Observations made during the demolition of the structure
No 532 Kiewa Street, Albury, NSW

Observations made during the demolition of the structure

Prepared for
Albury City

Dirk HR Spennemann
Albury & Wagga Wagga
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Spennemann, OBSERVATIONS MADE DURING THE DEMOLITION OF 532 KIEWA ST, ALBURY.

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1. INTRODUCTION

The aim of this study is to document any observations that were made during the demolition of 532 Kiewa Street, Albury.

1.1. LOCATION AND OWNERSHIP

1.1.1. LOCATION

The property is located at 532 Kiewa Street, Albury, County of Goulbourn, New South Wales.

The property faced Kiewa Street in the east. Access to west exists to Swift Street via Woods Lane. The building has been erected right up to the northern and southern property boundaries. The curtilage of the property is confined to the property boundaries.

1.1.3. OWNERSHIP

The property is currently owned by the Albury City Council. The property title is Torrens Title A/83168.

1.2. STUDY BRIEF

Albury City has invited the Johnstone Centre, Charles Sturt University to undertake the documentation of buildings to be demolished at 526, 528-530 and 532 Kiewa Street in preparation for the development of a museum precinct at the south-eastern corner of Swift and Kiewa Streets, Albury.
The internal development of the shopping arcades of 528-530 Kiewa Street (‘Hub Arcade’) has obscured much of the roof and some of the internal fabric as well as the front façade. This can be documented when the building is being demolished gradually. Similarly, for 526 Kiewa Street (‘Kiewa House’) the internal development of the shopping arcades has obscured construction details, as has the redevelopment of 532 Kiewa Street (‘AS Interiors’).

The demolition observations were to be confined to those components above ground. Observations associated with the removal of the concrete floor slab were not part of the brief.

1.3. Research carried out for this study

1.3.1. Prior Research

The present study is preceded by an historical analysis of the site and an assessment of its heritage values:


The reader of the present study is recommended to peruse the above study for the history of the property prior to its conversion into a multi-office property in

1.3.3. Documentation carried out

The demolition of the property followed the sequence suggested in the following document.


Field observations of the demolition were carried out on 21 January and 11 February 2005.
2. DEMOLITION OF 532 KIEWA STREET

2.1. Historic Background

The property is located in section 12, which historically also contains the key administrative buildings, such as the post office, the court house, the town hall, the Mechanics Institute (now demolished), the police station, the telegraph office as well as several churches. The development area at the corner of Swift and Kiewa Street is located in the northwestern part of the section 12.

It is unlikely that the development area would have been used for habitation purposes during pre-European settlement times. It is likely to have been covered with open woodland and would have served as resource area for food as well as wood and bark resources. Closer to the Bungambrawatha Creek we can expect permanent or semi-permanent habitation sites.
The 1839 town grid is set at an oblique angle to the old Sydney Road. After the creation of the grid and letting of town allotments, the Sydney Road was forced into a zigzag pattern. The old road alignment ran diagonally through the southern part of section 12. With the town grid, the intersection of Dean and Kiewa Streets became a turning point in the zigzag, with the intersection of Kiewa and Swift or Kiewa And Wilson Streets being another. Thus the development area was located at a significant section of Kiewa Street.

Private subdivision of the formerly north-south oriented allotments into east-west aligned lots allowed for the commercial development of the area.

In the 1880s boarding houses as well as cahing stables were erected in the development area. The advent of the motor car in the first decade of the twentieth century saw the transition of the area in light industry with a focus on servicing the motor car and transportation businesses. The realignment of the highway through Albury in the 1960ps drew away traffic from Dean and Kiewa Streets. While this improved the local business opportunities in Dean Street, it was detrimental to the garage and motor service businesses in Kiewa Street. Over time they were relocated to the new highway alignment and congregated at the outskirts of town.

**History of 532 Kiewa Street**

The land was first formally alienated in 1851. During the late 1860s James T Fallon acquired allotments 8, 9 and 10 of section 12 and subdivided them privately with a focus on Kiewa Street. Property 532 Kiewa Street was part of the residual allotment not split up into lots. It was sold in 1899 to Cleaver Woods and subdivided then.

The first major development of the property occurred in 1912 when Wood’s erected a a 128’ long and 40’ wide (39 m x 12m) double brick building. It was Albury’s first building erected as a motor garage, at the time advertised as being capable of accommodating 40 cars.

The two proprietors, Azor Robbins and Alex Porter, designed, built, tested and flew a Bleriot-type monoplane, and have to be recognised as belonging to Australia’s aviation pioneers.

Between 1936 and 1946 the building served as bus terminal and depot for Murray Valley Coaches, and Albury-based bus company that rose to significance in regional transport, providing bus services from Adelaide to Sydney.

From 1946 to 1950 the building housed the Albury Banner, a weekly newspaper of large regional reach and importance.

Between 1914 and 1936, as well as after 1950 the structure served as a motor garage and was associated with a range of motor and car supplies related business. In 1974 the building was converted to provide a shop and office space.

### 2.2. Observations made during demolition

**Demolition Sequence**

The demolition of the property followed the sequence prescribed in Spennemann 2004:

<table>
<thead>
<tr>
<th>No</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Remove all internal partition walls, ceilings, glass and shop fittings from 532 Kiewa Street (‘AS Interiors’). Expose original fabric.</td>
</tr>
<tr>
<td>15</td>
<td>Open up bricked-in door and window opening on north side of 532 Kiewa Street (‘AS Interiors’)</td>
</tr>
<tr>
<td>17</td>
<td>Continue and complete demolition of 532 Kiewa Street (‘AS Interiors’) to ground level. Contractor to remain in contact with heritage specialist and notify if unusual components come up.</td>
</tr>
</tbody>
</table>
**Observations**

The removal of the internal partitions and the false ceiling allowed to assess the appearance of the roof trusses. Subsequent removal of the timber purlins required to support the false ceiling provided the opportunity to study the original trusses as well as any repairs that would have been caused.

For ease of reference, the openings in the northern façade as well as the roof trusses have been numbered, running from west to east (Fig. 1). A photographic documentation has been set out in section 3. Below are some explanatory comments.

Overall, the observations during the demolition brought about only few additional details. Removal of the modern internal shop partitions showed that the property was essentially an open-space workshop with walls supported by shallow piers. The roof was supported by eleven king post Pratt trusses with (Fig. 5) with iron bracings connecting the king post with the bottom chord (Fig. 22), the heel of the top with the bottom chord (Fig. 20; Fig. 25 & Fig. 26), and the top chords (Fig. 20).

The brick partition that is visible in the historic photo (Fig. 2) ran at truss nº 8. The southern, as well as the northern wall show make-up work for the shallow piers (Fig. 46). The fact that the bricks used were secondary bricks, similar to the bricks used to brick up part of the door openings on the southern façade (Fig. 39, Fig. 40) suggests that the removal of the wall occurred at the same time.

The brickling-up of the openings, in turn predate the establishment of the raised concrete floor that was put in 1974 for the Albury-Wodonga Development Corporation. The series of air conditioning vents was broken into the wall at the same time.

Evidence from patches of older paintwork suggest that the rear of the building was first white washed, later painted green blue and finally painted in an eggshell-off-yellow (Fig. 48). All of these paints predate the development of the property into the office space of the 1970s (as evidenced by the lack of paint on the blocked in windows) (Fig. 38, Fig. 39, Fig. 40).

Given the eggshell-off-yellow and green colour scheme of Murray Valley Coaches, it is possible that the yellow coat of paint originated in that era and then was merely renewed during later times (the thickness of the paint suggests several coats).

The roof trusses show at least two periods of renewal, one, where the bottom chord of truss was replaced (Fig. 22), and one, possibly in 1975, when components of other trusses were repaired (Fig. 18, Fig. 19). In addition, the front part of the roof (behind the parapet) has been replaced in more recent times (Fig. 14)—judging by the level of discolouration this possibly also occurred during the 1975 renovations.

The only historically significant discovery was that of soot traces of the flue of the former chimney located to the left of door opening nº 1 (Fig. 28). From the stains it would appear that the chimney was slightly asymmetrical. The apparent low height of the chimney visible in Fig. 28 is misleading as the floor level had been elevated during the establishment of the concrete floor in 1974. The fact that the wall is still sooty also suggests that the chimney was in pace until that time when a kanite wall surface was set in place as part of the renovations.
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