

## **Attachment C**

**Heritage Inventory Sheet**

**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Address:** 10-16 Bay Street

**Planning:** Sydney South

**Suburb/nearest town:** Ultimo 2007

**Local govt area:** Sydney

**Parish:** Alexandria

**State:** NSW

**County:** Cumberland

**Other/former names:** Athlone Place Town Yard, Municipal town yard, Hoskins Ltd Foundry, Hoskins Iron & Steel Company

**Area/group/complex:**

**Group ID:**

**Aboriginal area:** Eora

**Curtilage/boundary:** As described in Sydney Local Environmental Plan

**Item type:** Complex / Group

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

**Owner:** Local Government

**Admin codes:**

**Code 2:**

**Code 3:**

**Current use:** Council depot

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

**Assessed significance:** Local

**Endorsed significance:**

**Statement of significance:** The depot and factory buildings constructed from 1908 to the 1920s for the City of Sydney and Hoskins as a town yard for street cleaning facilities and storage, represents the industrial and civic development of Ultimo during the twentieth century. The site and its buildings provide evidence of significant government initiatives to alleviate the City's severe pollution and public health issues during the early twentieth century and over a century of local public works for improving Sydney's urban environment and street beautification. The Bay Street factory, as the only industrial building surviving from the Hoskins Iron and Steel Co use of the site also provide evidence of the formerly widespread engineering industry of Sydney from the early twentieth century through to the post-war period.

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

Aesthetically, the buildings within this complex represent good examples of the Federation and inter-war styles, demonstrating the industrial work from prominent architects including the City architect Robert Hargreave Brodrick for the stables, John Spencer for the Bay Street factory and W. S. White for the 1929 inter-war garages street wall. The buildings make important contributions to the surrounding streetscapes of Macarthur, Bay and William Henry Streets through their industrial character, distinctive architecture and consistent materials. The buildings are highly visible from a number of near and distant vantage points in the neighbourhood.

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

The depot buildings are of local heritage significance in terms of their historical, aesthetic and representative values.

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**Historical notes** Industrial history:

**of provenance:**

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

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

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

**Early development of locality:**

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

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

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

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

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

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

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

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

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

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

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

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

#### Site history:

The subject site, bound by William Henry, Wattle, Macarthur and Bay Streets, comprises a number of buildings either purpose-built or acquired by council as part of the town yards known as the Bay Street Depot. The south-western section of the site was developed as the council town yards from 1908 when the stables were constructed and the site extended northwards and eastwards in stages. A three-storey factory was constructed on Bay Street in 1910 for Hoskins. Motor garages were built in 1929 for the council to the immediate north of the stables.

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

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

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

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

#### Macarthur Street stables:

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

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2008, V1 p25)

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

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

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

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

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

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

#### Bay Street factory history:

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

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

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

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

In 1920, Mitchell & Co assigned the lease to Fred Walker & Co, who in turn in 1924 assigned the lease to

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Krelinger and Fernau (Aust) Ltd.

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

The use of the site by Kreglinger and Fernau as a wool store is also recorded in the Fire Underwriters plan from 10 October 1925. At this time the northern section of the site was still occupied by Hoskins Iron and Steel Co. An undated later version of this plan showed council had constructed two garages in an area previously shown as vacant land (Fire Underwriters' Association, Block Plan 205, NSCA).

Council acquired the Bay Street factory building in 1928 as part of the adjacent garage development. The building served as the Council's main bulk store until approximately the 1950s.

In 1943 a mezzanine was inserted between ground and first floor levels at the northern end to provide additional storage space. This necessitated removing part of the original timber staircase.

Garages and Bay Street wall:

The street wall lining the western edge of the former town yards originally formed part of the 1908 cart sheds previously located to the north of the stables. In 1929 the cart sheds were demolished and replaced with a new garage. This formed part of major Council plans to modify the depot at this time to cater for a new motor fleet.

The street wall was retained and incorporated into the new garage development. The wall was raised in height to form the parapet fronting the garage sawtooth roof, and new steel-framed windows and steel roller shutter door inserted. The original entry to the yard was also moved further south at this time and the former opening through this wall infilled.

The design of the garages was prepared by the City Architects Department under Acting Deputy City Architect W S White. It provided 28,000 square feet of space unencumbered by structural supports. The sawtooth roof admitted ample natural light and ventilation. Precautionary measures for fire protection were incorporated into the building design due to the expense of the newly acquired vehicles.

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

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

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

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

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

**Builder:** Duncan MacIntyre and Oswald Joseph Cable (1929 garages), Baldwin Bros (Bay Street factory)

**Year started:** 1908

**Year completed:** 1967

**Circa:** No

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

This listing covers the former stables and Bay Street factory buildings, including their interiors, and the Bay Street garages street wall, within the larger Bay Street Depot site. These features are briefly described below.

Macarthur Street stables (1908, 1929, 1967):

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

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

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

Bay Street factory (1910):

This building was constructed in 1910 to the design of architect John Spencer, located along the western boundary of the depot. The building comprises a three-storey face brick factory contained under a pitched roof concealed behind parapet walls.

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

The building retains early signage referencing the occupation by agricultural equipment manufacturers Mitchell & Co Ltd.

Internally, the building is intact with the original timber columns, beams, floors and an early electric lift surviving in situ. The ground floor is a concrete slab. For the upper levels, exposed timber floor joists are supported on large-section timber beams on headstocks on timber columns. The roof is supported on timber purlins on hybrid timber trusses where the upper chord extends to the ridge. The ceiling is lined with timber boards.

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Windows on the southern wall were infilled when the adjoining garage was constructed in 1929. Later additions include a mezzanine service area at the ground floor, a small toilet block on the ground floor and a changing room on the third floor.

Bay Street garages (1908, 1929):

The street wall for the garages is constructed of brick, divided into bays by piers with multi-paned steel-framed windows and a parapet wall. Vehicular entrances are located on Bay Street.

The street wall lining the western edge of the former town yards originally formed part of the 1908 cart sheds previously located in this position. It was altered in 1929 for incorporation into the new garages designed by the City Engineers Department under architect W S White. These alterations included the raised wall height to form the parapet fronting the garage sawtooth roof, the steel-framed windows and steel roller shutter door. The original entry to the yard was also moved further south at this time and the former opening through this wall infilled.

Some further details are available from the inventories prepared by John Oultram Heritage Design in August 2008.

Category: Precinct. Period: Federation, inter-war. Storeys: One-three. Construction: Brick walls, timber structure and metal roof cladding. Windows: Steel or timber framed. Roofs: Hipped or gabled.

**Physical condition** Good  
level:

**Physical condition:**

**Archaeological** Moderate  
**potential level:**

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

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

21 March 1906

Western section of the site resumed by City of Sydney

1907

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

17 August 1908

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

1908

Macarthur Street stables constructed

1910

Sands directory had no listing for Council town yards

1910 (circa)

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

1911

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

1911

Council town yards listed in Sands directory

1912

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

1914

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

1914 - 1915

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

8 December 1919

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

10 October 1925

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

27 August 1929

Proposal for workshop, garage & stables

1929

Bay Street garages constructed

23 June 1950

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

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1956

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

27 May 1960

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

**Recommended management:** Retain and conserve the former stables and factory buildings, including their interiors, and the Bay Street garages street wall.

A Statement of Heritage Impact should accompany development applications affecting these features.

A Conservation Management Plan should be prepared to inform plans for any major site redevelopment.

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

Do not paint, render or seal face brick walls.

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

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

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

**Management:** Management category  
Statutory Instrument

Management name  
List on a Local Environmental Plan (LEP)

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

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**Criteria a):** The depot and factory buildings constructed from 1908 to the 1920s for the City of Sydney and Hoskins as a town yard for street cleaning facilities and storage, represents the industrial and civic development of Ultimo during the twentieth century. The site and its buildings provide evidence of significant government initiatives to alleviate the City's severe pollution and public health issues during the early twentieth century and over a century of local public works for improving Sydney's urban environment and street beautification. The Bay Street factory, as the only industrial building surviving from the Hoskins Iron and Steel Co use of the site also provide evidence of the formerly widespread engineering industry of Sydney from the early twentieth century through to the post-war period.

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

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

**Criteria b):** The site has significant associations with the City of Sydney as a major depot from 1908 to present.  
**[Historical association]** The design of buildings within this complex is also associated with architects Robert Hargreave Brodrick for the stables, John Spencer for the Bay Street factory and W. S. White for the garages and street wall.

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

**Criteria c):** Aesthetically, the buildings within this complex represent good examples of the Federation and inter-war styles, demonstrating the industrial work from prominent architects including the City architect Robert Hargreave Brodrick for the stables, John Spencer for the Bay Street factory and W. S. White for the 1929 inter-war garages street wall.

The buildings make important contributions to the surrounding streetscapes of Macarthur, Bay and William Henry Streets through their industrial character, distinctive architecture and consistent materials. The buildings are highly visible from a number of near and distant vantage points in the neighbourhood.

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

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

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

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

# *Sydney City Council*

SHI number  
**5062507**  
Study number

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**Intactness/Integrity:** Relatively intact

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

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

**Parcels:** **Parcel code** **Lot number** **Section number** **Plan code** **Plan number**  
LOT 1 DP 81399

Latitude•

### Longitude:

### Location validity:

### Spatial accuracy:

Map name:

### Map scale:

AMG zone:

### Easting:

### Northing:

**Listing: Name**

## Title

Number

City o

## Heritage study

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

Data updated: 29/09/2015

Status: Completed

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**Image:**



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

**Copy right:** City of Sydney

**Image by:** Claudine Loffi

**Image date:** 18/03/2014

**Image number:**

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

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



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

**Copy right:** City of Sydney

**Image by:** Claudine Loffi

**Image date:** 18/03/2014

**Image number:**

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

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



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

**Copy right:** City of Sydney

**Image by:** Claudine Loffi

**Image date:** 18/03/2014

**Image number:**

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

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



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

**Copy right:** City of Sydney

**Image by:** Claudine Loffi

**Image date:** 18/03/2014

**Image number:**

**Image url:** <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/3458543afbddd55413dadc0a99e2d1fcfd5.JPG>

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Southern elevation of the stables on Macarthur Street

**Copy right:** City of Sydney

**Image by:** City Plan Heritage

**Image date:** 01/12/2013

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Western and southern elevations of the Bay Street factory

**Copy right:** City of Sydney

**Image by:** Claudine Loffi

**Image date:** 18/03/2014

**Image number:**

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Bay Street factory interiors

**Copy right:** City of Sydney

**Image by:** Claudine Loffi

**Image date:** 18/08/2015

**Image number:**

**Image url:** <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/3450ba14a6d063b4cd8a6b92aa792ce4f1b.JPG>

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Bay Street garages street wall

**Copy right:** City of Sydney

**Image by:** Claudine Loffi

**Image date:** 18/03/2014

**Image number:**

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Macarthur Street looking east, showing the former stables in 1937

**Copy right:** City of Sydney Archives

**Image by:** City of Sydney, SRC7617

**Image date:** 17/06/1937

**Image number:**

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Northern elevation of horse warming stand of former stables in 1940

**Copy right:** City of Sydney Archives

**Image by:** City of Sydney Archives CRS 538/163

**Image date:** 01/02/1940

**Image number:**

**Image url:** <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345ebac6cf39ea64b139a7e9c11ad16e84b.jpg>

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Northern elevation of the garage and eastern elevation of the Bay Street factory in the 1930s

**Copy right:** City of Sydney Archives

**Image by:** Cleansing Department photographs, NSCA CRS 538

**Image date:** 01/01/1930

**Image number:**

**Image url:** <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/34584c8170250fd433a851b531d0b56bc47.jpg>

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Southern elevation of the Bay Street garages in the 1940s

**Copy right:** City of Sydney Archives

**Image by:** City of Sydney, SRC2787

**Image date:** 01/01/1940

**Image number:**

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** 1961 view of Bay Street factory and workshops from corner of William Henry and Wattle Streets

**Copy right:** City of Sydney Archives

**Image by:** City Engineers Photographic Negatives, NSCA CRS 48/1403

**Image date:** 20/02/1961

**Image number:**

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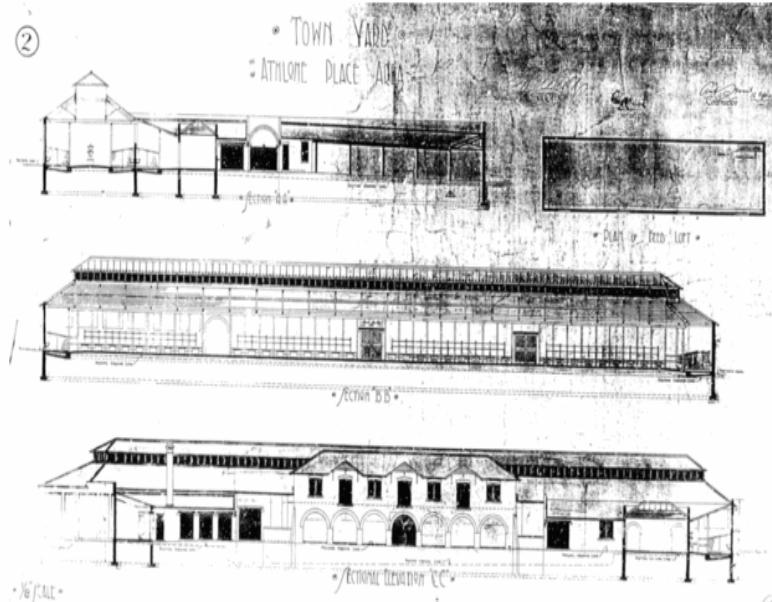
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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Section and elevations of the Macarthur Street stables erected in 1908

**Copy right:** City of Sydney Archives

**Image by:** Robert Hargreave Brodrick - City of Sydney Archives CRS 569/528

**Image date:** 01/05/1908

**Image number:**

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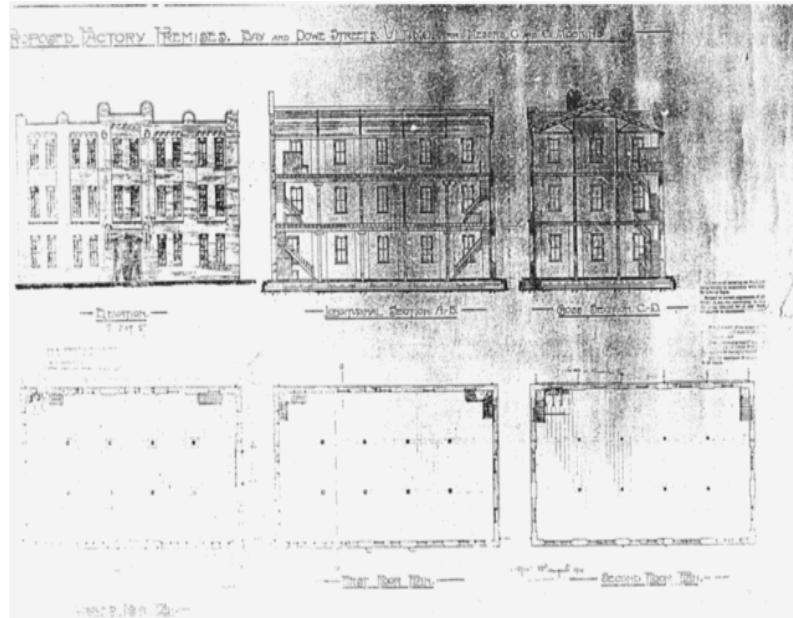
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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Council approved drawing of the Bay Street factory designed by J B Spencer constructed in 1910

**Copy right:** City of Sydney Archives

**Image by:** J B Spencer - City of Sydney Archives BA 616/10

**Image date:** 01/01/1910

**Image number:**

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# Sydney City Council

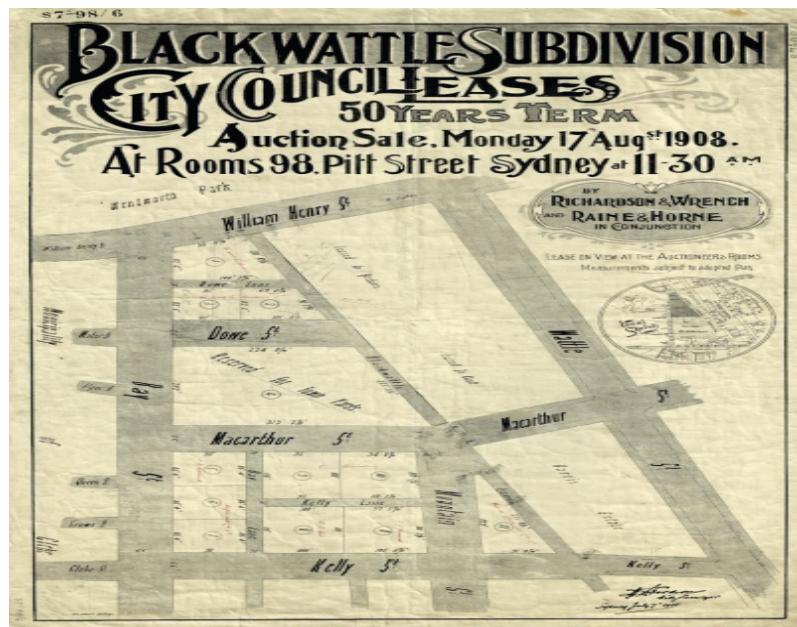
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Study number

**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** 1908 subdivision plan showing the south-western corner of the site reserved for town yards

**Copy right:**

**Image by:** Raine & Horne, Richardson & Wrench

**Image date:** 07/07/1908

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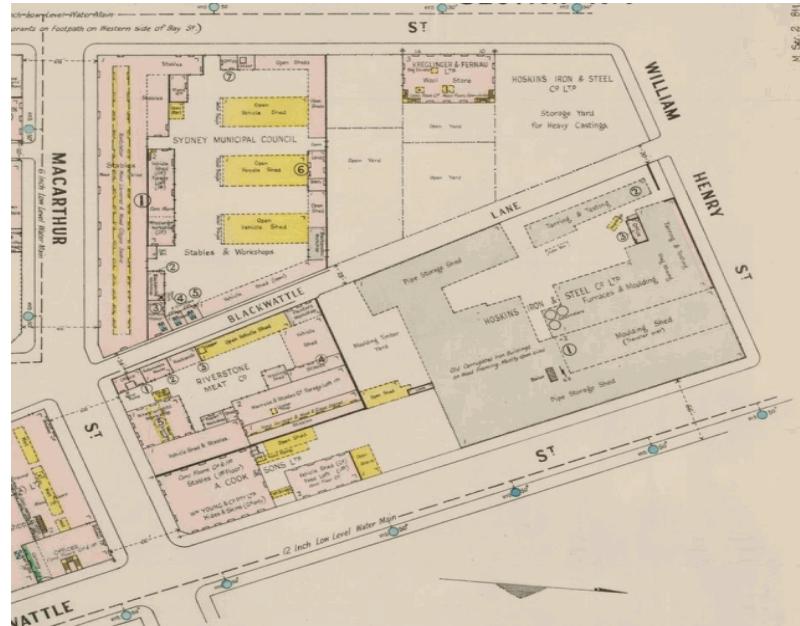
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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** 1925 plan showing the Macarthur Street stables and three-storey brick store on Bay Street

**Copy right:**

**Image by:** Fire Underwriters Association of New South Wales

**Image date:** 10/10/1925

**Image number:**

**Image url:** <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/3453484189c61a94080a40b29beca062885.jpg>

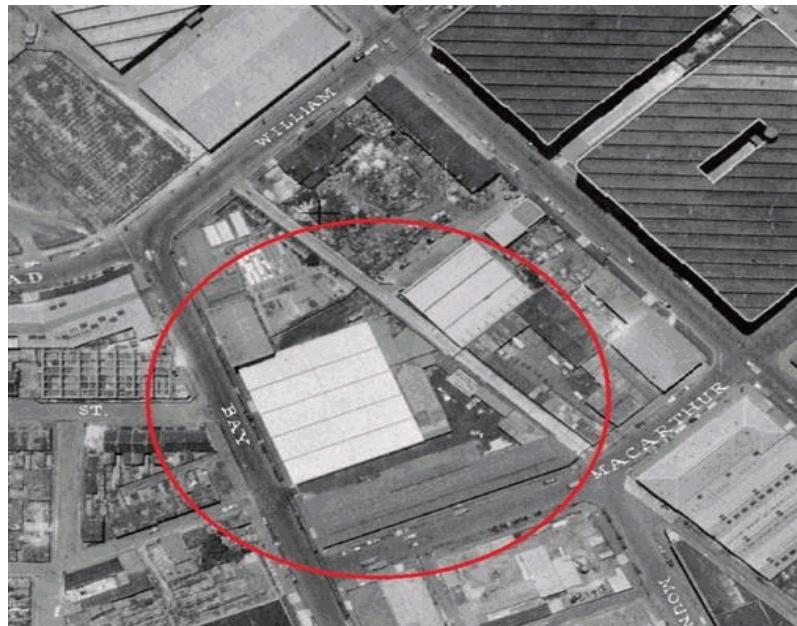
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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** 1949 aerial showing the buildings constructed on the site by this time

**Copy right:** City of Sydney

**Image by:** City of Sydney

**Image date:** 15/12/1949

**Image number:**

**Image url:** <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345ebe3faf04a2b4994a6c8f7dce3a2b777.jpg>

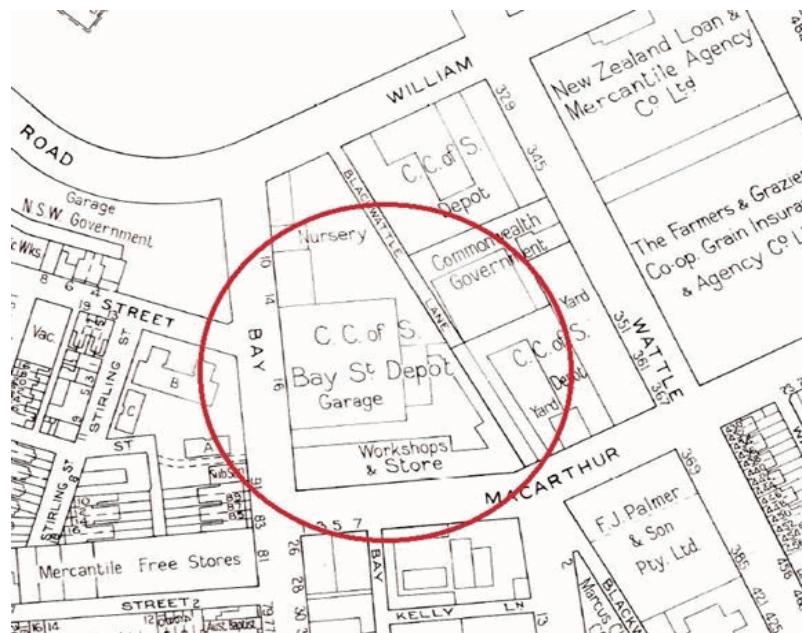
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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** 1956 detail sheet showing expansion of the depot to occupy most of the site

**Copy right:** City of Sydney Archives

**Image by:** City Building Surveyors Department, City of Sydney

**Image date:** 01/01/1956

**Image number:**

**Image url:** <http://www.environment.nsw.gov.au/maritimeheritageapp/resources/Heritage/shi/WebAP/P/345f63c5acfa24c41e793dc917e4ff0003a.jpg>

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**Item name:** Bay Street Depot former stables and factory buildings, including interiors, and the Bay Street garages street wall

**Location:** 10-16 Bay Street Ultimo 2007

Sydney

**Image:**



**Caption:** Current aerial of the site with the subject buildings and wall marked

**Copy right:** City of Sydney

**Image by:** City of Sydney

**Image date:** 01/01/2011

**Image number:**

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