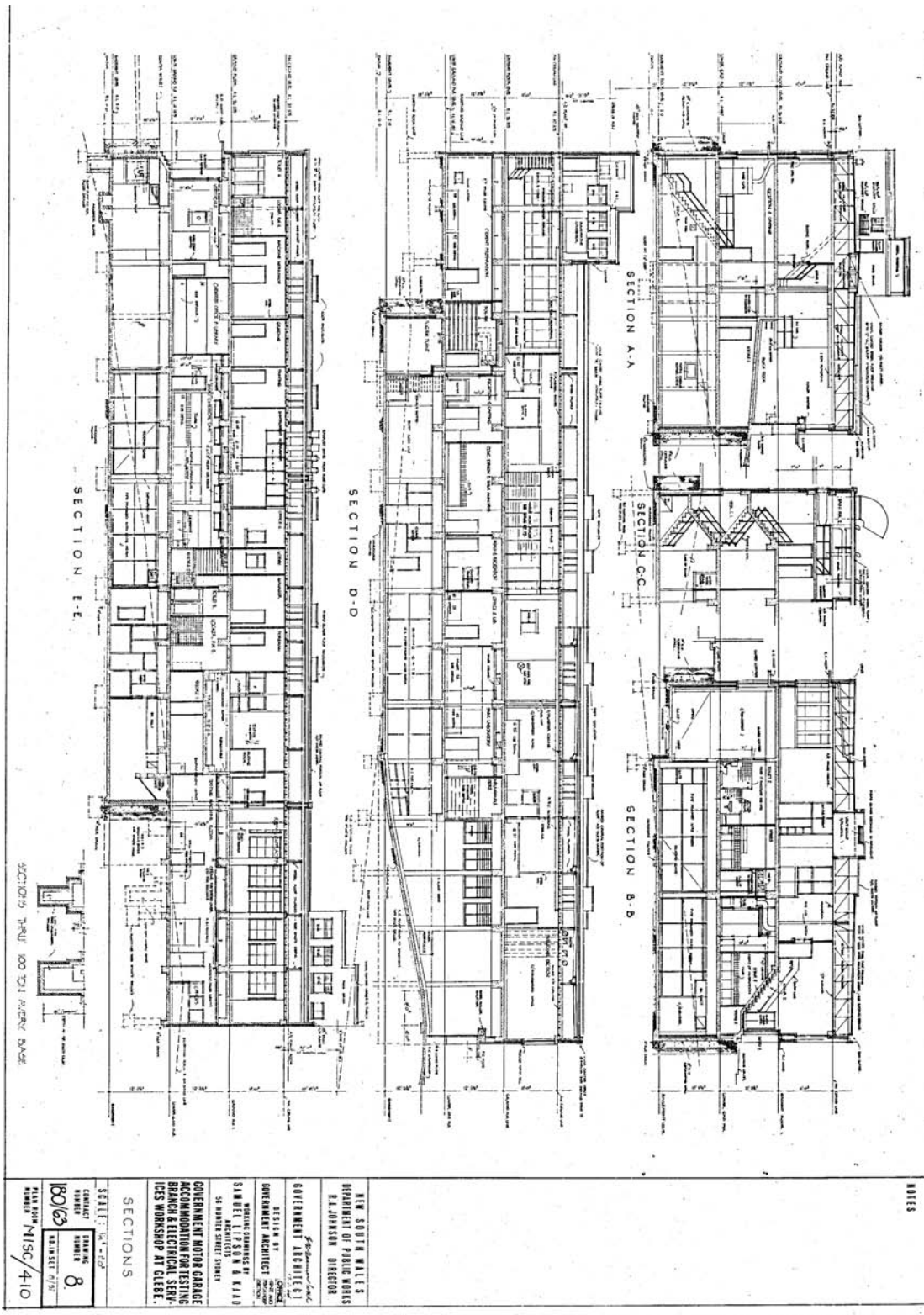


Figure 2.38 Sections of the Testing and Inspection Branch building of the Public Works Department

Source: Plan Services of the Department of Commerce MISC19-24

2.13 PRIVATE COMMERCIAL USES

In 1998 the Department of Public Works and Services assessed the site as being surplus to operational requirements and sold it on behalf of the government for \$4,610,000 with the funds going into consolidated revenue.¹²⁸ Around the time of the sale consultants Sinclair Knight Merz were engaged by the Department of Public Works and Services to investigate possible ground contamination from the underground fuel storage tanks.¹²⁹ By this date the materials testing laboratory had recently closed, but the other parts of the site historically associated with the garage had been leased from the beginning of 1993 by tyre wholesalers Tyremaster Pty Ltd and clothing fabric wholesalers WD Fox and Co. Pty Ltd.¹³⁰

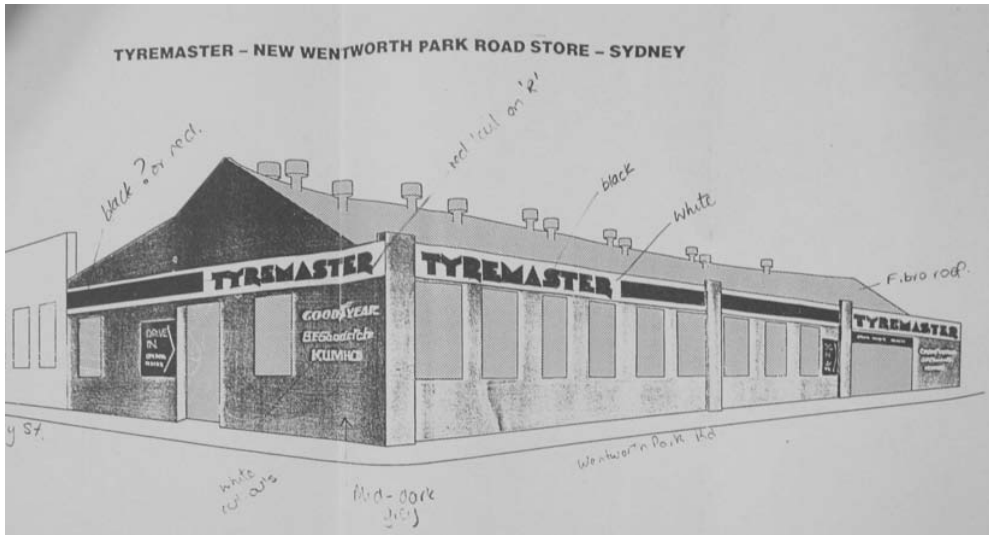


Figure 2.39 Indicative signage of the Tyremaster’s premises, 1993

Source: Sydney City Archives Leichhardt Council File DA530/92

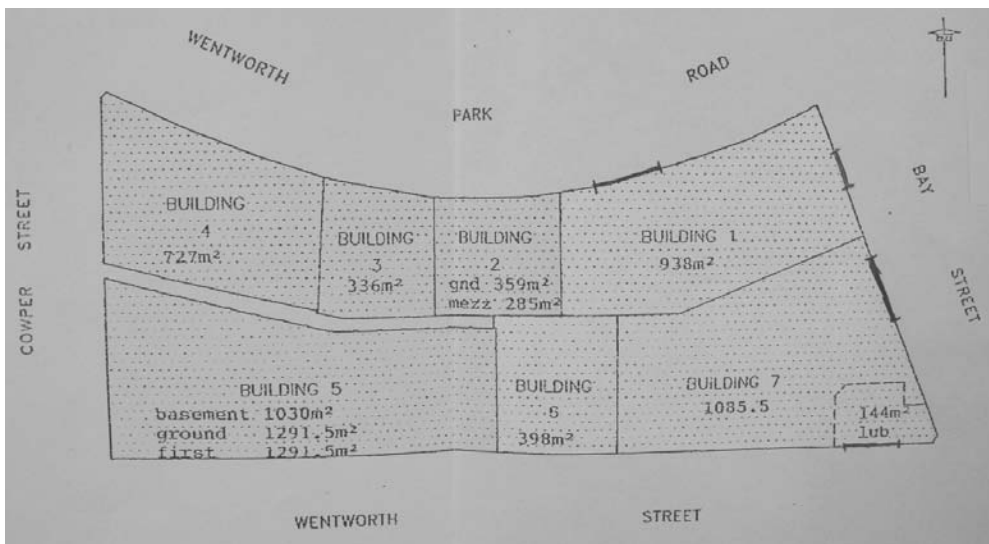


Figure 2.40 A layout plan prepared by Whelans in 1992

Source: Sydney City Archives Leichhardt Council File PP00949

¹²⁸ PWDAR 1997/1998, p.136
¹²⁹ SCA – Leichhardt Council File PP00949
¹³⁰ SCA – Leichhardt Council File PP00949

The new private owner of the site was MT Management Pty Ltd who named the building Chase and arranged with the local council for a street address. The new owner formed nine discrete units within the site, which evidently followed an existing site usage pattern. These units were initially let (c.2001) to the following companies.¹³¹

Building 1A	Commercial Interiors Pty Ltd
Building 1B	Sebel Furniture Ltd
Building 2	-
Building 3	Sales Pursuit Pty Ltd
Building 4A	Abbco Equipment Pty Ltd
Building 4B	Sapphire Anodisers Pty Ltd
Building 4C	Sales Pursuit Pty Ltd
Building 5	Alphapharm Pty Ltd
Building 6	Cue Design Pty Ltd

This pattern of total commercial usage of the site ended in 2007 when Building 1 was converted to an educational use as a beauty salon.¹³² Approval for the extension of this use to Buildings 2, 5, 6 and 7B was granted in 2008 and re-confirmed in 2010.¹³³

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¹³¹ SCA – Leichhardt Council File PP00949

¹³² SCA – Sydney City Council Property File D2007/2044

¹³³ SCA – Sydney City Council Property File D/2008/1407

3.0 PHYSICAL DESCRIPTION

An inspection of the site was carried out by John Oultram in March 2011 to ascertain its layout, condition and intactness from its original construction. The result is shown on Figure 3.1

The site is made up of buildings from various eras and of various styles and the buildings are described in relation to the key indicated on the plan. None of the buildings were inspected internally. The Motor Garage is made up of several buildings fronting Wentworth Park Road that have been broken down in the description below as the detail of each section varies. Buildings B, C and D made up the original Garage.

3.1 MOTOR GARAGE AND FIRST EXTENSION

3.1.1 Building A Motor Garage Extension

Single storey, rendered masonry building with a saw tooth, corrugated metal roof with south facing alsonite highlights over earlier timber framed highlights. The building has a stepped parapet to Wentworth Park Road and a saw tooth wall to Cowper Street. The building is divided into several commercial units including a car repair shop to the corner of Cowper Street and offices to Wentworth Park Road. The building has been fitted with modern aluminium windows and doors and there are roller shutter doors to both street elevations.

3.1.2 Building B

One and a half storey, rendered brick building with a parapet to the street and a corrugated metal roof with face brick, side gables. The building has been fitted with modern aluminium windows and doors.

3.1.3 Building C

Two storey, rendered brick building with a hipped and gabled corrugated fibro roof with louvred gablets to the front and rear. There are expressed piers at the building corners. The building has been fitted with modern aluminium windows and doors and there is a roller shutter door to the street.

3.1.4 Building D

One and a half storey, rendered masonry building with a parapet to the street with expressed piers and a gabled, corrugated metal roof and a gable to Bay Street. The building has been fitted with modern aluminium windows and doors and is currently used as a hairdressing and beauty school. There is a large opening to Wentworth Park Road for car access to the building to the rear.

3.2 BUILDING E – MOTOR GARAGE EXTENSION

One and a half storey, face brick building fronting Bay Street and Wentworth Street with a parapet to the street and a saw metal roof behind with circular openings to the street between the roof slopes. The building has been fitted with some full height, replacement, aluminium windows and doors set between rendered horizontal banding. The building has a chamfer to the street corner and there are new openings to Bay Street and a goods entrance to Wentworth Street. The building is currently used for offices and car parking.

Wentworth Street rises to the west and the building is partly below ground level.

3.3 BUILDING F – TESTING AND INSPECTION BRANCH

Two storey, flat roof, concrete framed building with a parapet to the street and face brick infill. The building has multi-paned, aluminium windows set between expressed, horizontal render bands. Some of the windows have been fitted with security grilles and louvres. There is an entrance on Wentworth Street with a dark brick surround with a concrete hood over a concertina door. Wentworth Street rises to the west and the building is partly below ground level. A large opening to Cowper Street has been infilled and there are goods openings to Wentworth Street.

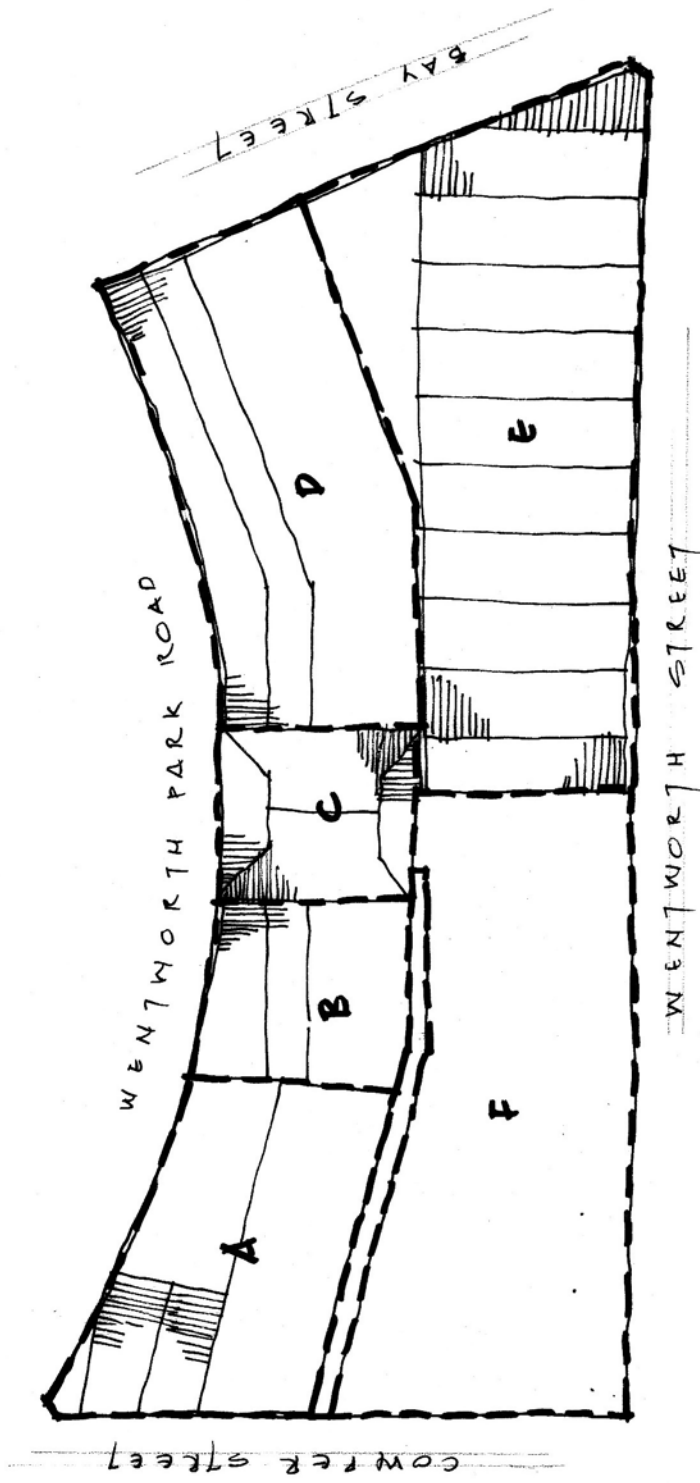


Figure 3.1 87 Bay Street, Glebe
Physical Survey
March 2011



Figure 3.2 87 Bay Street, Glebe
Building A looking east from Wentworth Park Road



Figure 3.3 87 Bay Street, Glebe
Building A looking north from Cowper Street



Figure 3.4 87 Bay Street, Glebe
Building A looking west from Wentworth Park Road



Figure 3.5 87 Bay Street, Glebe
Building B - Front elevation



Figure 3.6 87 Bay Street, Glebe
Building C – Front elevation



Figure 3.7 87 Bay Street, Glebe
Building D looking south west from Wentworth Park Road



Figure 3.8 87 Bay Street, Glebe

Building E looking east along Wentworth Street



Figure 3.9 87 Bay Street, Glebe

Building E looking west from Bay Street



Figure 3.10 87 Bay Street, Glebe

Building E looking south west from Bay Street



Figure 3.11 87 Bay Street, Glebe
Building F looking north from Cowper Street



Figure 3.12 87 Bay Street, Glebe
Building F looking east along Wentworth Street



Figure 3.13 87 Bay Street, Glebe
Building F looking west along Wentworth Street

3.4 ENVIRONS

The area surrounding the site is quite mixed in scale and detail with some remnant Victorian housing and later industrial development and public housing. There are some street trees along the major streets but there is no pattern to these.

3.4.1 Bay Street Depot

Directly opposite the site across Bay Street is the Bay Street Depot of the City of Sydney, a large complex of warehouses and storage areas forming the depot for the City's Cleansing and Road Maintenance teams. The site includes a two storey garage to Wattle Street, the large, former stables and cart yard to McArthur Street, the former, three storey, brick Hoskins factory and a collection of later warehouses and outbuildings.

Bay Street is a busy road artery for traffic travelling from the west to Broadway.

3.4.2 Wentworth Street Housing

There is a large public housing development opposite the site across Wentworth Street consisting of blocks of apartments that range from single storey cottages, to two storey duplexes and, in the majority, three and four storey, walk up apartments. The site slopes from south to north and from east to west. There is a single road through the estate (Elger Street) with car parking areas off.

All of the apartments are similar in detail and style though the plan varies according to the accommodation provided. There are four plan forms, single block; L shape; T shape and cruciform. The buildings are arranged roughly in alignment with the street pattern with entrances facing the street. All of the blocks are set higher than the external ground level with steps up and two of the blocks have fourth levels due to the slope of the site. One block (*Mirrabooka*) has been fitted with a modern lift and external concrete access ways.

The site is well landscaped with a seemingly ad hoc collection of trees and shrub plantings.

3.4.3 Cowper Street

To the west is an area of public and private housing. Towards Wentworth Park Road is a modern development of two storey, painted brick duplexes. Across from the Wentworth Street public housing is a row of single storey, Victorian terraces.

3.4.4 Wentworth Park Road

Further west along Wentworth Park Road across Mitchell Lane is a row of six, two storey, rendered masonry Victorian Italianate terraces (*Premier Terrace*) with two storey verandahs top the front set between flanking party walls.



Figure 3.14 87 Bay Street, Glebe

View looking south east to the Bay Street Depot



Figure 3.15 87 Bay Street, Glebe

View to the subject site looking south from
Wentworth Park



Figure 3.16 87 Bay Street, Glebe

View to the subject site looking south from
Wentworth Park



Figure 3.17 87 Bay Street, Glebe
View to houses fronting Wentworth Park Road



Figure 3.18 87 Bay Street, Glebe
2A-2D Wentworth Park Road



Figure 3.19 87 Bay Street, Glebe
Premier Terrace, 2-12 Wentworth Park Road



Figure 3.20 87 Bay Street, Glebe
View looking south east along Cowper Street



Figure 3.21 87 Bay Street, Glebe
View to the corner of Cowper Street and Wentworth Street



Figure 3.22 87 Bay Street, Glebe
View looking west along Wentworth Street



Figure 3.23 87 Bay Street, Glebe

View to the public housing at the corner of Cowper Street and Wentworth Street



Figure 3.24 87 Bay Street, Glebe

View looking south west along Wentworth Street



Figure 3.25 87 Bay Street, Glebe

View looking south along Stirling Street



Figure 3.26 87 Bay Street, Glebe
View to the public housing from Bay Street



FORMER STABLES TO THE BAY STREET DEPOT

Figure 3.27 87 Bay Street, Glebe
View looking south east along Bay Street



FORMER HOSKINS FACTORY

Figure 3.28 87 Bay Street, Glebe
View looking south along Bay Street

3.4.5 Wentworth Park

Across the Street from the site is Wentworth Park, a large, mainly grassed that is dominated by the Wentworth Park racetrack at its centre. There are large open areas to both sides with numerous mature trees, seating, shade structures, outbuildings and play equipment. The sports pitches to the north are bisected by the arched brick, railway viaduct to the western Sydney light rail line.

The park is elevated from Wentworth Park Road and there is a low brick retaining wall to the street with a line of trees along the park edge. The park is framed by the buildings along Wentworth Park Road and the high, former bond stores along Wattle Street.



Figure 3.1 Wentworth Park

Building	Description
Wentworth Park Sporting Complex	
A	Boundary Wall High, concrete block and brick wall with entrance gates
B	Kiosk Single storey brick structure with flat roof. Roller shutter doors to Wattle Street
C	Kiosk Single storey brick structure with flat roof and awning
D	Chapel Single storey brick building with gabled metal sheet roof. Stone dressing to windows and doors. Aluminium framed louvres. Doors removed. Ground level built up around
E	Sands store Open concrete structure
Wentworth Park	
F	Railway viaduct Arched brick viaduct carrying the train line to the west. Sandstone springing stones to arches. Open arches have gravel floor
G	Changing room Arches infilled with brick and cement block lattice. Internally sold walls enclosures for changing, showers and lavatories.

4.0 HERITAGE CONTROLS

4.1 NATIONAL TRUST

The property is not classified on the Register of the National Trust of Australia (NSW)

4.2 HERITAGE BRANCH OF THE OFFICE OF NSW OFFICE OF ENVIRONMENT AND HERITAGE

State Heritage Register

Under the Heritage Act 1977 (amended 1998), the Heritage Branch of the NSW Office of Environment and Heritage (formerly the NSW Heritage Office)¹³⁴ administers and maintains the State Heritage Register (SHR), a register of items and places that are considered to have heritage significance at a state level. The subject property is not listed on the State Heritage Register.

Heritage Database

The Heritage Branch also compiles the Heritage Database, a collated database of all places listed on statutory heritage lists, including Local Environmental Plans. The subject properties is not listed on the State Heritage Inventory.

4.3 LOCAL AUTHORITY

87 Bay Street was formerly in Leichhardt local government area and borders the former local government area of South Sydney.

The local authority for the area is the City of Sydney that took over control of the area from Leichhardt Council and South Sydney Council in 2003. Until new controls are adopted, some of the Leichhardt Council planning and heritage controls may apply to development of the site.

4.3.1 Leichhardt Local Environment Plan 2000

The site is not listed as a heritage item in Schedule 2 of the *Leichhardt Local Environment Plan 2000* (as amended) (LLEP) but is within the St. Phillip's Distinctive Neighbourhood of the Glebe Conservation Area. It is also in the vicinity of several heritage items:

- Wentworth Park (that is listed as a heritage item along with some of its structures):
 - NCA Entry Tower, Wentworth Park
 - NCA Stewards' Building, Wentworth Park
 - Store Building, Wentworth Park
 - Wentworth Park Railway Viaduct
 - Avenue of Moreton Bay Figs
- 62 Wentworth Park Road Two storey industrial building "Brelco"
- 99-101 Cowper Road Housing
- 46-48 Queen Street Terraces

Development at the site may be the subject of the heritage provisions of the LLEP relating to development in a conservation area and in the vicinity of a heritage item.

4.3.2 South Sydney Local Environment Plan 1998

The site is in the vicinity of the Mountain Street Conservation Area (CA35A) as identified in the *South Sydney Local Environment Plan 1998* (as amended), (SSLEP).

¹³⁴ The name was recently changed from the Heritage Branch of the NSW Department of Planning

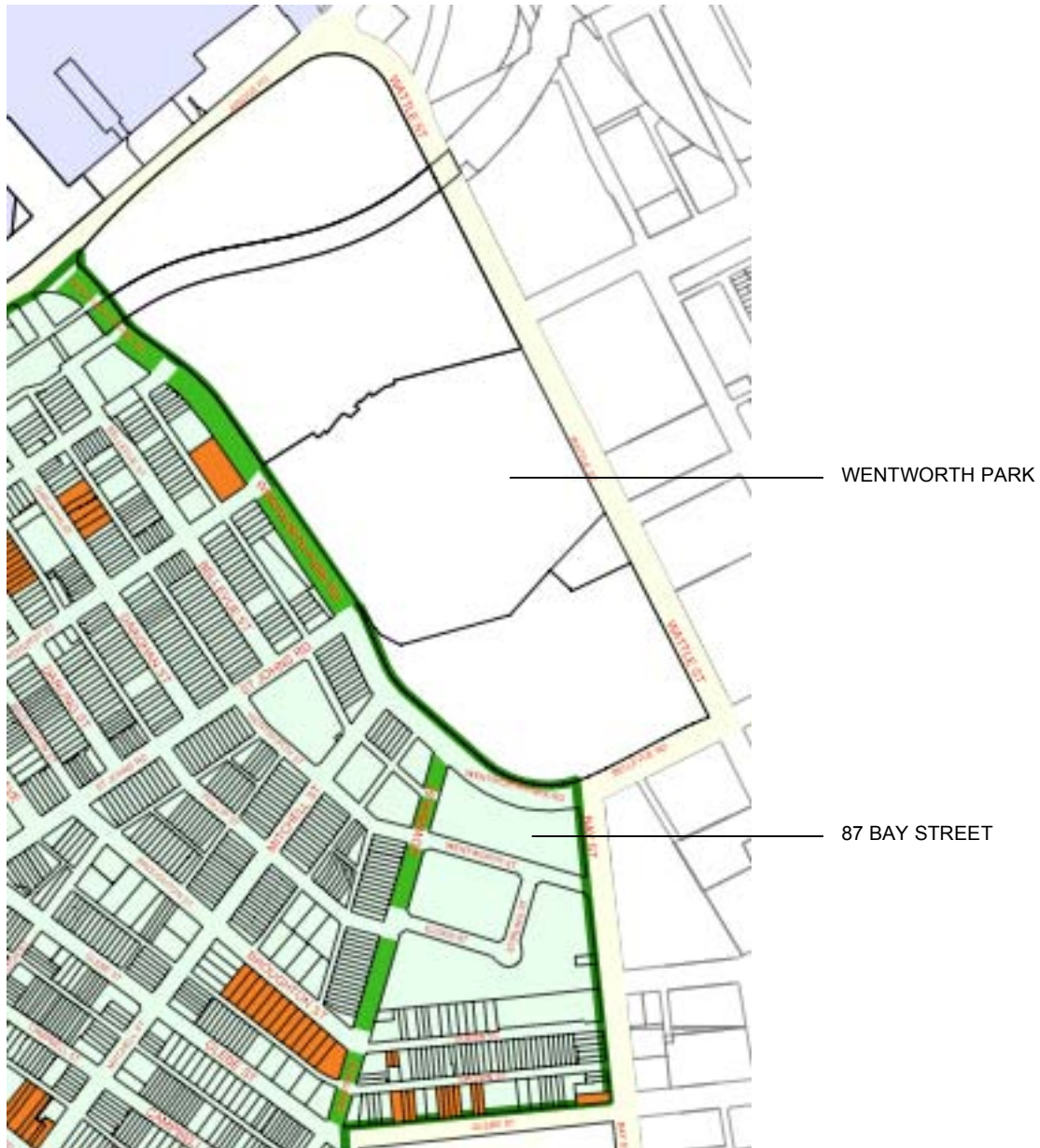


Figure 4.1 Leichhardt Local Environment Plan 2000 Heritage Map

4.4 CITY OF SYDNEY

Development at the site may also be the subject of the *City of Sydney Heritage Development Control Plan 2006* (HDCP) that contains detailed objectives and controls for development in conservation areas and in the vicinity of heritage items.

5.0 DISCUSSION OF SIGNIFICANCE

5.1 HISTORICAL SIGNIFICANCE

5.1.1 Generally

The historical development of the site is quite complex though the built history of the site is less so as few of the allotments formed by the government subdivision of 1893 were built upon. The area was initially developed for a few houses, stables and milk vendors. Interestingly, part of the site was used from 1895 till 1927 for the Glebe Ragged School. A second school was mooted for part of the site fronting Wentworth Park Road but this was not built.

Some of the Victorian buildings survived into the twentieth century but the site was gradually resumed by the State government for the construction of the State Motor Garage and later, the Testing and Inspection Branch of the Department of Public Works. These buildings make up the extant buildings visible on the site.

5.1.2 Subdivision

The site was part of the St. Phillips section of the 'Glebe' that was established to the west of Blackwattle Creek in 1788 for the support of the Church of England. The subject site fronted Blackwattle Bay at the head of Blackwattle Creek that ran along the line of Bay Street and the area was low lying and swampy.

The Church decided to sell its lands in 1828 and the area was subdivided, largely for residential development. The higher ground along Glebe Point Road was developed first but the land at Blackwattle remained undeveloped. The lands to the east of Cowper Road were subdivided in 1852 and released for sale under leasehold. Many of the lots were purchased by two merchants, Robert How and John Walker. The subject site comprised of four lots between Bay Street and Cowper Street and was not developed due its proximity to the Creek.

The reclamation of Blackwattle Bay in the late 1870's considerably improved the viability of the land and a handsome park was formed over the reclaimed land bounded by Wentworth Park Road. The subject site was resumed by the government in 1884 for the extension of the park. The land was not extended into the park but was used to form Wentworth Park Road that was complete by 1867.



Figure 5.1 Wentworth Park in 1910

Source: Solling, M, *Grander and Grist: a History of Glebe*, Halstead Press, Sydney, 2007

The government subdivided the residue of the land into three allotments with two new roads extending Christie Street and Elger Street to Wentworth Park Road. This proposal did not proceed and the land was re-subdivided in 1893 into 39 small lots with a central lane running east west. This subdivision established the pattern of development till the present day.

5.2 EARLY DEVELOPMENT

The early development of the area was intermittent and few of the lots were developed. In 1895 a stables was built fronting Wentworth Park Road. This appears from the early plans to have been a single storey ring of buildings around a central yard and may have been demolished when it was resumed by the government in 1920.

Also in 1895 a second stables and two, milk vendors houses were built in Wentworth Street. The detail of the stables is unclear in the photograph of 1953 though it suggests a two storey building with a steep skillion roof. There is a second building to the west in the aerial photograph of 1949 but the use of this is not known. The plan of the Testing and Inspection Branch (Figure 2.) notes it as an *OLD GI SHED* (galvanized iron) though this may not be the original building. The building was demolished to make way for the Testing Branch in 1963.

The two houses appear to be typical, two storey Victorian terraces with verandahs to the front and skillion wings to the rear with outbuildings both sides. The properties remained occupied till 1952 when they were sold to the government and demolished. The pattern of the early development is shown in Figure 5.2. None of these earlier buildings survived the later government resumptions.

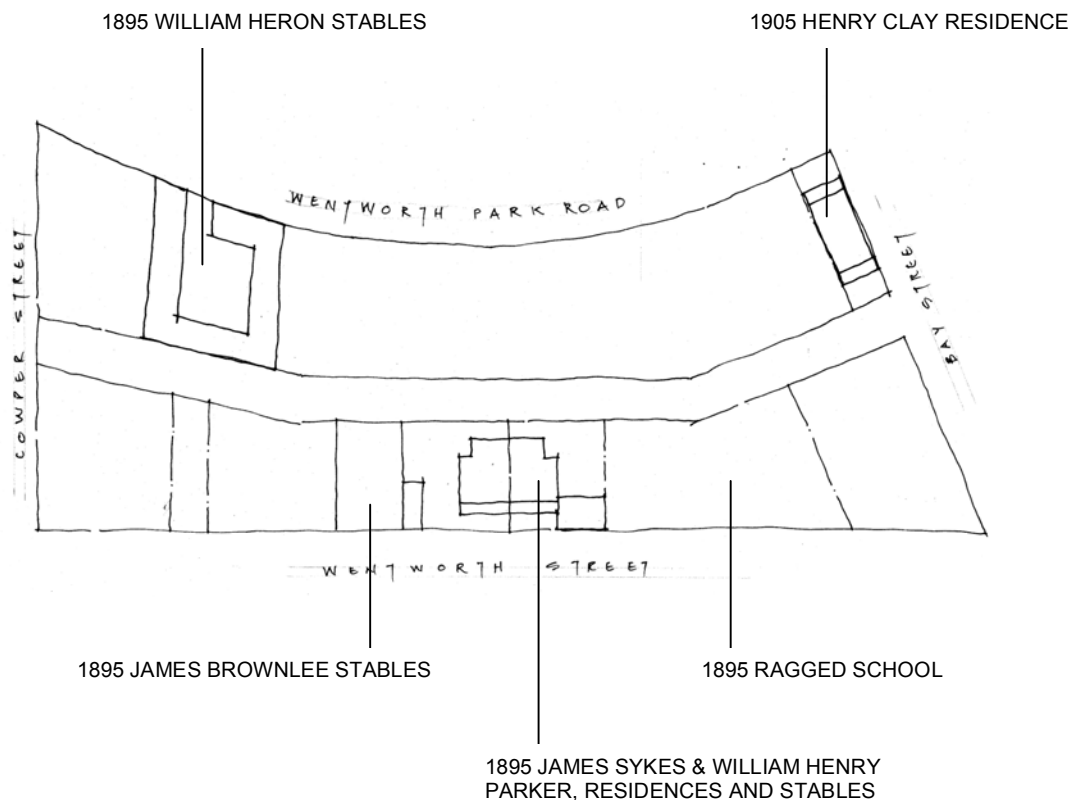


Figure 5.2 Pre 1900 Development

The Ragged School was constructed on several lots fronting Wentworth Street and was built as a philanthropic venture through the good offices of Sir James Fairfax and James Harrison who purchased the site in 1893. Though free, universal education was established by the Henry Parkes' government in 1880, a fee was charged for attendance that was often beyond the means of the poorest. The Ragged Schools were free and the Glebe school provided education for the poorest in the suburb. No plans or photographs are available for the school buildings though it was described at the time as being *commodious*.



Figure 5.3 The c. 1901 Ragged School at Harrington Street in the Rocks

Source: State Records NSW Government Printing Office CGS 4481

The idea of the Ragged Schools was developed in England by John Pounds, a Portsmouth shoemaker, who, in 1818, began teaching local children without charging fees. Lord Shaftesbury formed the Ragged Schools Union in England in 1844 and, over the next eight years, over 200 free schools were established in Britain. The first ragged schools in Sydney opened in 1860.

A house was built at the corner of Bay Street and Wentworth Park Road in 1905 when the property was owned by Martha Bond. The house was resumed in 1908 and was demolished for the construction of the State Motor Garage in 1913.

5.3 GOVERNMENT RESUMPTIONS

From 1908 the State government commenced resumptions and purchases of the whole site for the construction of the State Motor Garage and Building Construction Branch of the Public Works Department. The first resumption was for an Infants School at the corner of Bay Street and Wentworth Park Road but this did not proceed. The last resumption occurred in 1953 (Figure 5.4).

The older buildings were demolished and the site developed in four phases.

Resumption/Purchase	Construction Date	Building
1908/1913	1913	State Motor Garage
1915	1947	State Motor Garage extension
1920	1947	State Motor Garage extension
1913/1927	1947	State Workshops
1952/53	1963	Testing and Inspection Branch

The resumptions and purchases did not follow the current footprint of the buildings on the site but buildings were constructed as the lots became available in connected sections.

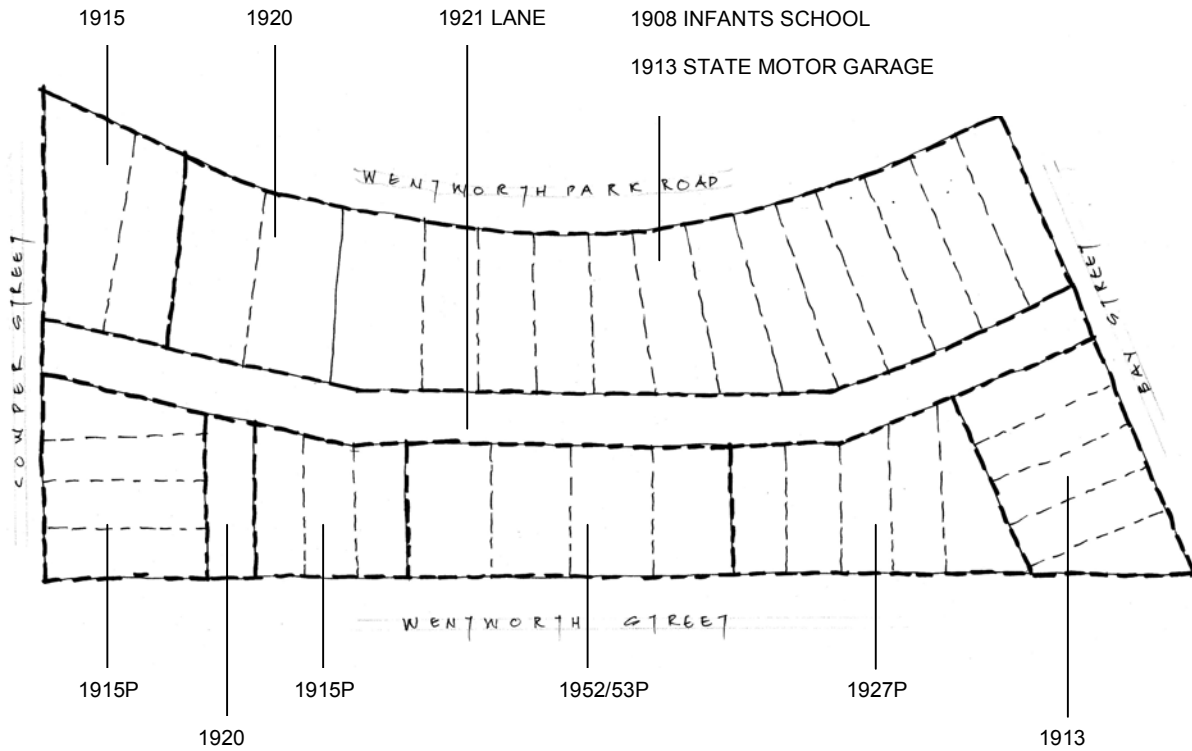


Figure 5.4 Government resumptions and purchases

P + PURCHASE

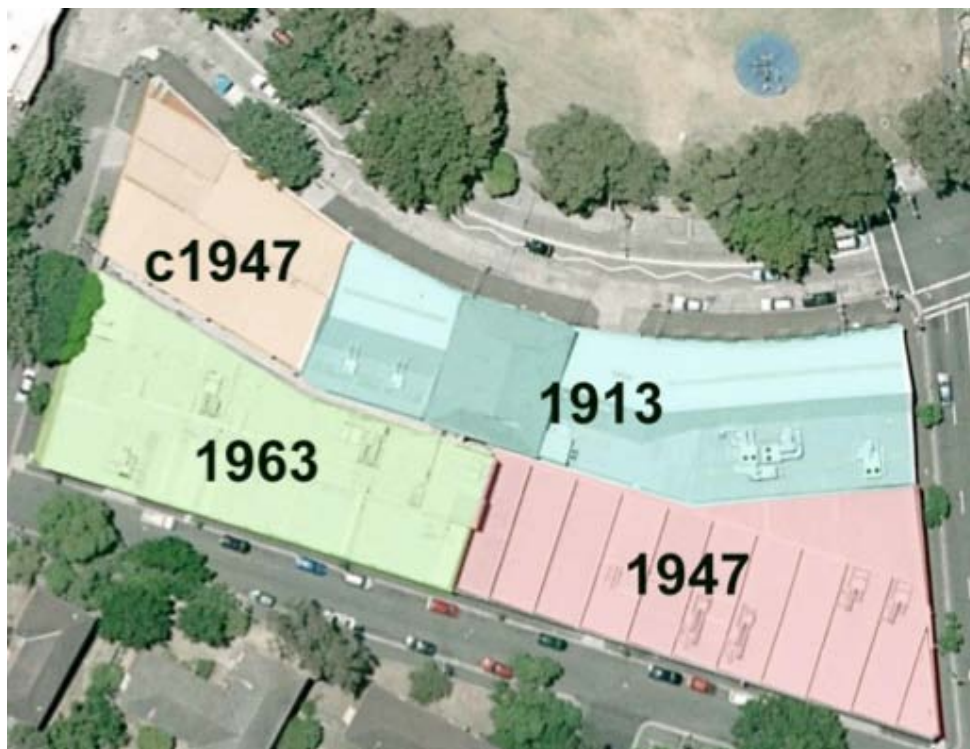


Figure 5.5 Government development of the site

5.4 STATE MOTOR GARAGE

The establishment of the State Motor Garage resulted from the Labour government of the time introducing the concept of State trading whereby businesses were run and operated by the State. The State Motor Garage was established in 1912 for the servicing, repair and maintenance of vehicles owned by the government. The Garage was built in 1913 and completed in 1914 on the lots fronting Wentworth Park Road and Bay Street. It was a single storey building with a two storey section to the centre and may have been built in two sections with the single storey section to the west constructed in 1920.

It is interesting to note that the City of Sydney had erected a large service yard and stables in Bay Street for their refuse collection at the cusp of the demise of horse drawn transport and this depot soon converted to use by motor vehicles.

In the late 1920's the Garage ceased to be run as a business and concentrated on servicing vehicles for various government departments such as the police. The Garage employed 116 tradesmen by 1948. An expansion of the Garage was planned in the late 1940's but wartime shortages meant that the western end of the site was not completed till 1953. This area still contained the 1895 stables that appear to have been extended to Cowper Street. The Garage contained all the machinery and elements for vehicle servicing and repairs though all equipment has been removed.

5.5 WENTWORTH STREET EXTENSION

Drawings for an extension to the Garage were prepared in 1947 for a new building at the corner of Bay Street and Wentworth Street to be built over the central lane. The extension was open plan with a greasing bay to the street corner.

The Garage expanded its operations after the Second World War as older cars remained in service. As the economy expanded, government fleets were renewed and the demand for servicing and repairs lessened. The Garage expanded into other areas including the manufacture of police car bodies, the setting up of an upholstery section and the maintenance of machinery for other departments.

The three main areas in the Garage were the Car and Truck Repair Shop, the Motorcycle Repair Shop and the Body Repair Shop with associated offices, stores and staff rooms. A shortage of parking in the 1960's led to a car park being established on land to the west of Cowper Road and the basement of the newly constructed Testing and Inspection Branch in Wentworth Street was converted to a body repair shop.

In 1974 a study was undertaken on the relocation of the Garage but this did not eventuate and the level of on site services fell as the work was transferred to individual departments. The development higher quality car engines and bodies reduced the Garage workload. Changes were made to increase efficiencies but a new workshop was opened in 1986 at Northmead and the motorcycle workshop was closed in the same year.

Parts of the Garage were also used in the early years by the Building Construction Branch of the Public Works Department that operated as a private contractor.

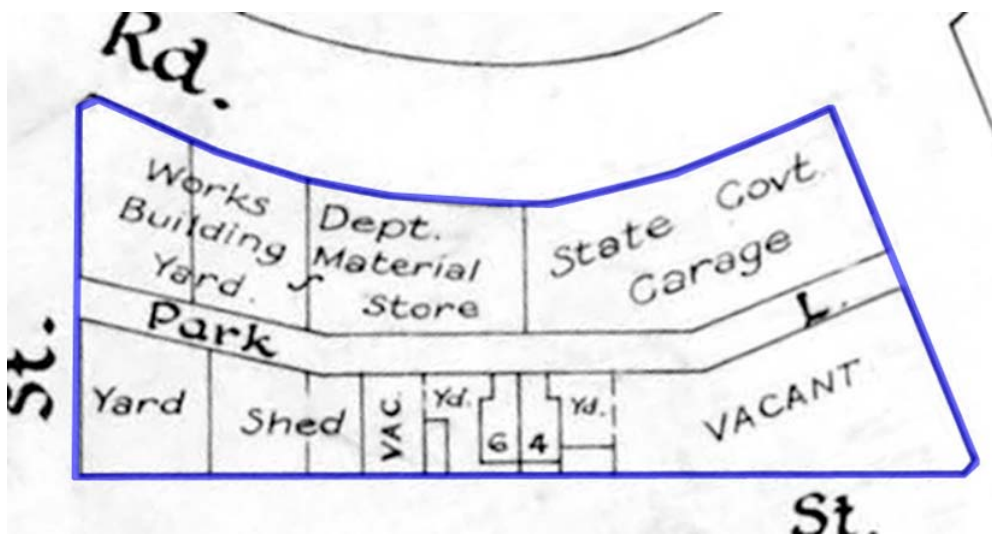


Figure 5.6 The configuration of the site in 1939 with the mixture of government and private uses including the Works Department

Source: Historical Atlas of Sydney – 'Municipality of The Glebe Detail Map', 1939

5.6 TESTING AND INSPECTION BRANCH

A new building for the Public Work's Department Testing and Inspection laboratories and electrical services was completed in 1965 on the site at the corner of Cowper Road and Wentworth Street. It was a two storey building with a basement with ramp access from Cowper Street. The corrugated iron shed to the centre of the site was demolished.

The Branch employed about 80 staff at the time and was responsible for the testing of building materials for Federal, State and local government authorities, including cement, building blocks, steel wire rope, sand and plaster. The Branch also tested effluent from country treatment works.

The building also housed a scientific instrument workshop that maintained scientific instruments and survey equipment but this was closed in 1987. The other sections remained profitable but were closed when the site was sold in 1997.

Testing and Inspection are no longer carried out at a State level but the Federal Australian Government Analytical Laboratories (AGAL) at Pymble (and other sites). still provides these services. The National Association of Testing Authorities (NATA) provides nationwide training and accreditation for testing laboratories. The change partly reflected the move to National Building Standards that were formalised in the Building Code of Australia.

The development of the site by the government is shown on Figure 5.5.

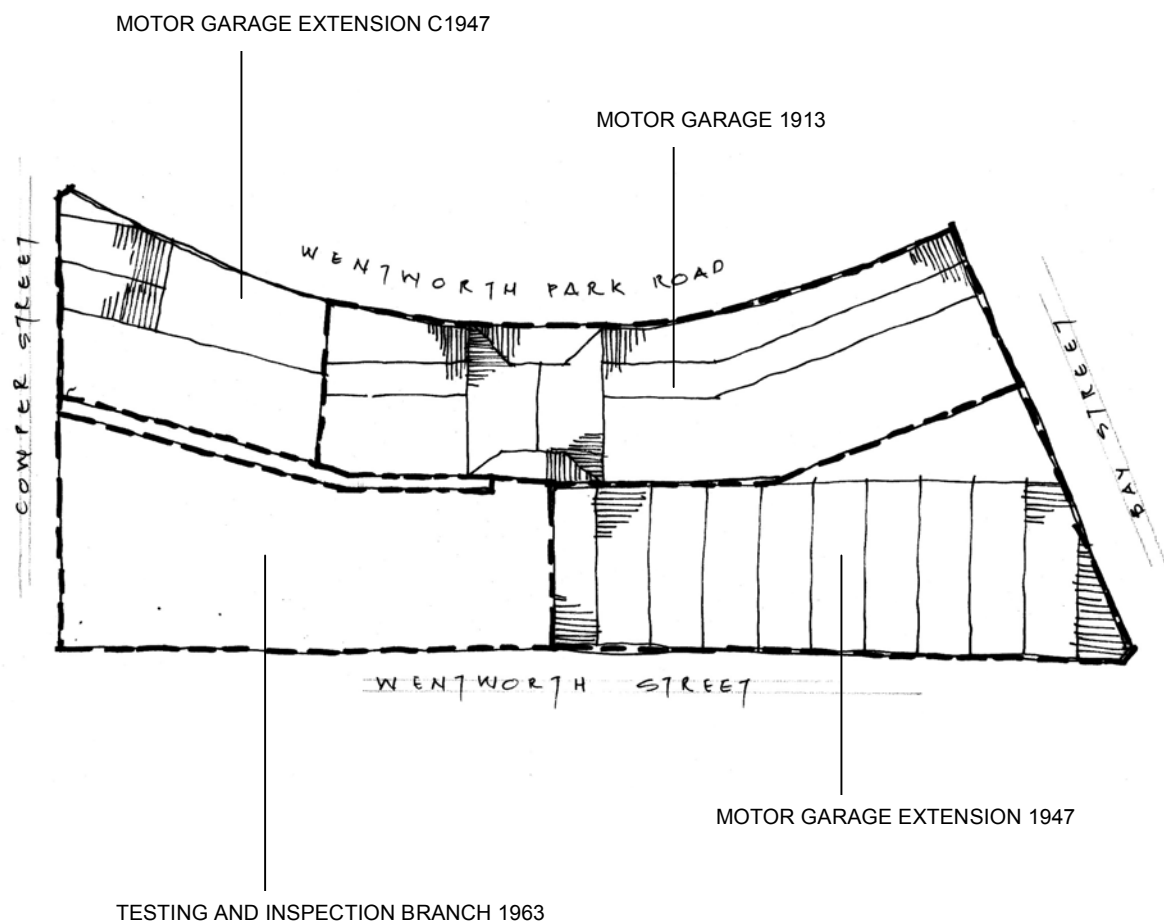


Figure 5.5 Government Development

5.7 SALE

In 1998 the Department of Public Works and Services deemed the site surplus to requirements and the whole site was sold. Even by then, part of the site had been leased to a tyre wholesaler. The property was purchased by MT Management Pty Limited who arranged nine units in the site that were let to private companies from 2001. This is the current configuration of the site.

5.8 AESTHETIC SIGNIFICANCE

Though the buildings have been slightly reconfigured internally, there are effectively three major buildings on the site:

- State Motor Garage
- Stage Motor Garage Extension
- Testing and Inspection Branch

5.8.1 State Motor Garage

The former State motor garage occupies the front portion of the site fronting Wentworth Park Road. It is generally single storey with a two storey section to the centre. It is of no recognisable style though the two storey section has some Federation style, roofing detail with vented gables. It was built in stages with the original section built in 1913 and a western section built in 1947. The later section followed the style of the original.

The original building was in face brick that is still evident on some of the return elevations with a regular pattern of timber openings with vehicle entries along the front facade. The lower buildings have parapets to the street with expressed piers. Internally the building was largely open with smaller service areas to the centre. The upper floor was used for stores. The building had a concrete floor with a timber structure of trusses on timber columns and brick piers with timber purlins supporting a corrugated roof.

The building was designed by the architect Charles Davenport Cuthbert (1866-1945) who was the son of an Irish born architect who came to Australia in 1857. Charles Cuthbert trained in Victoria and initially practised there and later worked in South Africa. He took up a position with the NSW Department of Public works in 1907.

The Motor Garage is quite utilitarian reflecting its use and has little detail of note. Its elevations have little cohesion, partly as a result of the later western addition and more recent changes to the fenestration. The building is large and has some presence in the street but it is of little architectural note. All of the equipment from its original use has been removed. The facades have been altered with the brickwork rendered and the windows replaced in aluminium. It has been divided internally for offices. The link to the extension in Wentworth Street remains.

5.8.2 Stage Motor Garage Extension

The extension to the garage was built to the south of the original garage in 1947 and was designed by the Government Architect's Branch. The author is only identified by the initials 'FM'. It is a single storey building in the Inter war functionalist style with face brick facades with windows set between horizontal render bands and high level, circular windows to the parapets. The building was largely open with steel trusses supported on steel columns and the brick walls with a skillion and saw tooth, corrugated metal roof with east facing highlights. The drawings indicate that the façade was to be extended along the side of the original Garage facing Bay Street but this work was not carried out.

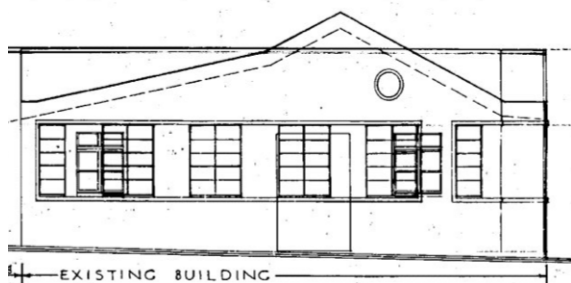


Figure 5.3 Part of the eastern elevation showing the proposed works to the original façade to the Motor Garage along Bay Street

The building is reasonably intact though new openings have been added and windows replaced in aluminium. It is the most architecturally accomplished building in the block though it is quite typical for the period and has few features of note.

5.8.3 Testing and Inspection Branch

The Testing and Inspection building was completed in 1965 and was designed by the Government Architect's Branch of the Public Works Department that was under the control of the government architect, Edward H. Farmer.

The building was designed with a concrete frame with brick infill and a string of aluminium windows with vehicle and pedestrian access doors. It has a basement with a cellular plan above of offices, testing rooms, laboratories and service areas. The drawings show a third level to the Cowper Street end but this does not appear to have been built (or was removed).

The building is reasonably intact but has been altered with openings blocked and windows altered. Some of the west facing windows were originally fitted with aluminium louvres and these have been added to other windows along with security bars. The main entrance to Wentworth Street has been reclad.

The building is not prominent being set to the corner of two side streets. It is architecturally clumsy and has none of the finesse of the Motor Garage Extension. Internally, the planning is utilitarian reflecting the plethora of uses there. All the testing equipment has been removed.

5.9 TECHNICAL/SCIENTIFIC SIGNIFICANCE

There were previous buildings on the site dating from 1895 and 1905 but all of these buildings have been demolished. They consisted of Victorian style, terrace houses and small commercial buildings and stables but also included the Ragged School in Wentworth Street. No details were available for this building but considering its use, it was likely not to have been large. Early development on the site was quite sparse and many of the lots were not developed.

Considering the subsequent level of development on the site it is very unlikely that there are any remains of these buildings, particularly along Wentworth Street where the later buildings have been excavated into the ground below the street level. The archaeological potential of the site is low.

The current buildings are of no technical or design merit and show no innovation their design. The extension to the Motor Garage was built in 1947 in an Inter War style and did reflect the International style that was coming to the fore in the Post War years.

The Testing and Inspection Branch would have been at the forefront of testing new building materials but the Branch do not appear to have been responsible for any technical innovations in their own right. All of the testing equipment has been removed.

5.10 SOCIAL SIGNIFICANCE

The site is part of the Glebe and area with a rich and potent history and that included all forms of development including fine houses, light industrial and commercial buildings and low cost housing. The subject site did not have the extent of development seen in other areas and there were few early buildings on the site that were typical of the development seen in the rest of the suburb.

The Ragged School was an important social development and provided free education for the children of the local poor. The School operated from 1895 till 1927 when the need for the schools ceased and there are probably few in the area that recall its existence. Little information was available on the School.

The State Motor Garage represented the aims of the State government to set some of its operations on a commercial footing as well as establishing its motor service and repairs department under one roof. The building was substantial and would have provided employment for large numbers of local workers as well as training for apprentices. The garage gradually declined and the operations were closed in The original Motor Garage was leased to a Tyre Company in 1993 and the site was sold in 1998. There may be many in the area who remember the place and who worked there but the it is unlikely to be held in high esteem by a recognised section of the community.

The Testing and Inspection building was built to provide headquarters for the Branch that had been established in 1902. The place represents the aim of government to set standards for building materials and provide facilities for their testing that is an important part of controlling and standardising building methods. The Branch also carried out testing of effluent from country treatment works. The services were provided to Federal, State and Local government bodies. The workshops were closed down in 1987. There may be some in the area who remember the place and locals who worked there but it is unlikely to be held in high esteem by a recognised section of the community.

6.0 ASSESSMENT OF SIGNIFICANCE

The Heritage Office of New South Wales has issued guidelines as part of the NSW Heritage Manual regarding the assessment of heritage significance. The Manual is a well-regarded methodology for the assessment of cultural significance and is appropriate for application to the subject place.

Assessments of significance of individual buildings are shown in Appendix A.

6.1 STATEMENT OF SIGNIFICANCE

87 Bay Street is the location for two former government service branches, the State Motor Garage and the Public Works Testing and Inspection Laboratories. The buildings were built on land resumed or purchased by the State government over the period 1908 to 1953. The Motor Garage was built in 1914 and extended in 1920 and 1947. The Testing and Inspection Laboratories were built in 1963.

Parts of the site were also used by the Building Construction Branch of the Public Works Department. The Garage provided repair, servicing and some manufacture for government vehicles. The Testing and Inspection Laboratories provided for the testing of building materials for various Federal, State and local authorities and also tested effluent from country treatment works. The site was sold in 1998 and is now has a commercial use.

The place has associations with the ‘Glebe’ that was established in 1788 for the support of the Church of England, and the reclamation of Blackwattle Bay in 1870 and 1886 that allowed for the construction of Wentworth Park Road. This guaranteed the economic viability of the site that had been blighted by its swampy location and led to the government subdivision of the site in the same year that established the subdivision pattern for later development.

The site was the location of some early buildings including two storey houses and several dairies and stables that were built around 1895. Most notable was the Glebe Ragged School in Wentworth Street (c. 1893) that was built under the philanthropic offices of Sir James Fairfax and James Harrison. All of these buildings have been demolished.

The buildings on the site are generally utilitarian and of little architectural merit reflecting their purpose. The extension to the Motor Garage in 1947 in Bay Street is a modest example of an Inter War Functionalist building. All of the buildings have been altered to some degree.

The buildings represent the State provision of semi-commercial services for vehicle repairs and materials testing and the light industrial development that was common in the area. They provided employment and training to hundreds of workers over the years but it is unlikely that the buildings would be of particular significance to any discernible group or community.

7.0 DEFINING AND RANKING SIGNIFICANT ELEMENTS

7.1 PREAMBLE

In determining conservation policy for the treatment of the place significant elements can be identified and ranked according to their relative significance. The following elements have been identified and assessed in the associated diagrams:

- Significant Buildings

Figure 7.1

7.2 GRADINGS OF SIGNIFICANCE

Different components of the place may make a different relative contribution to its heritage value. The NSW Heritage Manual has identified gradings of significance that can be applied to the place that have been amended as follows:

H	High	High degree of original fabric
		Demonstrates a key element of the of the items significance
		Alterations do not detract from significance
M	Moderate	Altered or modified elements
		Elements with heritage value and which contribute to the overall significance of the item
L	Little	Altered or modified elements with little heritage value
		Alterations detract from significance
		Difficult to interpret
I	Intrusive	Damaging to the heritage significance of the place

The gradings for the elements are identified below.

SIGNIFICANT BUILDINGS

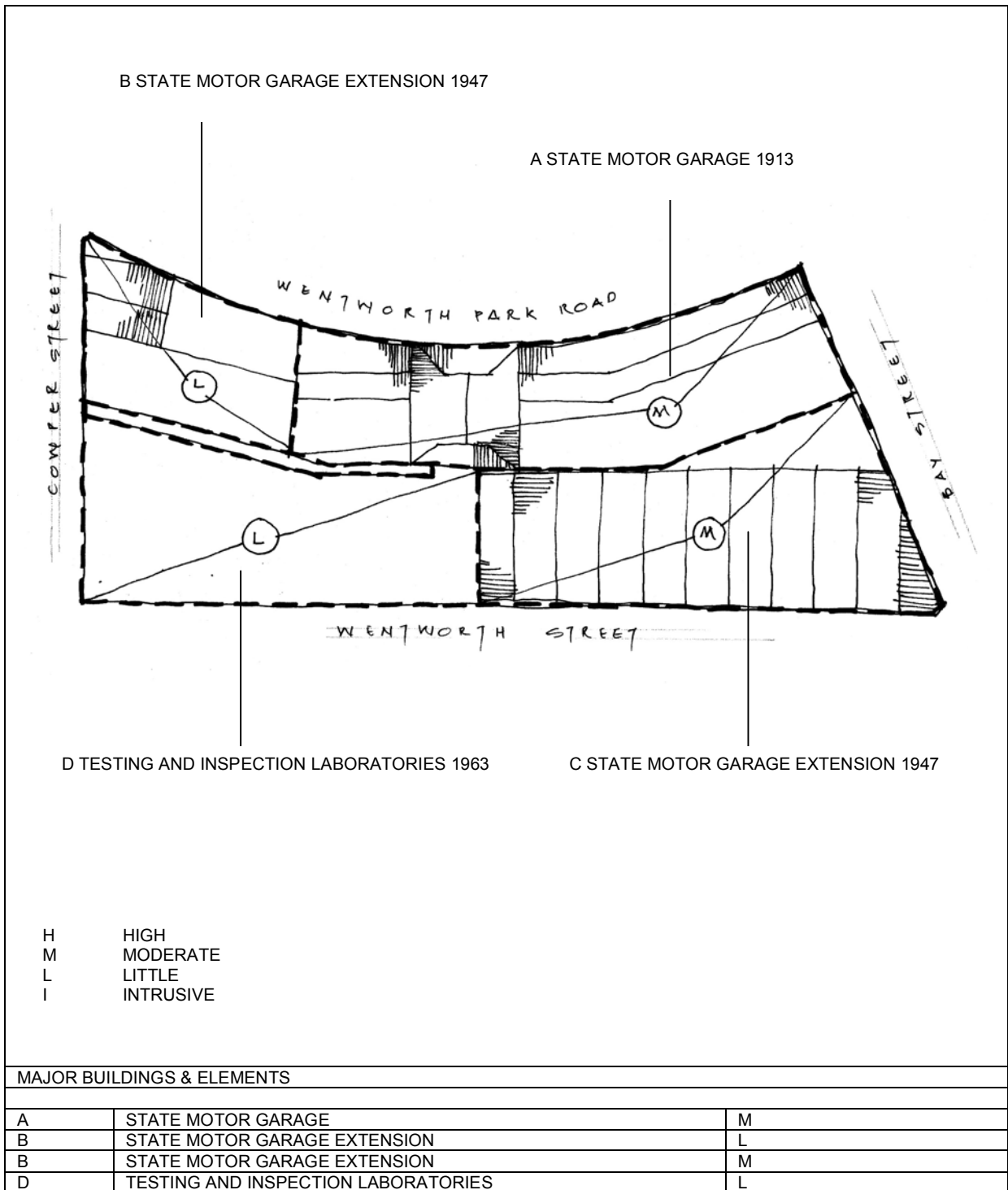


Figure 7.1 87 Bay Street Estate – Gradings of Significance

8.0 PROPOSED RE ZONING

8.1 PROPOSED REZONING

The site is currently zoned industrial and the owners would like to apply for the site to be rezoned mixed use to allow for the redevelopment of the site for a mixed commercial/residential development.

8.1.1 Recent Development History

The site was one of three in the area that have been considered for redevelopment for social, affordable and mixed use housing. The other two are:

Site	Owner	Use
Bay Street Depot	City of Sydney	Mixed public and private low cost housing and commercial
Wentworth Street Housing	Department of Housing	Mixed public and private low cost housing

The Wentworth Street Housing development is progressing with the design of new, multi-storey buildings on the site. All of the existing buildings on this site will be demolished.

The Bay Street Depot is still under consideration, though development studies have been completed for the site. Some of the buildings on the site may be demolished and the site redeveloped for housing and commercial use.

A primary aim of both developments was to develop a range of housing types that provide, in part, affordable housing for people working in the area.

87 Bay Street was given consideration under the development proposals prepared for each sites by Hill Thalys Urban Projects and Architects on behalf of the City of Sydney.

8.1.2 87 Bay Street Development Proposals

Sketch proposals for the redevelopment of 87 Bay Street have been prepared by the applicant and are shown on Drawings Nos. ...dated ...and prepared by Foster & Associates.

The sketch proposals include:

- Demolition of the current buildings on the site
- Excavation for car parking
- A central street from Wentworth Street to Wentworth Park Road
- Two new buildings over the split site to include:
 - Commercial/Retail Space at the lower levels
 - Residential apartments at the upper levels
 - Social, Affordable and Private Housing

The design has only been developed in terms of footprint and built form.

This report addresses only the rezoning application, the likely demolition of the buildings if rezoning is approved and the general form of the draft proposals.

Should the rezoning be successful, development consent will be sought for the demolition of the current buildings and for new buildings on the site.

9.0 IMPACT OF THE PROPOSED REZONING

9.1 GENERALLY

The proposals reflect current planning trends by State and local authorities to provide social and affordable housing by allowing development on inner city sites for other uses, primarily residential.

The current site has been identified as a suitable development site by the City of Sydney in the study by Hill Thalys Urban Projects and Architects. The site is close to the CBD and other areas of employment like Sydney University and the Royal Prince Alfred Hospital. It is close to major transport routes, including the light rail to the inner western suburbs, and major retail sites such as nearby Broadway. It is also located close to a major, inner city park (Wentworth Park) and other leisure facilities such as the Ian Thorpe Pool.

The current use of the site is not intensive and the site is ideal in development terms for a mixed-use development that marries in with similar development occurring at adjoining sites at Wentworth Street and Bay Street.

9.2 DEVELOPMENT OPTIONS

The site has development potential that could include

- Retention of the current buildings with limited extensions
- Adaptive reuse with some residential use, demolitions and new buildings
- Complete redevelopment

In heritage terms all of these options are appropriate and the site is not at a level of significance that would preclude any of these proposals.

9.3 DEMOLITIONS

The application is for rezoning and does not seek approval for any works at the site. However, the rezoning may lead to an application for development at the site that will probably include the demolition of all the buildings at the site.

It can be seen from the above analysis that none of the buildings at the site would merit retention due to their heritage significance.

The original Motor Garage is of some historical significance as it demonstrates the intention of the government of the time to commercialise its vehicle servicing operations and brought these services for other government departments under one roof. The Garage operated on the site for over eighty years. The buildings were of little architectural merit when built and have been altered and equipment removed.

The 1947 extension to the Motor Garage at the corner of Bay Street and Wentworth Street is of some architectural merit but followed the style of the Inter War years and is quite utilitarian. The extension to Wentworth Park Road followed the style of the earlier buildings.

The Inspection and Testing Laboratories brought this branch of government under one roof and it would have played an important role in the testing of building materials for other government departments. However the building is of no architectural merit and all the testing equipment has been removed.

9.4 ARCHAEOLOGY

The site had some buildings from the early, Victorian subdivision and development of the site that reflected the residential and light industrial nature of the area. The site was also the location of the Glebe Ragged School that was important in the provision of free education for children in the area. All of these early buildings have been demolished and, considering the scale of subsequent development, there are unlikely to be any remains of these buildings on the site that has been partly excavated along Wentworth Street.

9.5 PROPOSED REZONING

The proposed rezoning is, in part, in line with the current use on the site and seeks to extend the use to residential use. Considering the nature of surrounding development and its location close to the City, services, transport and Wentworth Park the site is ideal for this type of use. The use matches that proposed for the public housing site to the south and the Bay Street Depot to the east.

10.0 SUMMARY AND RECOMMENDATIONS

10.1 SUMMARY

It is clear from the above that the site at 87 Bay Street is of **little to moderate significance** at a **local level**.

The site formed part of the 'glebe' lands that were set aside in 1788 for the support of the Church of England. In the nineteenth century the site was resumed for as part of the formation of Wentworth Park and Wentworth Park Road and was the subject of some residential, commercial and light industrial development including stables and dairying serving the area and providing employment for local residents.

The current buildings on the site are robust but utilitarian and are of little historic or aesthetic merit. They have provided employment and services to the government for over eighty years but are not at a level of significance that would preclude their demolition.

We consider that the site is not at a level of significance that precludes the rezoning and potential redevelopment.

10.2 RECOMMENDATIONS

In heritage terms we would recommend that the rezoning be approved.

As the current application is for rezoning alone, any recommendation regarding recording, archaeology and interpretation can be left till an application is submitted for the redevelopment of the site.



JOHN OULTRAM

11.0 APPENDIX A

SCHEDULE OF BUILDINGS AT THE SITE

The following schedule is an inventory of the building and elements at the site and includes:

- A précis of the history
- A physical description
- An assessment of significance
- Conservation guidelines

The assessment of significance is based on the criteria developed by the NSW Heritage Office as identified in the NSW heritage Manual.

<i>Criterion (a)</i>	<i>An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
<i>Criterion (b)</i>	<i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
<i>Criterion (c)</i>	<i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)</i>
<i>Criterion (d)</i>	<i>The item has strong or special association with a particular community or cultural group in NSW (or the local area) for social or spiritual reasons</i>
<i>Criterion (e)</i>	<i>An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
<i>Criterion (f)</i>	<i>An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)</i>
<i>Criterion (g)</i>	<i>An item is important in demonstrating the principal characteristics of a class of NSW's</i>
	<ul style="list-style-type: none"> • <i>Cultural or natural places; or</i> • <i>Cultural or natural environments</i>
	<i>(or a class of the local area's:</i>
	<ul style="list-style-type: none"> • <i>Cultural or natural places; or</i> • <i>Cultural or natural environments)</i>

MAJOR BUILDINGS

A	STATE MOTOR GARAGE
B	STATE MOTOR GARAGE EXTENSION
B	STATE MOTOR GARAGE EXTENSION
D	TESTING AND INSPECTION LABORATORIES

BUILDING	A	WENTWORTH PARK ROAD
Location Plan		Photograph
Designer		
Builder		
Date		
History		
Description	Single storey, rendered masonry building with a saw tooth, corrugated metal roof with south facing alsonite highlights over earlier timber framed highlights. The building has a stepped parapet to Wentworth Park Road and a saw tooth wall to Cowper Street. The building is divided into several commercial units including an car repair shop to the corner of Cowper Street and offices. The building has been fitted with modern aluminium windows and doors and there are roller shutter doors to both street elevations.	
Integrity/Intactness		
Assessment of Significance		
Criterion (a)		
Criterion (b)		
Criterion (c)		
Criterion (d)		
Criterion (e)		
Criterion (f)		
Criterion (g)		
Statement of Significance		
Significant elements		
Conservation Guidelines		

BUILDING	B	WENTWORTH PARK ROAD/COWPER STREET
Location Plan		Photograph
Designer		
Builder		
Date		
History		
Description		One and a half storey, rendered brick building with a parapet to the street and a corrugated metal roof with face brick, side gables. The building has been fitted with modern aluminium windows and doors.
Integrity/Intactness		
Assessment of Significance		
Criterion (a)		
Criterion (b)		
Criterion (c)		
Criterion (d)		
Criterion (e)		
Criterion (f)		
Criterion (g)		
Statement of Significance		
Significant elements		
Conservation Guidelines		

BUILDING	C	WENTWORTH PARK ROAD
Location Plan		Photograph
Designer		
Builder		
Date		
History		
Description	Two storey, rendered brick building with a hipped and gabled corrugated fibro roof with louvred gablets to the front and rear. There are expressed piers at the building corners. The building has been fitted with modern aluminium windows and doors and there is a roller shutter door to the street.	
Integrity/Intactness		
Assessment of Significance		
Criterion (a)		
Criterion (b)		
Criterion (c)		
Criterion (d)		
Criterion (e)		
Criterion (f)		
Criterion (g)		
Statement of Significance		
Significant elements		
Conservation Guidelines		

BUILDING	D	WENTWORTH PARK ROAD/BAY STREET
Location Plan		Photograph
Designer		
Builder		
Date		
History		
Description		One and a half storey, rendered masonry building with a parapet to the street with expressed piers and a gabled, corrugated metal roof with a gable to Bay Street. The building has been fitted with modern aluminium windows and doors and is currently used as a hairdressing and treatment school. There is a large opening to Wentworth Park Road for car access to the building to the rear.
Integrity/Intactness		
Assessment of Significance		
Criterion (a)		
Criterion (b)		
Criterion (c)		
Criterion (d)		
Criterion (e)		
Criterion (f)		
Criterion (g)		
Statement of Significance		
Significant elements		
Conservation Guidelines		

BUILDING	E	WENTWORTH PARK ROAD/BAY STREET
Location Plan		Photograph
Designer		
Builder		
Date		
History		
Description		<p>One and a half storey, face brick building fronting Bay Street and Wentworth Street with a parapet to the street and a saw metal roof behind with circular openings to the street between the roof slopes. The building has been fitted with some full height, replacement, aluminium windows and doors set between rendered horizontal banding. The building has a chamfer to the street corner and there are new openings to Bay Street and a goods entrance to Wentworth Street. The building is currently used for offices and car parking.</p> <p>Wentworth Street rises to the west and the building is partly below the ground level.</p>
Integrity/Intactness		
Assessment of Significance		
Criterion (a)		
Criterion (b)		
Criterion (c)		
Criterion (d)		
Criterion (e)		
Criterion (f)		
Criterion (g)		
Statement of Significance		
Significant elements		

BUILDING	F	WENTWORTH PARK ROAD/BAY STREET
Location Plan		Photograph
Designer		
Builder		
Date		
History		
Description		<p>Two storey, flat roof, concrete framed building with a parapet to the street and face brick infill. a corrugated metal roof with face brick side gables. The building aluminium windows set between expressed, horizontal render bands. Some of the windows have been fitted with security grilles and louvres. There is an entrance on Wentworth Street with a dark brick surround with a concrete hood over a concertina door. Wentworth Street rises to the west and the building is partly below the ground level. A large opening to Cowper Street has been infilled and there are goods openings to Wentworth Street.</p> <p>Wentworth Street rises to the east and the building is partly below the ground level.</p>
Integrity/Intactness		
Assessment of Significance		
Criterion (a)		
Criterion (b)		
Criterion (c)		
Criterion (d)		
Criterion (e)		
Criterion (f)		
Criterion (g)		
Statement of Significance		
Significant elements		