Observations made during the demolition of the structure
Nº 528–530 Kiewa Street, Albury, NSW
Observations made during the demolition of the structure

Prepared for
AlburyCity

Dirk HR Spennemann
Albury & Wagga Wagga
October 2005
Spennemann, Observations during the demolition of 528-30 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 ‘The Hub Arcade,’ 528-530 Kiewa Street, Albury.

1.1. LOCATION AND OWNERSHIP

1.1.1. LOCATION

The property is located at 530 Kiewa Street, Albury, County of Goulburn, New South Wales. Over its past the allotment also went under the street number 528 Kiewa Street.

1.1.3. OWNERSHIP

The property is currently owned by the Albury City Council. The property title is Torrens Title B/83168. Over the time this report was compiled the property was demolished to make way for the new museum and library development.

1.2. STUDY BRIEF

AlburyCity 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’).

Fig. 1.1. Location of the property under discussion.

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, 16 February and 8 April 2005.
2. DEMOLITION OF THE ‘THE HUB ARCADE’

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 cachening 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 528-530 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 subdivide them privately with a focus on Kiewa Street. The property 528–530 Kiewa Street was created in 1872 as part of this subdivision. It seems that until 1886 the property was vacant land.

The first major development of the property occurred in 1886 when John Hiram Crawford of Beechworth decided to consolidate its stabling business in one central location and for this purpose acquired the land 528-530 Kiewa Street.

The building erected for Crawford & Co was a double brick stables with a curved roof supported by 12" by 12" posts. The building
was 60" (18.3m) wide and approximately 100" (30.5m) long. It served as the hub for Crawford’s regional coach operations, providing stabling for 30 horses and the associated omnibuses, coaches and wagonettes.

The advent of the motor car signalled the end of the coach lines. Even though cars were not frequent until after World War I, business became slower and slower. By 1919 Crawford & Co folded, selling off its remaining routes to smaller companies and individuals interested in taking up the mail runs.

After the demise of Crawford and Co the building seems, at one stage, to have served as an auction mart operated by a Mr. True. In 1922 it was converted into a tyre service and motor garage. With different owners and lessees the property retained the use as a garage and motor car show rooms until 1975. During that time the building saw repeated changes to its internal lay out as well as substantial modifications to the front façade. In 1977 it was converted into an arcade with ten shops.

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>4</td>
<td>Remove modern additions at the eastern end of 528-530 Kiewa Street (‘Hub Arcade’), leaving the historic building untouched.</td>
</tr>
<tr>
<td>7</td>
<td>Remove all internal partition walls, ceilings, glass and shop fittings from 528-530 Kiewa Street (‘Hub Arcade’). Ensure that original posts remain in place. Expose original fabric</td>
</tr>
<tr>
<td>8</td>
<td>Document exposed original structure without modern partitions and accretions.</td>
</tr>
<tr>
<td>9</td>
<td>Remove metal siding and cantilevered parapet from 528-530 Kiewa Street</td>
</tr>
</tbody>
</table>

Observations—Stables

The removal of the internal partitions and the false ceilings allowed to assess the appearance of the property before the building had been converted into a multi-use arcade.

Once the shop fittings and internal walls, as well as the mezzanine had been removed, the building presented itself as a large, open hall with a curved roof in the centre section (Fig. 28) and sloping aisles (Fig. 27; Fig. 29), all supported by Queen trusses (Fig. 36) resting on 7" x 7" posts. The internal dimensions of original building were 17.6 m wide (57’8”) and 29.7 m long (97’6”).

For ease of identification in the descriptions, the posts have been numbered starting at the western, Kiewa Street end. Each post is designated by the row number, as well as its position on the northern or southern side (Fig. 23). The first row of posts was lacking. Post P2N was a new replacement. During the restructuring of the front shops, posts P1N and P1S were cut off (Fig. 72; Fig. 73) and replaced by steel posts connected by a steel truss (Fig. 36; Fig. 37). All posts but the re-
placement post, as well as the posts of row 6 and post P5N had rebates cut into their sides facing the wall (cf. Fig. 49; Fig. 50). These would have held horizontal members, must likely the joists for a loft. The walls exhibit a narrow ledge. Which would have supported the wall-side joist of the loft.

The absence of the rebate on post P5N suggests either that the post was at one time replaced, or that the northeastern section of the stables building lacked a loft, possibly in order to be able to store or turn carriages. The rebates in the posts were at different elevations above the ground, indicating that the floor of the building was sloping (to Kiewa Street). Such a sloping floor meant that any water that might have found its way into the property would have run off to Kiewa Street. The rebates in the posts are 9” (22.9cm) high and 1” (2.5cm) deep.

The side walls were made of triple brick, set in colonial bond (Fig. 17; Fig. 18). The same applies to the front façade (Fig. 22). The front façade was further stabilised by two solid brick piers, set either side of the main doorway (Fig. 48). The large expanse of unpainted brick on the interior of the front façade shows a range of brick colours, some arranged in somewhat irregular horizontal zones, indicative of different loads of bricks, possible derived from at least two if not three different brick pits (Fig. 36).

The removal of the metal siding and canti-levered parapet exposed a white-washed curved western façade of the building (Fig. 2; Fig. 3) with a red-painted ‘Carpets’ advertising signage (Fig. 8). A spinning wheel formed the centre piece (Fig. 9). The front façade was dominated by a 3.6 m wide central entrance. Standing 4.6 m tall, it was high enough to allow stage coach to access the stables building. The parapet was capped by four rows of bricks laid lengthwise (Fig. 10) and covered with cement render (Fig. 11; Fig. 22).

The removal of the adjacent building 526 Kiewa Street permitted to photograph the stables building from the south. The blocked in stable windows are very well visible (Fig. 5; Fig. 7). All small stable windows were of the same dimensions (see Fig. 13–Fig. 16; Fig. 19–Fig. 21). It would appear that part for the building had been white washed before the stable windows had been blocked in (Fig. 6).

The fact that the stable windows, while evenly spaced, are not set evenly in the side facades, as well as photographic evidence (Spennemann 2003) that demonstrated the presence of at least one chimney, suggested that the front part of the building might have contained offices and the like (Fig. 24). This suspicion was confirmed by the observation of holes in the front façade for the ends of floor/ceiling joists (Fig. 34, Fig. 35).

**Observations—Motor Garage**

The stable building had a rounded roof that was offset from the sloping roof line of the aisles to allow in both light an air. The narrow vertical space between was covered with lattice work to keep out the major animals and birds (Fig. 39–Fig. 41; Fig. 43). The conversion of the building into a motor garage saw the replacement of the central lattice work (between posts P2 and P5) by louvres (Fig. 42; see also Fig. 44; Fig. 45 for overview). During the motor garage period, some of the aging trusses, which had been held by band irons (Fig. 53, Fig. 55), were reinforced with gussets (Fig. 54; Fig. 60).

The main modification occurred on the floor. A 12cm steep step (or ledge) runs along the truss line nº 3 (Fig. 62), interrupted by to gently sloping ramps (Fig. 76–Fig. 82). The floor also shows evidence of former pipes protruding from the floor (and associated with the step (Fig. 80–Fig. 82). The showroom floor (to the west of the step has a smooth finish concrete floor (Fig. 62; Fig. 83), while the workshop end has a rough finish floor.

In addition, the motor garage period is represented by the construction of an amenities facility on the northern wall as well as in the extension (Fig. 63–Fig. 67; Fig. 70; Fig. 88).
Fig. 1. Layout of the ground floor of the Hub Arcade with Shop numbers
3. PHOTOGRAPHIC DOCUMENTATION

3.1. The Free Standing Structure

Fig. 2. The western façade of the building after the removal of the metal parapet (Photo: 8 April 2005).
Fig. 3. The front façade of the structure as seen from the northwest (Photo: 8 April 2005).

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Fig. 20. Blocked in window on the southern façade, window W2S
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BIBLIOGRAPHY

Publications


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