The Johnstone Centre
Report Nº 189

Nº 528–530 Kiewa Street,
Albury, NSW

An Historical Analysis of the Site and an Assessment of its Heritage Values

by

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PRIVACY NOTICE

The historical analysis contained in this volume has been carried out with due consideration of the provisions of the *The Privacy and Personal Information Protection Act 1998* (NSW).

The information included herein has been compiled for heritage management purposes and provides a documentation of the historic development of the property 528-530Kiewa Street, Albury, New South Wales. The information has been collected from records of the Albury City Council, newspapers, personal communications by residents and former owners of the property.

Any one person mentioned in this report who may have concerns as to his or her personal information presented herein is invited to contact the author at the following address:

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EXECUTIVE SUMMARY

For ease of reference, the section numbering in this executive summary follows that of the main report. As a result of selection, the number sequence of the executive summary may appear incomplete.

1.1. LOCATION AND OWNERSHIP

The property is located at 530 Kiewa Street, Albury, County of Goulburn, New South Wales (also known as 528 and 530 Kiewa St).

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

1.2. PROTECTIVE LISTINGS

The building is not listed on any of the applicable conservation instruments.

2. OBJECTIVES OF THE STUDY

2.1.1. Objectives

The aim of this study is to provide an assessment of the cultural heritage value of the property 528-530 Kiewa Street by

a) compiling an historic context against which the properties can be assessed;

b) compiling the history of the various structures erected on the property;

c) compiling and describing property plans and the like to determined the sequence and appearance of structure;

d) conduct an examination of the physical fabric of the structures as far as extant;

e) assess the likelihood of surface and subsurface archaeological remains on the property;

f) evaluate the cultural heritage significance of the property; and

g) make recommendations on its management.

2.2. ASSOCIATION PROCESS

The assessment process used for the study followed the guidelines set out by the NSW Heritage Office.

3. HISTORY OF THE PROPERTY

3.1. Historic Context

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 caching 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.

3.2. 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 subdivided 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.

4. Physical Description

A detailed description of the extant fabric is provided.
5. subsurface remains

5.2. predicted presence or absence of subsurface cultural resources

Given that piped water was available from 1885 onwards, it is possible that 1860s and 1870s wells could have been filled in before the buildings were extended and thus be located under the extant buildings. If wells existed, they would have been filled in before the 1920s and thus would provide a high potential for archaeological material culture in their fill and provide a unique insight into the nature of habitation in central Albury during the 1870s expansion period.

The cesspits would have been decommissioned in 1919 or 1920, depending on the exact date the house sewers were connected. As the pits were frequently emptied, the life cycle of an early twentieth century cess pit is short and hence any material culture encountered in the pits would be chronologically close to 1919. Samples of human excreta could be analysed for parasite infestation, which might be of archaeological, and in particular medico-historical interest. The success would depend on the preservation conditions.

The presence or absence of artefactual remains other than Indigenous depends on the amount of excavation work carried out in the course of digging sewer lines and removing existing floors. Overall, however, the likelihood that material culture items, with the exception of construction refuse, could be encountered is deemed very low.

6. Heritage Values

6.1. Basis of Assessment

The assessment process follows that set out by the NSW Heritage Office in its various guidelines.

6.3. Statement of Significance for above surface heritage

In view of the above discussion the following statements of significance are made.

6.3.1. Significance at the State level

In view of the above discussion, the property 528–530 Kiewa Street is deemed culturally significant at the state level because it:

a) has a direct association with the transportation industry, first and foremost as the major stables and coach terminal for the regionally important coach line Crawford & Co;

b) is the largest roofed nineteenth century building in the Albury Region, only surpassed by the now demolished Fallon’s wine store further north along Kiewa Street;

c) is a good example of nineteenth century engineering providing a large, 30' by 90', covered space with a curved roof supported by 8' by 8' posts;

6.3.2. Significance at the Local level

The property 528–530 Kiewa Street is deemed culturally significant at the local level, with special reference to the themes of Albury as a rural service centre and Albury as a thoroughfare town, because the property:

a) has a direct association with the transportation industry, first and foremost as the major stables and coach terminal for the regionally important coach line Crawford & Co;
d) exemplifies the construction of large storage buildings and stables in the period preceding the introduction of reinforced concrete;

e) is a good example of nineteenth century coaching stables with office space and accommodation for horses and carriages;

f) is a good example to show the transition from horse-drawn carriages and their service industries, to the motor car, and their related service industries; and

g) its location in (northern) Kiewa Street exemplifies the zig-zagging thoroughfare through Albury.

6.4. Evaluation of the ability of the extant structure to exemplify the significance

While the property is deemed culturally significant, the material fabric of the structure has undergone substantial changes since its original construction.

The loss of original fabric is deemed to be such that the extant property has no state significance and only moderate significance at the local level.

6.5. Significance of the subsurface heritage

Any material culture derived from the current building either refers to the period of its construction in the 1880s or to its use as coaching stables (1886-1919) and as a motor garage (1922–1975). If material culture is present within the walled confines of the building, it is not likely to comprise of significant items which could illuminate or exemplify any of the elements of the structure deemed to have heritage significance.

If, however, a well is present, the potential for insight into 1860s and 1870s Albury is high. The material culture and faunal remains retrieved from such a well most certainly significant at the local level (in the absence of other material culture and excavations this is a forgone conclusion), and possible also on a state level in view of Albury’s position at the southern periphery of the colony and a major border town to Victoria.

Given the short life cycle of early twentieth urban cesspit infills, the potential material culture contained in the decommissioned cesspit is likely to be no state-level significance and only of low local significance. Of scientific interest may be the collection of sample human excreta for parasite analysis.

7. Recommendations

The following recommendations are made in the light of the previous chapters, carrying out an historical analysis, the assessment of the extant structure, the prediction of the presence of subsurface archaeological remains and the assessment of cultural significance.

Recommendation 1: Retention of the existing structure

It is recommended that council investigate options to retain the existing structure and its incorporation onto the museum design.

A mere retention of the Kiewa Street façade is not very desirable as of the three remaining facades that particular façade possesses the least integrity.

If recommendation nº 1 cannot be acceded to and, on the balance of all available information and conflicting demands on the property, the building cannot be retained and restored, then the following is recommended.

Recommendation 2: Need for further documentation

It is recommended that any demolition of the existing structure be accompanied by
photographic documentation by trained heritage staff.

Recommendation 3: Archaeological monitoring

It is recommended that any demolition of the existing structure be accompanied by an archaeological monitoring programme and that a monitoring strategy be developed.

Recommendation 4: Need for further historical research

It is recommended that in case of the demolition of the existing structure the historic record for the property be completed and the a complete sequence of shop uses be established.
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The aim of this study is to provide an assessment of the cultural heritage value of the property 528-530 Kiewa Street.

1. INTRODUCTION

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.

1.1.2. CURTILAGE
The property faces 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 B/83168.

1.2. PROTECTIVE LISTINGS
The building is not listed on any of the applicable conservation instruments, such as the Albury Local Environmental Plan 2000.

Figure 1.1. Location of the property under discussion.
2. OBJECTIVES OF THE STUDY

2.1. STUDY BRIEF

Albury City Council wishes to develop the property 528-530 Kiewa Street, Albury, as well as adjoining properties, into a combined museum and library development, which will necessitate the removal of any structures present on the site.

2.1.1. OBJECTIVES

The aim of this study is to provide an assessment of the cultural heritage value of the property 528-530 Kiewa Street by

h) compiling an historic context against which the properties can be assessed;

i) compiling the history of the various structures erected on the property;

j) compiling and describing property plans and the like to determine the sequence and appearance of structure;

k) conduct an examination of the physical fabric of the structures as far as extant;

l) assess the likelihood of surface and subsurface archaeological remains on the property;

m) evaluate the cultural heritage significance of the property; and

n) make recommendations on its management.

2.1.2. TIME FRAME

The data gathering and physical assessment for the study was carried out between 28 June and 30 July 2003.

2.2. ASSESSMENT PROCESS

The assessment process used for the study followed the guidelines set out by the NSW Heritage Office.

2.3. PRIOR RESEARCH

The study area is included in the Urban Conservation Area. However, none of the properties under discussion (524, 526, 530, 532, 540 Kiewa Street) are listed by the National Trust List as part of the 1976 Urban Conservation Study as a class 1 property. The 1990 Albury Central Area Heritage Study also omits to mention or list any of these properties. The 1993 Albury Main Street Study, focusing on the conservation area with the Central Heritage Area encompasses most properties of section 12, but specifically excludes the properties under discussion here.

In the study area, class 1 properties included the Court House (n° 5), the Post Office (n°
3), St. Matthew's (nº 30), St. Matthew's Rectory (nº 31), the Salvation Army Hall at 533 Kiewa Street (nº 38) and The Observatory next door (at 531 Kiewa Street, nº 39). The latter two items were demolished in November 1978 and August 1979 respectively. Two of the properties, 522 and 526 Kiewa Street were included as contributory structures class 2.

2.4. RESEARCH CARRIED OUT FOR THIS STUDY

2.4.1. Records Consulted

The individual historical records and sources drawn upon for this study have been set out in the bibliography.

In addition, consulted were
- Property files maintained by Albury City Council
- Sewage Connection Files held by Albury City Council
- Sewage plans held by Albury City Council
- Valuer General of NSW, Valuation District of Albury, Valuation Lists.
- Municipality of Albury, Rate Books and Sanitary Registers
- Cadastral Maps
- Maps and plans held by the Albury City Library
- Local history-related clippings files maintained by the Albury City Library.
- Register of the National Estate (on-line)
- NSW State Heritage Register (on-line)
- NSW State Heritage Inventory (on-line)
- Register of the National Trust (NSW)
- National Library of Australia (on-line database)
- State Library of New South Wales (on-line database)
- State Library of Victoria (on-line database)
- Australian War Memorial (on-line database)
- Albury Regional Museum (photographs)
- Albury City Library (aerial photos and individual images)
- Albury and District Historical Society

In addition, pictorial resources held in private hand were consulted where possible.

2.5. CONSULTATION CARRIED OUT

2.5.1. Property Owners

Attempts were made at locating previous owners and lessees of the property in order to obtain images of the building and information on its history and use. This proved to be more difficult than anticipated, mainly because of the commercial nature of the premises.

2.5.2. Community Stakeholders

Discussions were also held with the historical society as well as individuals associated with the property’s former use.
3. HISTORY OF THE PROPERTY

3.1. HISTORIC CONTEXT

In this section we will set out the historic context of Albury in general and the study area, the northwestern corner of section 12 in particular. The information as presented here has been extracted from *The Southeastern Corner of Kiewa and Swift Streets, Albury, NSW: An Historical Analysis* by the author. For more detail that study should be consulted.

3.1.1. INDIGENOUS LAND USE

The early European observers describe the area of Albury as open woodland. We have to imagine a productive region, dominated by the floodplain of the Millewa (Murray) River to the south and woodlands to the north. The areas along the drainage lines of the various major creeks, such as Bungambrawatha Creek west of the current town centre and Nine-Mile Creek to the east would have exhibited more open vegetation. The practice by the indigenous communities to annually burn off the land retarded the growth of dense shrub and kept the land open, but also provided sufficient fresh growth of native grasses to attract kangaroos, wallabies and other wildlife. The area now covered by south Albury was a series of sand hills; and a series of billabongs. While most of the latter are filled in, Brown’s and Neill’s Lagoon still give evidence.

Indigenous settlement was scattered throughout the area with a few concentrations. Wiradjuri “usually chose a cleared space for their camps, in the neighbourhood of water, as fish and birds were their principal articles of food.” There is archaeological evidence for Indigenous habitation as well as burials throughout the Albury area, and settlement models based on site observations have shown that creeks, especially the confluences of creeks are prime locations for open camp sites and the like.

The area east of the mouth of Bungambrawatha Creek is reported as a meeting place, or camping place on cleared ground. A similar situation existed at Mungabareena, where a meeting place existed near the ford. Mungabareena is described as a “camp generally occupied” as late as the 1860s.

There appears to have been a substantial permanent Indigenous population, and it was deemed necessary to give one of the elders, dubbed ‘King Bungambrawatha’ a brass breastplate as a mark of recognition by the white authority in the area.

In addition to the normal habitation places, there were a number of special places in the Albury area. The most important was a burial ground located in a ‘sand hill,’ a sand dune on the Murray Floodplain.

European observations made during the 1840s and 1850s document the rapid decline of the Indigenous Australian population.
brought about by introduced diseases, environmental resource destruction and outright murder.

The relationship between Wiradjuri and white settlers seems to have been solely dependent on the attitude of individuals. Some of the later had employed Wiradjuri on the land they had alienated from them. The early settlers adopted much of the Wiradjuri bushcraft to secure their own survival.

The general shortage of European women in the region resulted in extended relationships between Wiradjuri and Europeans, with offspring. By the 1850s such relationships were frowned upon by the white community, often with tragic consequences to the Indigenous women.

Even though relations were at first amicable, this soon changed. The Faithfull massacre of 1838 when eight whites were killed by Indigenous people near Benalla, and the Dora Dora massacre of 1838, when Wiradjuri were slaughtered by settlers, are events that stand out. In response to real or perceived threat by Wiradjuri, the New South Wales government agreed in 1838 to establish a police camp at Bungambrawatha.

Depopulation of the district proceeded rapidly. The 1860s saw the establishment of reserves and missions, which served as centralised ‘collection points’ for the Indigenous peoples, regardless of their tribal affiliations, thus mixing people who, under traditional circumstances, would not be permitted to mix at close quarters. By 1882 only a single Indigenous person remained in Albury. He too is included in the 1891 census.

3.1.2. Timeslice 1830s & 1840s

First European visitation to the area occurred in 1824 when a group of Aboriginal people helped Hamilton Hume and William Hovell traverse the area. Both carved their names into major trees in the Norieul Park area.

Even though the Europeans had crossed through the countryside, the area saw at first little disruption. The N.S.W. government in Sydney was reluctant to overextend its resources and thus actively discouraged any settlement south of Golbourn.

Serious European land use of the area started in 1835 when Charles H. Ebden took up the area as part of his grazing Mungabareena Run (‘Mungabarina’, operated by William Wyse), thus commencing the alienation and later appropriation of indigenous lands in the area. The first station was set up somewhere in the area of the Albury waterworks.

Albury, located a crossing place across the Murray River was included in the weekly mail route between Melbourne and Sydney from 1839 onwards. The formal inclusion of Albury occurred concomitantly with the gazetting of Albury as a town and followed the establishment of a police outpost in 1838.

The river was being forded when the water levels permitted. By the end of 1848 Edward Crisp, proprietor of the Hume Inn, established a punt service departing from the end of Hovell Street.

Albury had been built on the northern shore of the Murray River. The initial European settlement occurred on the flood plain, with John Brown’s hut being near the confluence of Bungambrawatha Creek with the Murray. This location is hardly surprising given the Aboriginal use of the same location as a camp area.

In April 1839 the town of Albury was gazetted based the regulatory north-south oriented town grid with ten acre blocks and streets of 1 1/2 chains (99 feet) width. The lay-out had been proposed and surveyed by Thomas S. Townsend in January 1839 ignoring the actual topography of the area. The initial town comprised of five sections, bounded by Hume Street in the north and Nurigong Street in the south, Wodonga
Place in the west and Kiewa Street in the east (figure 3.1). Development was initially slow. The population rose slow, to only 65 in 1845. Small scale farms grew grain and vegetables in what is today downtown Albury. Initial ploughing and establishment of fields happened on the alluvial flat, as they were more fertile and easier to clear.

As a result of the repeated flooding, the commercial centre of Albury moved to higher ground, essentially north of Hume, and soon after, north of Smollett Street. By the late 1840s the town grid was extended to the north and east. The town grid had been set at an oblique angle to the established road, which had been developed based on the topography of the surrounding hills and the location of the crossing place.

In 1848, when Townsend’s new plan of the enlarged Albury was produced, the placement of reserves for the administrative centre that far from the established centre of population was unusual. The southern part of section 12 (bounded by Dean, Kiewa and Olive Streets) was in ‘the middle of nowhere.’ Yet it was placed strategically: located on higher ground to it was largely immune from flooding by the Murray. Its location substantially east of the commercial centre at Townsend Street was necessitated by the need to avoid any flooding by Bungambrawatha Creek.

### 3.1.3. Timeslice 1850s & 1860s

The Crown Colony of Victoria was established on 1 July 1851 with the Murray River designated as the boundary to New South Wales.

The gold rush of the 1850’s in the Ovens and Indigo Gold fields (with towns such as Mitta Mitta or Beechworth) created a demand for a wide range of produce and concurrently the agricultural exploitation of the Albury area increased manifold.

In the early 1850s Albury did not have the reputation as a progressive area. Albury became a municipality on June 25th, 1859, and thus in charge of its own town planning. The town was administered by a cooperation headed by an elected mayor and elected aldermen, commonly prominent businessmen and lawyers. Even though in charge of its own planning, Albury was tied in its development by the preexisting town grid as well as the placement of the reserves for its public spaces.

In 1848, when Townsend’s new plan of the enlarged Albury was produced, the southern part of section 12 had been set aside for the administrative buildings locating there the post office, the court house and other facilities (see below). This in turn created a pull that saw the centre of town gradually sift eastwards. By the mid 1850s a cluster of shops and dwellings had developed in (southern) Kiewa Street, in response to the new alignment of town.

The external communication of Albury comprised of land based traffic along the Sydney to Melbourne Road and, beginning in the early 1850s, of a smattering of river boat traffic. In addition, the telegraph arrived during this period. By end of November 1856 the connection with Melbourne was upgraded by extending the Melbourne–Beechworth coach service to Albury. Until then it had been a horse mail system only.

A new ferry was established in 1859 at the end of Wodonga Place, near the current bridge and close to the Turk’s Head Hotel. In 1861 the first timber bridge across the Murray was opened.

From the river the road zigzagged through town, because Townsend’s 1839 regulation north-south town. Initially, the road had traversed the area in a more or less straight line (figure 3.1). The expanding town grid forced this into a zig-zag, along the main
The most common route ran from the river east into Hume Street, from there north along Townsend Street, east along Dean Street, north along Kiewa Street and the east again either along Swift or, later, Wilson Streets. The study area which initially had been traversed by the Sydney Road (figure 3.2) was thus situated along the main route of through traffic.

The study area was eventually traversed by the Sydney Road (figure 3.2) which was thus situated along the main route of through traffic.

The rules of land ownership and acquisition changed with the introduction of the Crown Lands Alienation Act 1861. This act meant that small parcels, between 40 and 320 acres, of Crown Land could be alienated, which increased the number of small land holders.

The economic development of Albury also saw the introduction of viticulture in 1851 by the German emigrants Schubach, Rau and Frauenfelder. By 1856 twenty-five acres were under vines.

The 1850s and in particular the 60s were a growth period for social development, commensurate with the increase in population: a national school opened in 1850, the first stipendiary magistrate was appointed in 1853, the first hospital was erected in 1860/61, a court house and new telegraph offices in Dean Street in 1860, a Mechanics Institute in 1861. Also churches of various denominations were erected, among them St. Matthews in Kiewa Street in 1857/59, just south of the area under assessment. In addition much commercial development occurred such as the Globe Hotel at the corner of Dean and Kiewa Streets. The area under assessment was just to the north of the development, but was located on the zig-zagging main route through Albury.

The mid 1860s saw a regional depression, which caused a number of businesses to shut down or reduce services. Property prices plummeted, not only in the region but in central Albury as well. By the end of the decade business was booming again.

3.1.4. Timeslice 1870s

A trip from Albury to Sydney took four days in 1850. The fast Cobb & Co. coach service connecting to the railhead at Goulburn cut travelling time to 51 hours in 1870. As the railhead neared Albury the travel times decreased. By the end of the decade the railhead had reached Gerogery. Making a land-based Melbourne-Sydney traffic feasible. The gap from Wodonga to Gerogery was bridged by Crawford & Co coaches, transporting 420 passengers in October 1880 alone.

Until the arrival of the railway most of the heavy goods traffic to and from the Border region was carried on paddle steamers plying the Murray. If the water levels permitted the voyage from Adelaide to Albury could be made in three weeks. Seasonally variable water levels of the Murray, however, made navigation beyond Wahgunyah/Rutherglen unpredictable and thus unreliable. In November 1873 the railway reached Wodonga from Melbourne. As a result most of the heavy goods traffic on the upper sections of the Murray shifted its focus to Melbourne and away from the river.

Albury was connected with Wodonga by a regular daily coach line from January 1874. In 1876 Crawford & Co. started an ‘omnibus,’ running every half hour from 2:30am, connecting Albury and Wodonga.

The urban development of Albury can be exemplified by the census statistics available. The population of Albury rose from 65 in 1845 to 981 in 1861 and 1906 by 1871.

The major urban development was the location of the railway corridor, which was pegged out in 1874 and 1875. Clearly Albury was a border community and a future rail connection between the colonies of New South Wales and Victoria could be foreseen. Given the availability of land allotments in the region, the only available corridor was to the east of the exiting centre close to the
base of Eastern Hill. Once the railway had arrived and a station was built, this location would create another pull toward to the east, gradually causing businesses to relocate there, just as the placement of the administrative centre in section 12 had done at the beginning of the 1860s.

The construction of the Catholic Church at the corner of Olive and Smollett Street, in 1870-1872 and the extension of St Matthews in 1872-1874 were major communal developments of the decade. In the study area major new buildings were the new post office at the corner of Dean and Kiewa Streets in 1879,\(^43\) the Oddfellows Hall at 522 Kiewa Street in 1874,\(^44\) the Albion Hotel in Swift Street in 1874 (destroyed by fire in 1879),\(^45\)

During the 1870s the property market boomed. James T Fallon managed to acquire lots 8, 9 and 10 of section 12 which allowed him to subdivide them privately. This changed the original, town-plan structured north-south alignment of the lots, with focus on Swift Street, to an east-west alignment with a focus on Kiewa Street. The new subdivision comprised of slices of allotments 9 and 10, with a part of allotment 8. Fallon broke up allotment 8 into a number small land parcels included into the new subdivisions, a sliver of land along the eastern margin that was eventually added to allotment 7, and a 14'7" wide right of way carved out of the centre of the allotment. This lane way provided rear access to the properties, an essential component in times when horse-drawn carriages were the sole means of wheeled transport and when horses needed to be stabled in people’s back yards. By providing the rear access Fallon allowed owners to develop their new Kiewa Street frontage to the full width of the property.

The price differential for the lots indicates the decline in property values to further one went from Dean Street. While in 1875 the southwestern corner block of Dean and Kiewa Streets sold for £1800, the highest prices Fallon could attract for one of his subdivision lots was £200. This was paid in 1872 by the Manchester Unity of Oddfellows for 522 Kiewa Street, the property adjacent to the St Matthews parsonage. The neighbouring subdivision lots went for £140 each (524 and 526 Kiewa Street), while the combined block of lots 4 and 5 brought £191 or £95/6 per lot. Although only three house numbers further north than the lot bought for the Oddfellows Hall, it brought only half the return. Clearly, any property away from Dean Street was deemed a commercial backwater.

### 3.1.5. Timeslice 1880s

The 1880s saw an agricultural expansion and intensification in the areas north and northeast of Albury, which produced great economic gains for the town. Indeed, the 1880s were the boom years of Albury's development. In 1885 Albury was gazetted as a town.\(^46\)

By 1881 the Great Southern Line from Sydney had reached Albury, thus connecting the border with its capital city. The impact of the railway on travel times cannot be underestimated. While a trip from Albury to Sydney took four days in 1850,\(^47\) it could now be made in 16 hours by rail.\(^48\)

In 1880 the first roads in Albury were being blue metalled, starting at the customs house in southern Townsend Street and following from there the Sydney road via Dean Street and Kiewa Street to Wilson Street.\(^49\) Thereafter the metalling was gradually extended to other streets. Tar paving of roads did not commence until the late 1887s, and then at first confined to the footpaths.

As a direct result of the Victorian trains going straight through to Albury, the traffic volume of local omnibus service between Wodonga and Albury effectively collapsed. Whereas before the service comprised of eight or nine omnibuses and between four
and five coaches, using 40 horses, now only a couple of wagonettes and a couple of omnibuses were sufficient.\(^5\) The coach company Crawford & Co was forced to develop other routes to utilise its rolling stock. This led to the development of feeder lines for the railways and coach lines into the regional areas up and own the Murray.

While urban growth so far had been to the east as well as in the southern part, the 1880s were the decade when urban settlement expanded north. Wealthy land owners could afford to build houses a speculative rental properties. The demand for residential blocks outstripped supply, and production land was also converted into allotments. A good example is Crisp's Paddock, the land north of Guinea Street between David and Kiewa Streets, was subdivided in May 1881 into housing allotments—which swiftly sold.\(^5\)

In addition, the final harnessing of Bungambrawatha Creek opened up large tracts of centrally located land to subdivision and development.

By February 1883 the Albury Gas Company commenced operations, located in Kiewa Street, south of Smollett Street.\(^5\) Mains were laid along the main streets. This meant a reliable gas supply first for lighting in the homes and, gradually, also for heating and cooking. Another major development was the construction of a water reservoir on eastern hill, which was fed from the Murray by waterworks at Mungabareena.\(^5\) The scheme was extended in 1890.\(^5\) From 1885 water was piped through mains in the major streets. This ensured a reliable water supply even in the summer months when house tanks ran dry and water carts could not keep up with the demand.\(^5\)

In the late 1880s the central area continued to grow, attracting key institutions.

The development of public buildings along the Dean Street side of section 12 continued with the erection of a new telegraph office at the corner of Olive and Kiewa Streets in 1885,\(^5\) a new Mechanics Institute in 1883, and a fire station next to the Mechanics Institute in 1889,\(^5\) The Kiewa Street section saw the erection of the Albury Club in 1884, a Temperance Hall in 1885 (converted into the Federal Theatre in 1890),\(^5\) and the Salvation Army citadel in 1889.\(^5\)

Two idealized images from 1881 (figure 3.11) and 1888 (figure 3.12) give an impression of the study area, but should not be regarded as gospel.

### 3.1.6. Timeslice 1890s

On the environmental front the early 1890s marked the spread of the rabbits in the region. Rabbits did not arrive in the Albury Area until 1884. By the early 1890's the rabbits had become a plague\(^6\) and graziers needed to consider taking drastic action. Investment in—expensive—rabbit-proof wire mesh fencing became common.

Economically Albury was not immune from the depression of 1893–1897. The construction of the new Municipal Chambers, which had been planned for the mid 1890s, had to be put abeyance until the economy improved. Businesses suffered and development stalled.

The end of the decade saw the advent of telephones. By 1899 26 telephones were connected.\(^6\)

During that decade no development occurred in the study area.

### 3.1.7. Timeslice 1900s &1910s

The first decade of the new century was dominated by the advent of the motor car, and the second decade by the advent or aviation, both of which were seen as ‘fads’ at first, and both were to have profound effects on travel and on Albury's connection with the rest of Australia.
The first Albury citizen to own a car was the motor cycle dealer Frederick Charles Blacklock, who in 1905 acquired a Minerva. The number of cars grew slowly at first, but by 1911 there were about 30 motor cars in Albury. Parallel to the increase of the cars came an increase in the number of garages and mechanics who could maintain cars.

A major step in the urban development was the development of a sewerage system for central Albury. The first homes were connected in June 1919. Not only did this improve public health, but it also, potentially, freed up back yards. In many cases, however, existing outhouses were connected.

Another major component of the urban development of the 1910s was the installation of electric lights. By 1913 loans were raised by the council, but the outbreak of World War I temporarily delayed the laying of the lines. By 1916 this was completed, and gas lighting in the streets terminated.

With the depression over, many properties in Dean Street were redeveloped and the character of the city centre altered to become much more urbanite.

The southern part of section 12 remained the administrative hub of Albury. This was further demonstrated in 1914 when the Hume Shire Council occupied offices on the first floor of 522 Kiewa Street. The council remained in the building, which soon after became known as ‘Hume Chambers,’ until 1927 when it erected new premises on its present site at the corner of Kiewa and Englehardt Streets, just north of the Salvation Army Barracks.

Even though coaches and horse-drawn carts were still dominant modes of transport, motor cars became increasingly common. The eastern side of section 12, located on the city centre, but on the road leading to Sydney, became the focus of the motor industry.

### 3.1.8. Timeslice 1920s & 1930s

Urban expansion continued north as well as northwest, with the lower sections of the hills becoming prime real estate. Some development occurred in form of estates where developers subdivided an entire section and built residences.

The motor car exerted its dominance during that period. Horse-drawn coach lines went out business or were converted into motor coach operations. In the study area we find the establishment of Murray Valley Coaches, a company founded in Albury, which in 1934 commenced operation of motor coach lines parallel to the Murray covering areas not connected by rail.

### 3.1.19. After the World War II

The break in the railway gauge, coupled with the placement of military bases and training camps along the Murray, made Albury a major transport distribution centre during World War II. The major breakthrough of the 1960s was the standardization of the railway gauge, which allowed trains to go from Sydney to Melbourne. While travel times improved, the main gain was the fact that all freight no longer needed to be transshipped in Albury. A loss of staff at the railways occurred, as well as a reduction in Albury’s importance as a freight distribution centre.

The late 1940s saw the development of Australia’s first travel lodge at the northeastern corner of Swift and Kiewa Streets. Erected for Murray Valley Coaches, the building served a a bus terminal and garage, and provided overnight accommodation for long-distance travellers (figure 3.7). 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.
Figure 3.1. Interpretation of Townsend’s 1839 map. The development area is shown shaded.
Figure 3.2. Map of Albury with the Sydney Road alignment in the 1850s. Section 12 is shown in darker shading.
Figure 3.3. St. Matthew’s, Albury. Photograph of the church and the then recently completed parsonage (photo about 1870).\(^{68}\)

Figure 3.4. The Globe Hotel (left) and Fallon’s premises (right) in Kiewa Street in the early 1870s.\(^{69}\) Note the wine barrels in front of Fallon’s Store, as well as the use of large windows.
Figure 3.5. The Commercial Bank, at the southwestern corner of Kiewa & Dean Street.  

Figure 3.6. The intersection of Kiewa And Dean Street before the extension of the post office.
the Border Post of 7 December 1886.

Figure 3.7. The Murray Valley Coach terminal at the northeastern corner of Kiewa and Swift Streets photographed in 1953.\textsuperscript{72}

Figure 3.8 View of Kiewa Street looking south in the early 1960. Fallon’s wine cellars to the left.\textsuperscript{73}
Figure 3.9 Map of Albury with the highway alignment in the 1960s. Section 12 is shown in darker shading.
Figure 3.10 Oblique aerial photograph of Central Albury in the early 1950s. The Englehardt and Stanley Street subdivisions of the 1880s are in the foreground.
Over time they were relocated to the new highway alignment and congregated at the outskirts of town.

In the 1970s Albury-Wodonga was declared a National Growth centre, which for short time boosted the local development. Residential areas grow on the outskirts of Albury. In the centre of Albury many commercial premises were changed from single occupancies to small shopping malls and arcades.

3.2. History of 528-530 Kiewa Street

In this section we will summarise the history of the property and any changes to the structure or structures on that property.

3.2.1. History of Property Ownership

The land was first formally alienated in 1851 when Bligh Doubleday, William Bryfett and John Gray were given crown grants (table 3.4). At the time the allotments were oriented north-south with a Swift Street frontage. All properties abutted to the Church of England property in the south.

During the 1870s the property market boomed. James T Fallon managed to acquire allotments 8, 9 and 10 of section 12 which allowed him to subdivide them privately. This changed the original, town-plan structured north-south alignment of the lots, with focus on Swift Street, to an east-west alignment with a focus on Kiewa Street. The new subdivision comprised of slices of allotments 9 and 10, with a part of allotment 8. Fallon broke up allotment 8 into a number small land parcels included into the new subdivisions, a sliver of land along the eastern margin that was eventually added to allotment 7, and a 14” wide right of way carved out of the centre of the allotment.

Table 3.1 Development of the property value of 528-530 Kiewa Street. A comparison of rate values and actual values (in £)

<table>
<thead>
<tr>
<th>Year</th>
<th>Unimproved Rate</th>
<th>Improved Rate</th>
<th>Annual Value</th>
<th>Sales Value</th>
<th>No</th>
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<td>1390</td>
<td>1505</td>
<td>1400</td>
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</tbody>
</table>
This lane way provided rear access to the properties, an essential component in times when horse-drawn carriages were the sole means of wheeled transport and when horses needed to be stabled in people’s back yards. By providing the rear access Fallon allowed owners to develop their new Kiewa Street frontage to the full width of the property.

The property 528–530 Kiewa Street was created in 1872 following Fallon’s private subdivision. The first lots of the subdivision, lot nº 3 and this property, lots 4-5, sold on 28 February 1872. The premier lot of this subdivision, lot nº 1 (=522 Kiewa Street), located next to St Matthew’s church, was sold on 25 March 1872 for £200 to the Albury Lodge of the Independent Order of Odd Fellows Manchester Unity.

3.2.1.1. Rates

The first rate books exist for 1915. Table 3.1. sets out the rate data for the period 1919 to 1966 as extracted from rate books and valuer general’s rate assessments.

Initially the Municipality of Albury only charged general rates as well as levies on lighting and electricity. In 1922 extra levies for water and sewer were introduced, followed by a levy for road improvement in 1923. The lighting rate was abandoned in 1926. By 1927 the rates were consolidated into a general rate, and levies for water and sewer. The rates were levied according to the ratios per £ of unimproved capital value. In 1922, for example, these were: general rate 5 1/8 d, Lighting rate 1/2 d; Electricity rate 3/8d; water rate 2d and sewer rate 2 1/2d. Table 3.1 compiles the rates levied for the property under discussion.

The property evaluation changed in 1932, with the NSW Valuer General setting a lower value that had been assumed by the Albury Borough Council. As a result the rates fell.

<table>
<thead>
<tr>
<th>Year</th>
<th>Owner</th>
<th>£/s/d</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>V.R. Dunlop</td>
<td>1/3/6</td>
<td></td>
</tr>
<tr>
<td>1932</td>
<td>V.R. Dunlop</td>
<td>-/18/8</td>
<td></td>
</tr>
<tr>
<td>1933</td>
<td>V.R. Dunlop</td>
<td>-/18/5</td>
<td></td>
</tr>
<tr>
<td>1934</td>
<td>V.R. Dunlop</td>
<td>-/18/5</td>
<td></td>
</tr>
</tbody>
</table>

3.2.2. History of the buildings at the address and their uses

We have no images of the property prior to an oblique overview image of Albury taken in 1891 from what is now Monument Hill (figure 3.17). That image does only show the upper section of the building and does not give any indication of street scape or the road deck. The properties must have had a public foot path at least from the 1880s, as the builder James Kyle had to apply for a permit when he wished to block the foot path with building materials in 1886.

In the 1890s Kiewa Street had street trees on either side. A photograph in a special issue of the Albury Banner of 1896 shows what appear to be Elm trees in front of the post office, St, Matthew’s and adjacent buildings. From the angle of the image it is not clear whether the trees were planted all the way to the intersection with Swift Street or whether tree planting terminated with the St. Matthew’s parsonage.

3.2.2.1. Pre subdivision

Historic Background

In the absence of detailed records the information on this period of the property is extremely sketchy. There are no images in hand that can be drawn on. Prior to the subdivision the focus of the property would have been on Swift Street. This would have made 528-530 Kiewa Street part of the backyards of allotments 8, 9, and 10.
Description of the Building

It is highly unlikely that a major building would have been erected on the land now forming lots 4-5. Any cottages that may have been present would have fronted Swift Street. It is possible, however, that stables or other outbuildings may have been present on the grounds of 528-530 Kiewa Street.

3.2.2.2. Charles F. Frauenfelder

Historic Background

Charles Frederick Frauenfelder was a descendant of the Frauenfelders, a German immigrant family that together with two others commenced the wine industry in Albury.

Greville’s Post Office directory of 1872 lists Charles Frauenfelder as butcher residing in Thurgoona.\textsuperscript{120} The conveyancing document for lots 4-5 of Fallon’s subdivision also list him as a butcher,\textsuperscript{121} while property docu-
ments show for the Thurgoona area him as a farmer owning of having interest in a number of properties in Thurgoona.\textsuperscript{122}

It is most probable that Frauenfelder bought the property 528-539 Kiewa Street as an investment in a central urban block. As it was a town block, there was no requirement to develop the property.

Description of the Property

In the absence of detailed records the information on this period of the property is sketchy. The first image of the area comes from an idealised view of Albury as reproduced in the \textit{Illustrated Sydney News} of 22 January 1881 (figure 3.11). This view cannot be taken totally literally as it, for example, shows St. Matthew’s Anglican church with a spire. While a spire had been planned for and a view of the future church with a spire illustrated in local papers, the spire was never erected when the church construction was stopped in 1874 due to financial difficulties. The liberties the artist took are also exemplified by St. Patrick’s having a spire (which it still lacks) and by the railway station building as a major terminal building with a tower. It is very likely that the artist sketched the town from a elevated position on Poole’s Hill. Specific details, symbolizing progress such as the church spires and the steam train arriving at the station, were filled in from other sketches and building plans while back in Sydney. Thus we have to be wary of details, the general impression is likely to be correct.

Based on the image, the land allotment seems to have been vacant land, possibly used as a town paddock, while the adjoining property to the south (526 Kiewa Street) contained a two-storey building, as well as a separate building on its western border.

3.2.2.3. Crawford \& Co

The first major development of the property occurred in 1886 when John Hiram Crawford of Beechworth acquired the property to establish a coach stable there.

Historic Background

Long distance passenger, light goods and mail transport had long been the prerogative of coach lines. Cobb and Co was one company running many New South Wales connections. Another, fashioned along similar lines of management and operations, was the coach company Crawford and Conolly, based in Beechworth. Crawford & Co operated some of the lines under contract and provided its own mail contracts, with stables in Albury, Beechworth, Tallangatta, Wagga Wagga, and other localities. The main income was derived from the long-distance coach runs connecting with the rail heads coming from the Melbourne and Sydney. As the railways came closer and closer to the border, these connecting runs became shorter, but also more frequent as travel volume increased concomitantly with a reduction in travel times.

While the arrival of the railway in Wodonga in 1873 effectively terminated coach travel between Wodonga and Melbourne, the railway from Sydney had not yet reached the border. In 1872 Crawford & Co had already added an Albury to Wagga connection,\textsuperscript{123} which soon afterwards had to be extended\textsuperscript{124} By 1878 there was a daily run to Wagga (except Monday’s), departing Albury at 1 am and connecting with the trains in Wagga.\textsuperscript{125}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure3_13.jpg}
\caption{A Cobb and Co coach departing the Albury Post Office in the early 1870s.}
\end{figure}
The arrival of the railway from Sydney in 1881 terminated that service, but the coach companies did not go out of business. Instead, they provided coach connections between the railway and the country towns on either side of the railway.

Crawford & Co coaches connected with the railway from Melbourne and ran coach services from stations such as Springhurst, Chiltern and Wodonga after the arrival of the trains.\(^{128}\)

In addition to these shorter runs feeding into the rail system, there were long runs up and down the Murray. In 1878, for example, there was a twice-weekly service to Deniliquin via Howlong and Corowa, departing at 2:30 am.\(^{129}\)

The main local business, however, was an ‘omnibus’ running every half hour from 2:30am, connecting Albury and Wodonga.

The Giant Omnibus - At the Court of Petty Sessions held at Wodonga on Wednesday last, a stage coach licence was granted to Messrs. H.A. Crawford and Co. for their magnificent omnibus the "Ballarat"—to convey 36 passengers, 18 inside and 18 outside. This is one of the most comfortable omnibuses in the Australian Colonies, and was built expressly for the firm by Mr. MacCarthay of Ballarat, to ply between the Wodonga Railway Station and Albury.\(^{130}\)

Additional omnibuses were timetabled to service at the arrival and departure of trains in Wodonga.\(^{131}\)

![Figure 3.14 Advertisement for Crawford & Co, 1888.](image1)

At the heyday of transport, Crawford's operated a dozen coaches and omnibuses with over forty horses which needed to be stable in various hotel stables in Albury and Wodonga. When the New South Wales railway reached Albury in 1881 the end of north-south coaching business was near, although local transport between Wodonga and Albury remained high as all railway passengers had to be ferried from one railway terminus to the other. Once the railway bridge across the Murray was complete in June 1883, that business fell away.

Crawfords used their existing plant by developing coach lines into areas not serviced by the railways, as they had done when the Victorian line had reached Wodonga.

The Albury Exchange Hotel, located in Townsend Street, was the departure point for the long distance routes. Crawford's operated stables at the Globe, Exchange and the Imperial Hotels.\(^{133}\) By 1886 Crawfords decided to consolidate its stabling business in one central location and for this purpose acquired the land 528-530 Kiewa Street. It was located right in the new centre of town, and close the main hotel, the Globe.

![Figure 3.15 Advertisement for Crawford & Co, 1898.](image2)
In November 1886 the builder James Kyle successfully applied to the Albury Borough Council for permission to block the foot path of Kiewa Street by stacking building materials and erecting scaffolding for the erection of Crawford & Co’s premises.134

These were completed in mid 1887, after which Crawford and Conelly relocated to 528–530 Kiewa Street.

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.

Description of the Building

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.

The stables are described by people who saw them in the 1920s, before any modifications occurred, as being comprised of a storage and small office areas in the front towards Kiewa Street, and stable boxes on either side in the rear. The building has a wide and tall entrance in the centre of the front facade, as well as a similarly sized rear entrance. It appears that each stable box had a window (see description for extant evidence). Some parts of the building had an upper floor, where goods and feed could be stored.136 It is likely that this ‘floor’ was in the form of a mezzanine which protruded about 10 to 12" from either wall.137 The building had a cobblestone floor which remained until the early 1950s.138 The roof of the building was supported by ‘12 x 12 Oregon posts,’ some of which, or part of which, are reputedly still extant.139 The extant plans dating to the 1960s suggest that the posts were 8' by 8'.

If the floor plans drawn for the 1938 redevelopment of the property are any guide (figure 3.31) then these offices had internal dimensions of 4.5m deep (east-west) by 5.5m wide. A brick fireplace was set in the centre of the eastern wall. The offices had a window and door opening to Kiewa Street as well as door opening into aisle inside the stables.

The Aldine Centennial History of New South Wales has the following entry on Crawford & Co in Albury, describing the stables:

“Crawford & Co, Limited, Mail Contractors, Livery, Bait and Letting Stables, are close to the Post Office and Globe Hotel. They are large and commodious, finding shelter for thirty horses. There are thirteen horses for hire, exclusive of those used for cabs, ‘buses,’ &c. Vehicles of every description are on hand, and travellers can always be accommodated with a first-class turn out. The stables are under the management of James McDonald,
who is a native of Sydney, and has worked with the above company for eighteen years, out of which twelve have seen him act as managing foreman of the Albury business.”

The stables building did not extend all the way to Wood’s Lane, which in effect provided an outside yard on the eastern side. The coaches could enter the stables through the large front door and exit them through the rear into Wood’s Lane.

Despite thorough searches only two images could be located that show the nineteenth and early twentieth century appearance of the building, and neither of them provides a complete view.

One image of the stables comes from an oblique overview image of Albury taken in 1891 from what is now Monument Hill (figure 3.17). The photograph only shows upper parts of the buildings on the eastern side of Kiewa Street while the lower parts of the buildings are obscured by the roofs of other buildings.

The building seems to have been roofed with corrugated iron. Two chimneys can be seen, one on either side of the front section of the building. Judging from the photo, the upper part of the front façade was painted in a dark colour, presumably brownish red in the style of other stables and barns, with large white lettering set out in three rows. The original photo allows to guess that ‘Crawford & Co.’ was written in a semi circle just below the roof line. The rest of the lettering cannot be made out because of the grain of the photo print.

The second image is a 1912 photograph of the then newly built Robbins & Porter Garage at 532 Kiewa Street. That photograph shows at its right hand margin a small part of the adjoining Crawford & Co stables (figure 3.19a). The photograph shows that the front façade was a double-brick wall laid in an English bond (one row of headers followed by one row of stretchers). The brickwork was left unpainted. The arches above the door and
window openings were segmental arches a brick and a half wide. The solid door with casings had a fanlight above. The window seems to have been a sash-hung double pane affair. A concrete rendered window sill is present.
Figure 3.19b Section figure 3.19a showing the brick bond as well as the northern door with fan light and sash-hung double pane window of the Crawford & Co stables.
Figure 3.19c Section figure 3.19a showing part of the roof design of the Crawford & Co stables.

Figure 3.20. Reconstruction of the appearance of the front façade of the Crawford Stables.

Figure 3.21. Perspective reconstruction of the appearance of the Crawford Stables.
Given that it is a black and white photograph, the colour scheme of the wood work is hard to ascertain, but it would appear that the door was either dark green or dark brown with lighter, most likely beige or light brown casings. The window sill had been painted in a dark colour, darker than the door.

As can be noted in figure 3.18, the roofline exhibits a distinctive step between the curved top in the centre and the lower, slightly curved side parts of the roof. Figure 3.19c shows a section of the 1912 photograph which illustrates the reason for the step: The gap was covered with lattice work (presumably to keep larger birds out of the building) which allowed for the ventilation of the structure.

Inspection of the photograph also showed part of the lettering of the façade visible through the foliage of the tree. While the first letter, belonging to the bottom row, cannot be made out clearly, being either an ‘M’ or an ‘H’, its height can be determined. It was seven brick courses, i.e., approximately 0.60 cm high.

No building plans exist for the property, except for plans drawn up in 1938 to accommodate changes. Based on what is shown on the February 1938 façade plan (figure 3.28), we can reconstruct the appearance of the front façade as shown in figure 3.20. This is based on the assumption that, in keeping with the aesthetic preferences of the day, the building’s façade would have had a symmetrical appearance.

An oblique photo of Albury in 1907, also taken from Monument Hill, shows the front faced to be dark coloured (ie untreated brick work), possibly with lettering (figure 3.19). Unfortunately the image quality of the print does not permit better resolution.

A sewerage plan compiled in 1919 on occasion of the establishment of Albury’s sewer system (figure 3.22) shows a building erected on the northern side between the stables and Woods Lane. The building is marked as weatherboard. An aerial view of Albury as seen from the east and taken in 1925 (figure 3.23) shows that that building had a flat skillion roof (figure 3.26).
Figure 3.23 Aerial view looking west, showing the development area in 1925.

Figure 3.24. Section of an oblique photo of Albury taken from Monument Hill, showing the eastern side of Kiewa Street in 1927.

Figure 3.25. Section of a property plan of 1937 showing the layout of the structures on the site.
The antiquity of the weatherboard building is unclear. The *Border Post* published a view of the progress of Albury on 7 December 1888. Like its 1881 predecessor, that image is a combination of reality and wishful thinking and thus needs to be interpreted with same reservations. This view shows the Crawford Stables without any rear building (figure 3.12). Rational analysis would at any rate dictate that any extensions would not have occurred that soon after initial construction.

The purpose of the weather board building is unclear. It is likely, however, that it would have served either as additional stables, a carriage shed or feed storage.

In addition, the sewerage plan shows two small sewered outhouses located in the south-eastern corner of the property, one of which was made of brick while the other is unspecified. The aerial photo of 1925 is not clear enough to make out the appearance of these two buildings (figure 3.26).

3.2.2.4. True Auction Mart

After the demise of Crawford and Co the use of the building uncertain. It was owned by Victorian Producers and seems, at one stage, to have served as an auction mart operated by a Mr. True.\(^{154}\)

According to local recollections the building stood empty in the early 1920s and even part of the 1930s, gradually falling into disrepair.\(^{155}\) This is not borne out by photographic evidence (see below) nor rate book data. It is possible that the property stood empty for the years between 1919 and 1922.

3.2.2.5. Dunlop

By 1922 the property had been acquired by M. Dunlop and was inherited by 1924 by Violet Blanche Dunlop. At this stage of research, we have no detailed information on the background of the owners or the property.

In the early 1920s the property was used a garage and tyre sales outlet (Dunlop Tyre Service).\(^{156}\)

![Figure 3.26 Enlargement of figure 3.23](image1)

![Figure 3.27 Enlargement of figure 3.24](image2)

By 1927 it was leased by Norman Dunn Pty, and operated as a garage.\(^{157}\) Based on an oblique photograph of Albury taken from Monument Hill in 1927 (figure 3.24) we can ascertain that that the property was a car dealer ship. The front façade was white washed below the roof line, while the curved area was painted in a darker colour with a three-line inscription in white lettering. The words ‘Studebaker’ and ‘Sales & Service Centre’ can be made out, while the middle line, presumably the proprietor’s name, cannot be read.
Figure 3.28. Plan drawing of proposed alterations to 528–530 Kiewa Street in February 1938.

Figure 3.29. Plan drawing of proposed alterations to 528–530 Kiewa Street in October 1938.
Figure 3.30. Plan drawing of proposed alterations to 528–530 Kiewa Street in February 1938.
Figure 3.31. Plan drawing of proposed alterations to 528–530 Kiewa Street in October 1938.
Figure 3.32. Adastra Airways Aerial Photograph of the City of Albury of 9 May 1949, showing section 12
Figure 3.33. Adastra Airways Aerial Photograph of the City of Albury of 9 May 1949, showing the development area.
Figure 3.34 Enlargement of figure 3.33

Figure 3.35 Oblique aerial shot taken in the early 1950s showing the eastern side of Kiewa Street.
Figure 3.36. 528–530 Kiewa Street. Floor plan of existing property in 1960.
Description of the Building

While the resolution of the 1925 aerial photograph is not good enough, the oblique photo of 1927 shows that the two chimneys have been removed.

Sometime during this period a show window was installed on the southern side of the front façade (figure 3.62, middle). Also between 1919 and 1937 the westernmost of the two outhouses was demolished and the brick outhouse extended both on the north and south (figure 3.25).

It seems that the layout was such that inside the building vehicles could not be moved from the front to the rear, but had to be driven around the block to the Wood’s Lane entrance. In the 1930s the property continued to be used as a garage with tenants (table 3.4). At this point it cannot be ascertained whether the tenants actually changed or whether the tenants remained stable but changed their business names.

If the floor plans drawn for the 1938 redevelopment of the property are any guide (figure 3.31) then the car dealership had an office on the north-western corner of the building, reusing the existing office. A store room had been added to the rear of the office, made up from wooden partitions. The original office on the southwestern side had been removed. To make way for the show room. A number of partitions for small stores had been erected to the rear.

If the interpretation of the 1938 plans is correct, then the building housed the offices and car show room in the front and the repair shop in the rear. Compared to the 1920s layout, the internal arrangements are such that cars could be moved between the back and the front sections of the building, without necessitating a drive around the block.

It is possible that on occasion of the 1938 redevelopment the corrugated iron roof was also resheeted. The photographic evidence available does not show any corroded sheeting until the mid 1970s—which is unlikely. Thus the roof would have been resheeted at least once, if not twice. Given the time period expired since construction, the 1938 renovation period is the most probable event.

The weatherboard building at the rear seems to have been used as a paint shop and additional workshop.

3.2.2.5. Bernie Miley Motors

Historic Background

In 1938 the property changed hands with Gordon C. Bowring acquiring it. Even before the property was formally transferred, Bowring filed a development application to modify the front façade. The renovations were continued in October of the same year (see below). In total Browring spent £590 on these modifications, which is a sizeable sum if we consider that the book value of the property was £990 in unimproved and £3150 as improved property.

B & M Motors, run by Brown and Bernie Miley, operated the premises in the late 1930s Miley had operated both a towing and a local coach service with minor repairs and a petrol service. During Bernie Miley’s war service the business was run by his wife, Sylvia. After World War II, in 1947, the Miley’s bought 524 Kiewa Street and transferred the business there. The Mileys also acquired a petrol station at the corner of Stanley and Kiewa Streets which they operated until the 1950s.
During the 1930s B & M Motors sold and serviced British-manufactured cars, such as Hudsons and Standards, as well as British farm machinery (figures 3.39–3.41). As such he set himself apart from his near neighbours West’s Motors, who traded in US made cars at 534–536 Kiewa Street.

Initially it also been planned to extend the southern façade of the building to lengthen the building and thereby to increase the roofed space. This seems to have been dropped.\(^\text{172}\) With the exception of a minor addition of an internal office partition the lay-out seems to have remained stable until 1960 (figure 3.36).

The front parts seem to have received a concrete floor during that time.
3.2.2.6. Albury Tyre Service

Historic Background

Soon after BM Motors vacated the premises, they were occupied by Albury Tyre Service (figure 3.42).

Description of the Building

From the available evidence it would appear that no changes occurred to the building, with the probably exception of a change in lettering and advertising on the front façade. It would also appear that the large front doors were replaced by a metal roller door. An aerial photograph taken in the early 1950s shows a white paint scheme with a dark coloured band which contained the company name (figure 3.37).

Based on an interpretation of the 1949 aerial photo shown in figure 3.34, the brick outbuilding near Wood’s Lane seems to have been expanded during that period. Furthermore, the entrance from Wood’s Lane seems to have been provided with an awning.

At some point the remaining existing cobble stone floor in the rear was removed and replaced with concrete floors. On either side as well as brick floor in the centre. A 3' by 9' (0.9 x 5.4m) car service pit existed in the rear of the building placed just off centre to the north.

The weatherboard building in the rear had two car service pits installed, also aligned east–west and measuring 4' by 8' (1.2 by 2.4m). In addition, the floor had been concreted.

![Figure 3.41. Advertisement for BM Motors in 1938.](image)

![Figure 3.42. Advertisement for the Albury Tyre Service.](image)
3.2.2.7. Albury Cars and Tractors

Historic Background

Some time in the late 1950s or early 1960s the company changed hands (table 3.4). The new owners redeveloped the property as a modern car show room and sales outlet with a repair facility in the rear (see below). The premises were leased by Albury Cars and Tractors. The Company sold British-built cars such as Triumph and Rambler, but also were the first dealers in Albury to embrace the Japanese manufacturers. Albury Cars and Tractors were the first dealers of Toyota Passenger Cars in Australia.\(^{176}\)

530 Kiewa Street was offered for auction on 10 December 1970. The property was described as “a substantial brick building with wide display area with mezzanine offices, stores section, workshop and amenities, and parking area in the rear.”\(^{177}\) The property was sold, but it seems that the use as a car sales outlet continued for at least another three years.

Description of the Building

In 1960 the premises were redeveloped into a modern car show room with offices and repair facilities. The main development was the construction of a mezzanine area in the middle part of the building (figures 3.46; 3.48).

The remaining floor was concreted during that period and the old car service pit removed. We can assume that hydraulic car lifts were installed.

At the same time the weather board shed in the back of the building was demolished and the car service pits filled in and consolidated.

The front faced was modified by removing the glazed tiles and by replacing the steel roller door with a set of large aluminium framed door with fan light.

The front façade was whitewashed and received advertising lettering (figure 3.48). No changes to the roof seem to have occurred, which by the mid 1970s had a distinctly corroded appearance (figures 3.49–3.52).
Figure 3.44. 528–530 Kiewa Street. Cross Section A–A of proposed alterations in 1960.

Figure 3.45. 528–530 Kiewa Street. Cross Section B–B of proposed alterations in 1960.

Figure 3.46. 528–530 Kiewa Street. Cross Section C–C of proposed alterations in 1960.
Figure 3.47 528–530 Kiewa Street in 1970.\textsuperscript{181}
Figure 3.48. Floor plan drawing of proposed alterations to 528–530 Kiewa Street in 1960.
Figure 3.49 Oblique photograph showing the development area in January 1975. Photograph taken from the top of the Albury City Council Building.

Figure 3.50 Detail of figure 3.49
Figure 3.51 Oblique aerial photograph showing Section 12 on 26 October 1975.

Figure 3.52. Detail of figure 3.51
Figure 3.53 Proposed appearance of the façade or the rejected development of 1975.185
Figure 3.54. 528–530 Kiewa Street. Proposed alterations to the font façade of in 1977.\textsuperscript{186}

Figure 3.55. 528–530 Kiewa Street. Proposed appearance of the eastern façade in 1977.\textsuperscript{187}

Figure 3.56. 528–530 Kiewa Street. Cross section of proposed development in 1977.\textsuperscript{188}
Figure 3.57. Floor plan of proposed internal subdivision of 528–530 Kiewa Street in 1977.
3.2.2.8. Hub Arcade

Historic Background

The late 1970s saw an increasing demand for office space as well as shopping centres and arcades. The new owners proposed to demolish the building and to redevelop it the site into a five storey office building (figure 3.53). Tis proposal was rejected because the design exceeded the permissible floor space ratio for the area.

The existing building was then redesigned into a shopping arcade with ten shops (figure 3.57). This included the gutting of the existing internal partitions and the total redevelopment. The office mezzanine floor created in the 1960s was retained and remodelled (figure 3.56).

The property then became an investment property owned by various owners. From a historical point of view, the nature of the owners in such a circumstance is less important than the nature of the lessees.

When compiling the use history of the property (table 3.4) it was found that the use sequence of newly created shop units can no longer be reconstructed in detail as the occupancy of the shops changed frequently. While on the one level one can argue that this is not relevant, as the building retained its use as an arcade of shops, such a stance actually oversimplifies the matter. No one, when assessing a streetscape over time would argue that the nature of the businesses conducted in the individual buildings was irrelevant as the entire street was ‘shopping’ or ‘commercial.’

The changes in clientele become also obvious if we consider the businesses trading in the arcade in the late 1970s and early 1980s with those of the late 1990s. In the early 1980s we find a sandwich bar, Medibank, a fashion accessory shop, a computer service, an electronics shop, a ski hire, and a picture framers, but also a second hand sales shop, an amusement arcade, and a tattooing parlour. An application for change of use to turn one of the shops into an adult aid and book shop was withdrawn after owners did not allow it to go ahead (table 3.4), but is indicative of the clientele the shops had been attracting.

Ten years the clientele had changed: we find a sandwich bar, Medibank, Albury-Wodonga Environment Centre; a Health and Beauty Therapy Centre, a shoe shop, a dance supply shop, and a picture framers.

Clearly, the nature of the shops and their clientele has an influence on the public perception of the ‘neighbourhood’ and its social relevance. More research is needed if the totality of the tenancies shall be elucidated.

Figure 3.58. Part of the building as photographed in 1985.

Description of the Building

Externally the main alteration was the erection of a metal siding façade as well as the provision of a cantilevered awning (figure 3.54). The initial proposed and approved design comprised of four strong vertical elements which broke up the visual mass of the façade. In the final executed design the metal parapet was uniform without any visual variation, effectively dominating not only 528–530 Kiewa Street, but also impacting
visually on the neighbouring properties (figures 3.58; 4.1).

A major extension was added at the rear, widening the building to the full boundaries. The extension is uneven, being longer in the south than in the north.

From the approved development plans it remains unclear whether the original brick outhouse has been retained and merely enclosed and incorporated into the extension, or whether it has been removed.

It can be assumed that while the glass-fronted shop partitions remained constant, a number of other internal modifications associated with the changes of use would have occurred.
Figure 3.64. Shop 4 as photographed in 2001.\textsuperscript{197}

Figure 3.65. Shop 5/6 as photographed in 2001.\textsuperscript{198}

Figure 3.61. First floor offices as photographed in 2001.\textsuperscript{199}
### Table 3.3. Rates levied on 528-530 Kiewa Street. (1915–1956)

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<th>General Rates £/s/d</th>
<th>Roads £/s/d</th>
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<th>Electricity £/s/d</th>
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[Note: The table continues with data for the years 1959 to 1962.]

The table shows the rates levied on 528-530 Kiewa Street from 1915 to 1956. The rates include General Rates, Roads, Lighting, Electricity, Water, and Sewerage. The table also includes a note for the years 1944 and 1945, where no rates were levied.
Table 3.4. 528–530 Kiewa Street. History of Property Ownership

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<th>Nature</th>
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<td>John Gray</td>
<td>Allot. 8</td>
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<td>5 Jul 1855</td>
<td>Conveyance</td>
<td>Samuel Frederick Milford to Nathan Mandelson</td>
<td>Allot. 8</td>
<td></td>
</tr>
<tr>
<td>5 Nov 1859</td>
<td>Testament</td>
<td>Nathan Mandelson bequeathes property to Samuel Emanuel, Levy Mandelson and Abraham Cohen</td>
<td>Allot. 9</td>
<td></td>
</tr>
<tr>
<td>19 Sep 1855</td>
<td>Conveyance</td>
<td>William Bryfett to James Thomas Fallon</td>
<td>Allot. 9</td>
<td></td>
</tr>
<tr>
<td>1 Nov 1856</td>
<td>Conveyance</td>
<td>James Thomas Fallon to Henry Driedloft</td>
<td>Allot. 9</td>
<td></td>
</tr>
<tr>
<td>26 Jul 1858</td>
<td>Mortgage</td>
<td>Henry Driedloft to Charles Joseph Stassen</td>
<td>Allot. 9</td>
<td></td>
</tr>
<tr>
<td>30 Jul 1859</td>
<td>Reconveyance</td>
<td>Charles Joseph Stassen to Henry Driedloft</td>
<td>Allot. 9</td>
<td></td>
</tr>
<tr>
<td>14 Dec 1860</td>
<td>Conveyance</td>
<td>Bligh Doubleday to James Thomas Fallon</td>
<td>Allot. 10</td>
<td></td>
</tr>
<tr>
<td>20 Jun 1863</td>
<td>Decree</td>
<td>Suit James Thomas Fallon vs. Elizabeth Driedloft</td>
<td>Allot. 8–10, Lot 1</td>
<td></td>
</tr>
<tr>
<td>4 Dec 1863</td>
<td>Vesting Order</td>
<td>In equity, land to be sold by the decree James Thomas Fallon</td>
<td>Allot. 8–10, Lot 1</td>
<td></td>
</tr>
<tr>
<td>30 Aug 1869</td>
<td>Conveyance</td>
<td>Levy Mandelson and Abraham Cohen to James Thomas Fallon</td>
<td>Allot. 8</td>
<td></td>
</tr>
<tr>
<td>3 Mar 1870</td>
<td>Mortgage</td>
<td>James Thomas Fallon to William Huon</td>
<td>Allot. 8</td>
<td></td>
</tr>
<tr>
<td>13 Dec 1871</td>
<td>Reconveyance</td>
<td>William Huon to James Thomas Fallon</td>
<td>Allot. 8</td>
<td></td>
</tr>
</tbody>
</table>

JAMES T FALLON NOW OWNS ALL THREE ALLOTMENTS (8–10) AND SUBDIVIDES THEM PRIVATELY IN AN EAST–WEST DIRECTION

<table>
<thead>
<tr>
<th>Date</th>
<th>Nature</th>
<th>Name(s)</th>
<th>Allotment(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 Feb 1872</td>
<td>Conveyance</td>
<td>James Thomas Fallon to Charles Frederick Frauenfelder</td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
<tr>
<td>1885?</td>
<td>Newspapers</td>
<td>Crawford &amp; Co.</td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
<tr>
<td>1915</td>
<td>Rate Book</td>
<td>Crawford &amp; Co.</td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
<tr>
<td>1919</td>
<td>Acquisition by Victorian Producers</td>
<td></td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
<tr>
<td>1922</td>
<td>Rate Book</td>
<td>Victorian Producers</td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
<tr>
<td>1924</td>
<td>Rate Book</td>
<td>Violet Blanche Dunlop</td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
<tr>
<td>1 Jun 1927</td>
<td>Land Valuation</td>
<td>Violet Blanche Dunlop</td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
<tr>
<td>9 Mar 1938</td>
<td>Land Valuation</td>
<td>Clarence Gordon Bowring</td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
<tr>
<td>4 Aug 1947</td>
<td>Land Valuation</td>
<td>Albury Tyre Service Pty Ltd</td>
<td>Allot. 8–10, Lots 4–5</td>
<td></td>
</tr>
</tbody>
</table>
### Table 3.4. 528–530 Kiewa Street. History of Property Ownership (ct’d)

<table>
<thead>
<tr>
<th>Date</th>
<th>Nature</th>
<th>Name(s)</th>
<th>Allotment(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;1987–6 Sep</td>
<td>Lease</td>
<td>? to Commonwealth of Australia (Medibank)</td>
<td>Shop 7</td>
<td>268</td>
</tr>
<tr>
<td>1990</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;1989</td>
<td>Lease</td>
<td>? to Glenn &amp; Helen Jenine Becher</td>
<td>Shop 1</td>
<td>269</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Mar 1890–28</td>
<td>Lease</td>
<td>Starwin Pty Ltd</td>
<td>Shop 1</td>
<td>270</td>
</tr>
<tr>
<td>Feb 2002</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 Dec 1989</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to Kerry Ann Sarantakos</td>
<td>Shop 2</td>
<td>271</td>
</tr>
<tr>
<td>1989–27 Jul</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to Alison May Quihampton and Jillian Heather Quihampton</td>
<td>Shops 5 &amp; 6</td>
<td>272</td>
</tr>
<tr>
<td>1992</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Mar 1994–28</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to Devonport Pty Ltd &amp; Interest Holdings Pty Ltd</td>
<td>Shop 1</td>
<td>273</td>
</tr>
<tr>
<td>Feb 1997</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;2001</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to Vivienne Aldridge</td>
<td>Shop 2</td>
<td>274</td>
</tr>
<tr>
<td>&lt;2001</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to R &amp; G Webb</td>
<td>Shop 3</td>
<td>275</td>
</tr>
<tr>
<td>&lt;2001</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to J.M. Hardinge</td>
<td>Shops 4 &amp; 8</td>
<td>276</td>
</tr>
<tr>
<td>&lt;2001</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to B.H. Markin (Iris Beauty Centre)</td>
<td>Shop 7</td>
<td>277</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;2001</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to Environment Centre</td>
<td>Shop 9</td>
<td>278</td>
</tr>
<tr>
<td>&lt;2001–28 Mar</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to JS &amp; LM Lewinski (Health and Beauty Therapy Centre)</td>
<td>Shop 10</td>
<td>279</td>
</tr>
<tr>
<td>2002</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;2001–24 May</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to IS &amp; SE Hiles (Life Works &amp; Associates)</td>
<td>Shop 12</td>
<td>280</td>
</tr>
<tr>
<td>2002</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;2001</td>
<td>Lease</td>
<td>K.F &amp; W.A. Boyd to Stradwin Pty Ltd</td>
<td>Shop 1</td>
<td>281</td>
</tr>
<tr>
<td>2001</td>
<td>Conveyance</td>
<td>Kevin Frederick &amp; Winnifred Anne Boyd to Albury City Council</td>
<td>Allot. 8–10, Lots 4–5</td>
<td>282</td>
</tr>
<tr>
<td>Date</td>
<td>Owner</td>
<td>Name</td>
<td>Issue</td>
<td>Notes</td>
</tr>
<tr>
<td>------------</td>
<td>------------------------</td>
<td>-----------------------------</td>
<td>------------------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>&lt;1919</td>
<td>Crawford &amp; Co</td>
<td>Coach Terminal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 Jul 1919</td>
<td>W. Cleaver Woods</td>
<td>Dunlop Tyre Service</td>
<td>hand note: 526 and 540-540A not proceeded with, dated 21 Nov 1919</td>
<td>283</td>
</tr>
<tr>
<td>6 Dec 1922</td>
<td>M. Dunlop</td>
<td>Dunlop Tyre Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Jan 1923</td>
<td>M. Dunlop</td>
<td>Dunlop Tyre Service</td>
<td>showroom</td>
<td></td>
</tr>
<tr>
<td>1 Jun 1927</td>
<td>V.B. Dunlop</td>
<td>Norman Dunn Pty Ltd</td>
<td>Land valuation, property use: Garage etc</td>
<td></td>
</tr>
<tr>
<td>1 Aug 1930</td>
<td>V.B. Dunlop</td>
<td>Norman Dunn Pty Ltd</td>
<td>Land valuation, property use: Garage etc</td>
<td></td>
</tr>
<tr>
<td>14 June 1932</td>
<td></td>
<td></td>
<td>Reduction in area from 66' x 165' to 66' x 150', land valuation, property use: House</td>
<td>288</td>
</tr>
<tr>
<td>1 Oct 1932</td>
<td>V.B. Dunlop</td>
<td>Lowe &amp; Henry</td>
<td>Land valuation, property use: Garage etc</td>
<td></td>
</tr>
<tr>
<td>16 Jan 1935</td>
<td>V.B. Dunlop</td>
<td>Jenks Motors Ltd</td>
<td>Land valuation, property use: Garage etc</td>
<td></td>
</tr>
<tr>
<td>June 1936</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 Feb 1938</td>
<td>C.G. Browning</td>
<td>B &amp; M Motors</td>
<td>modify front facade and add in large windows; at a cost of £170</td>
<td>292</td>
</tr>
<tr>
<td>9 Mar 1938</td>
<td>C.G. Bowring</td>
<td>Jenks Motors Ltd</td>
<td>Land valuation, property use: Garage etc</td>
<td></td>
</tr>
<tr>
<td>28 Nov 1938</td>
<td>C.G. Browning</td>
<td>B &amp; M Motors</td>
<td>erection of showroom and office; at a cost of £420</td>
<td>294</td>
</tr>
<tr>
<td>6 Feb 1939</td>
<td>C.G. Bowring</td>
<td>Jenks Motors Ltd</td>
<td>Land valuation, property use: Garage etc</td>
<td></td>
</tr>
<tr>
<td>13 Nov 1939</td>
<td>C.G. Bowring</td>
<td>Jenks Motors Ltd</td>
<td>Land valuation, property use: Garage etc</td>
<td></td>
</tr>
<tr>
<td>8 Jul 1941</td>
<td>C.G. Bowring</td>
<td>B.M. Motors</td>
<td>Land valuation, property use: Showroom, store, Offices, workshop</td>
<td></td>
</tr>
<tr>
<td>18 Apr 1944</td>
<td>C.G. Bowring</td>
<td></td>
<td>Land valuation, property use: Showroom, store, Offices, workshop</td>
<td></td>
</tr>
<tr>
<td>4 Aug 1947</td>
<td>Albury Tyre Service</td>
<td></td>
<td>Land valuation, property use: Showroom, Offices, workshop</td>
<td></td>
</tr>
<tr>
<td>15 May 1950</td>
<td>Albury Tyre Service</td>
<td></td>
<td>Land valuation, property use: Showroom, Offices, workshop</td>
<td></td>
</tr>
<tr>
<td>24 Sep 1953</td>
<td>Albury Tyre Service</td>
<td></td>
<td>Land valuation, property use: Showroom, Offices, workshop</td>
<td></td>
</tr>
<tr>
<td>30 Jun 1960</td>
<td>Manufacturer's Mutual</td>
<td></td>
<td>Land valuation, property use: Showroom, Offices, workshop</td>
<td></td>
</tr>
<tr>
<td>1 Nov 1966</td>
<td>Manufacturer's Mutual</td>
<td></td>
<td>Land valuation, property use: Showroom, Offices, workshop</td>
<td></td>
</tr>
</tbody>
</table>
Table 3.5. 528–530 Kiewa Street. History of Property Use and Modification (ct’d)

<table>
<thead>
<tr>
<th>Date</th>
<th>Owner</th>
<th>Name</th>
<th>Issue</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Dec 1970</td>
<td>Albury Motors</td>
<td>Auction of property</td>
<td>proposed to demolish arcade and develop a 5-storey office building. Refused because it exceeded the floor space ratio</td>
<td>304</td>
</tr>
<tr>
<td>1 Mar 1974</td>
<td>Candage Carpets</td>
<td>Erection of signage</td>
<td></td>
<td>305</td>
</tr>
<tr>
<td>23 Aug 1977</td>
<td>L.R.B. Constructions</td>
<td>Alteration of building to commercial (10 shops) and add tin siding</td>
<td></td>
<td>307</td>
</tr>
</tbody>
</table>

After the division of the internal space into ten shops the use of the units can no longer be reconstructed in detail as the occupancy of the shops changed frequently.

The following could ascertained:

<table>
<thead>
<tr>
<th>Date</th>
<th>Owner</th>
<th>Name</th>
<th>Issue</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 Nov 1977</td>
<td>L.R.B. Construction</td>
<td>Albury Fashion Accessories</td>
<td>Erection of awning</td>
<td>310</td>
</tr>
<tr>
<td>14 Nov 1977</td>
<td>L.R.B. Construction</td>
<td>Softly Nominees Pty</td>
<td>Change of use shops 5 and 6 to sandwich bar</td>
<td>311</td>
</tr>
<tr>
<td>2 Mar 1978</td>
<td>L.R. Bell &amp; Co</td>
<td></td>
<td>Small modifications</td>
<td>312</td>
</tr>
<tr>
<td>3 Apr 1978</td>
<td>L.R.B. Constructions</td>
<td>Coffee shop</td>
<td>At cost of $15,000</td>
<td>313</td>
</tr>
<tr>
<td>27 Apr 1978</td>
<td>L.R.B. Constructions</td>
<td>Health Insurance Commission (Medibank)</td>
<td>Erection of awning</td>
<td>314</td>
</tr>
<tr>
<td>11 May 1978</td>
<td>L.R.B. Constructions</td>
<td>L.R. B. Bell &amp; Co 1 &amp; 2</td>
<td>Change of use of shop 5 to adult aid and book shop withdrawn after owners did not allow it to go ahead</td>
<td>315</td>
</tr>
<tr>
<td>23 Oct 1980</td>
<td>L.R.B. Constructions</td>
<td>Minit Computer Service</td>
<td>Erect awning for shop 3</td>
<td>316</td>
</tr>
<tr>
<td>6 Aug 1980</td>
<td>L.R.B. Constructions</td>
<td>Medibank</td>
<td>Change of use of shop 10 to amusement arcade</td>
<td>317</td>
</tr>
<tr>
<td>24 Nov 1981</td>
<td>L.R.B. Constructions</td>
<td>Aldonga Promotions</td>
<td>Change of use shop 10 to dress shop</td>
<td>318</td>
</tr>
<tr>
<td>28 Feb 1982</td>
<td>Get Framed</td>
<td>Lessee shop 4 &amp; 8</td>
<td></td>
<td>319</td>
</tr>
<tr>
<td>28 Feb 1982</td>
<td>Jobil Electronics</td>
<td>Lessee shop 7</td>
<td></td>
<td>320</td>
</tr>
<tr>
<td>28 Feb 1982</td>
<td>H. &amp; J. Poulton</td>
<td>Lessee shop 1 &amp; 2</td>
<td></td>
<td>321</td>
</tr>
<tr>
<td>10 Feb 1982</td>
<td>Amusement centre</td>
<td>Change of use shop 10 to amusement (video) arcade</td>
<td>322</td>
<td></td>
</tr>
<tr>
<td>10 Mar 1982</td>
<td>Custom Credit Corporation</td>
<td>B.Tomas</td>
<td>Change of use shop 10 to dress shop</td>
<td>323</td>
</tr>
<tr>
<td>7 Dec 1982</td>
<td>Custom Credit Corporation</td>
<td>Altra Video Amusements (Aldonga Promotions)</td>
<td>Change of use shop 1 to a amusement (video) arcade</td>
<td>324</td>
</tr>
<tr>
<td>Date</td>
<td>Owner</td>
<td>Name</td>
<td>Issue</td>
<td>Notes</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------------------------------</td>
<td>-----------------------------</td>
<td>------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>20 Dec 1982</td>
<td>Custom Credit Corporation</td>
<td>H.W. Poulton</td>
<td>change of use shops 5 and 6 to sandwich bar</td>
<td>328</td>
</tr>
<tr>
<td>10 Jun 1983</td>
<td>Custom Credit Corporation</td>
<td>L.R.B. Constructions formally in liquidation</td>
<td></td>
<td>329</td>
</tr>
<tr>
<td>31 Aug 1983</td>
<td>Custom Credit Corporation</td>
<td>Albury Ski Hire</td>
<td>lessee shop 1 &amp; 2</td>
<td>330</td>
</tr>
<tr>
<td>18 Oct 1983</td>
<td>Custom Credit Corporation</td>
<td>S. Smith</td>
<td>change of use shop 7 to tattooing shop</td>
<td>331</td>
</tr>
<tr>
<td>26 Oct 1983</td>
<td>Custom Credit Corporation</td>
<td>P.J. Ross</td>
<td>change of use shop 2 second hand sales shop</td>
<td>332</td>
</tr>
<tr>
<td>4 Nov 1983</td>
<td>Custom Credit Corporation</td>
<td>H. &amp; J. Poulton</td>
<td>lessee shop 7</td>
<td>333</td>
</tr>
<tr>
<td>31 Jan 1984</td>
<td>Custom Credit Corporation</td>
<td>Hugh James Trice-Martin</td>
<td>lessee shop 5 &amp; 6</td>
<td>334</td>
</tr>
<tr>
<td>31 Jan 1984</td>
<td>Custom Credit Corporation</td>
<td>Twin City Dance Shoppe</td>
<td>lessee shop 9</td>
<td>335</td>
</tr>
<tr>
<td>31 Jan 1984</td>
<td>Custom Credit Corporation</td>
<td>Hanah 'B'</td>
<td>lessee shop 7</td>
<td>336</td>
</tr>
<tr>
<td>5 Mar 1984</td>
<td>Custom Credit Corporation</td>
<td>J.A. Garvie</td>
<td>change of use shop 9 to clothing shop</td>
<td>337</td>
</tr>
<tr>
<td>31 Aug 1984</td>
<td>Albury Instant Print</td>
<td>lessee shop 3</td>
<td></td>
<td>338</td>
</tr>
<tr>
<td>31 Aug 1984</td>
<td>JA &amp; DJ Rilburne</td>
<td>lessee shop 4 &amp; 8</td>
<td></td>
<td>339</td>
</tr>
<tr>
<td>31 Aug 1984</td>
<td>KJ &amp; JL Davenport</td>
<td>lessee shop 1</td>
<td></td>
<td>340</td>
</tr>
<tr>
<td>31 Aug 1984</td>
<td>SJ Smith</td>
<td>lessee shop 7</td>
<td></td>
<td>341</td>
</tr>
<tr>
<td>31 Aug 1984</td>
<td>P. Ross &amp; A McSpadden</td>
<td>lessee shop 2</td>
<td></td>
<td>342</td>
</tr>
<tr>
<td>31 Aug 1984</td>
<td>Hanah 'B' and Gustav Pirstitz</td>
<td>lessee shop 10</td>
<td></td>
<td>343</td>
</tr>
<tr>
<td>31 Aug 1984</td>
<td>Mr &amp; Mrs McGrath</td>
<td>lessee shop 5 &amp; 6</td>
<td></td>
<td>344</td>
</tr>
<tr>
<td>31 Aug 1984</td>
<td>Harlequin Dance Shop</td>
<td>lessee shop 9</td>
<td></td>
<td>345</td>
</tr>
<tr>
<td>25 Sep 1985</td>
<td>K.F. &amp; W.A. Boyd</td>
<td>K. Stamatakos &amp; C. Adams</td>
<td>change of use shop 2 to hairdressing salon</td>
<td>346</td>
</tr>
<tr>
<td>1990</td>
<td></td>
<td></td>
<td>lessee shop 7</td>
<td></td>
</tr>
<tr>
<td>27 Feb 1987</td>
<td>K.F. &amp; W.A. Boyd</td>
<td>Harlequin Dance Shop</td>
<td>lessee shop 2</td>
<td>348</td>
</tr>
<tr>
<td>12 Sep 1989</td>
<td>K.F. &amp; W.A. Boyd</td>
<td></td>
<td></td>
<td>349</td>
</tr>
<tr>
<td>8 Dec 1989</td>
<td>K.F. &amp; W.A. Boyd</td>
<td></td>
<td></td>
<td>350</td>
</tr>
<tr>
<td>&lt;1989</td>
<td>K.F. &amp; W.A. Boyd</td>
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<td>1 Mar 1989–28 Feb 2002</td>
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<td>Colin H. Smith</td>
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<td>K.F. &amp; W.A. Boyd</td>
<td>Harlequins Dance Shoppe / Ballet Shoppe</td>
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Figure 3.62. Reconstruction of the modification sequence of the front façade of 530 Kiewa Street
Figure 3.63. Reconstruction of the modification sequence of the front façade of 530 Kiewa Street
Figure 364. Reconstruction of the modification sequence of the front façade of 530 Kiewa Street
4. PHYSICAL DESCRIPTION

4.1. OVERVIEW

4.1.1. TYPE OF STRUCTURE
The Hub Arcade is currently utilised as a commercial space. The outer shell of the building is a vernacular structure with the internal areas having been modified for adaptive reuse. A series of false walls have been added in the 1970/80s to partition the building into a series of smaller commercial spaces. The building was originally constructed as a stable and remanets of this use are evident in the historic fabric of the building, particularly the external south wall.

4.1.2. ARCHITECTURAL STYLE
Due to adaptive reuse of the building, a number of architectural styles are evident within the fabric of the building. The greatest integrity of historic fabric rests within the external vernacular framework of the building and the roofing style. Together these two factors provide the greatest evidence to support the buildings use as a coach terminal and stable. Key historical architectural features of the building include a series of seven flat arches on the north and south facades which would have provided ventilation for the stable compartments. The styles of these arches are similar to that of the cambered arch but consist of slightly curved internal arch. The south facade contains a high degree of integrity and with six of the seven arches intact. The rounded roof structure reflects a period of economic growth within the region. An original curved parapet is evident behind the current trim decking addition. This curved parapet is a similar to the shape to the façade of Fallon’s Wine Cellars a few doors north.

4.2. EXTERIOR

4.2.1. WEST FACADE (FRONT)
The west façade faces Kiewa St and provides the main access point to the building. Investigation of the fabric found that the main constituent for this façade were glass walls within an aluminium framing. The north western and south western quoins are of rendered brick (figure 4.1). From this façade a metal trim cantilevered parapet is present which protrudes for 3.60m running the entire length of the façade. The face of the parapet currently features advertising for shops leasing space in the arcade (figure 4.1). Cloth advertising banners for the shops within the arcade also hang from the awning (figure 4.1).

When viewing this façade from the rear (east) of the building an older façade can be located behind the current metal addition. The former parapet appears to be of rendered brick or concrete (figure 4.2) and a similar shape to that which featured on the now demolished Fallon’s Wine Cellars just a few doors north of the building.
Figure 4.1 West Façade Hub Arcade

Figure 4.2 View of original curved façade from the east and is currently hidden behind the trim deck metal sheeting of the 1970s alterations.
Figure 4.3: Close proximity of the south façade of the Hub Arcade and Kiewa House which are separated by an open concrete drain.

Figure 4.4: South façade colonial bond brickwork and arch detail with a header sill and white wash.
Figure 4.5 Damp proof course on south facade

Figure 4.6 East façade of the Hub Arcade
4.2.2. South Façade

The south façade is closely bordered by Kiewa House and is separated only by a narrow inverted open drain (figure 4.3). A decorative rendered plinth has been added to the front section of this façade. It is 0.76m high and extends for 18.40m (figure 4.3). This façade is of vernacular construction and the brick work is of a colonial bond (figure 4.4). As the figure reflects this is a very narrow area making photographic documentation and measurement very difficult. To supplement this limitation a sketch of the south wall has also been provided (Figure 4.60). Much of the historic fabric of this façade has been retained including sills and two header arch details (figure 4.4), resulting in a homogenous view of the façade which reflects its architectural style (figure 4.4).

On average the height of these opening is 0.90m from the top of the arch to the sill and 0.60m wide with a 0.85m sill, and are located approx 1.85m from ground level. The limited access to this façade may have proven advantageous for preserving the historic environment, with few major changes evident. The damp proof cause is visible on this façade which appears to be of slate (figure 4.5). A white wash finish has also been applied to this façade, but to the entire façade, with the area under the roof line remaining untouched (figure 4.4). In the south west corner the façade is abutted by a another brick wall in a dark red brick in a non patterned English bond (figure 4.4). This wall fills the space between south façade of the hub arcade and the north wall of Kiewa House.

It signals and end to the original building and the start of an extension.

4.2.3. East Façade

This façade is boarded by Woods Lane and provides for rear access to the arcade. The constituent material of this external façade consists of corrugated metal sheeting in a white finish (figures 4.6 & 4.7) with no historic fabric on this façade. Open steel grate security doors provide access and ventilation again there is no historic fabric. The area is bounded by a concrete car parking area. Alterations to the rear of the arcade are also evident through the additional space at the rear of the arcade and are reflected in the diversity of building fabrics.

4.2.4. North Façade

The north façade was asymmetrical with the south. Moreover, the south façade has undergone a number of structural changes within the fabric. Again the Hub Arcade is separated by the next building by an open inverted, but slightly wider concrete drain, which provides better access (figure 4.8). This area has also been inundated with weeds making impacting on visibility and access. A colonial bond in red brick was also utilised on this façade and a white paint finish has been applied. The north eastern corner contains a protruding addition to the structure of the building. This section is also vernacular albeit has utilised a darker brick in a non patterned English bond (figure 4.9). In total remnants of seven arched windows can be located on the north façade in varying degrees on intactness (4.10 & 4.11). Adaptive reuse of the building has resulted in the modification of some of the arch structures through the introduction of new window openings and doorways which have since been filled in an unsympathetic stretcher bond (figure 4.9) The modifications to the façade are discussed in greater detail in section 4.6.2.
Figure 4.7 East façade from vantage point.

Figure 4.8 North façade drain structure and wider access between neighbouring building.
Figure 4.9 North façade facing east with structural addition

Figure 4.10: North façade demonstrating changes in the structure of the building facing west.
Figure 4.11 North façade facing east

Figure 4.12: Arch detail to allow light into the rear section of the arcade.
Figure 4.13 Arch detail in the centre of the arcade allowing light into the arcade.

Figure 4.14 Exposed beam from within the environment centre
Figure 4.15 Exposed beam within suite 3 the former dance shop

Figure 4.16 Exposed beam in the hallway of the arcade closest to the west façade.
Figure 4.17 Exposed beam in the mid section of the building.

Figure 4.18 Roof structure from south roof access point facing west
Figure 4.19 Roof structure facing east from roof access in north façade of suite 12.

Figure 4.20 Roof structure from north roof access point facing east change in constitute roofing materials
Figure 4.21 Roof structure from the north access point in suite 12 facing west illustrates domed trusses in Oregon with hardwood timber bearers

Figure 4.22 Drainage system on the north façade
4.3. Roof

4.3.1. Roof Structure

The roofing structure consists of a domed apex of Oregon on the western façade (figure 4.18). Modifications are evident with the introduction of new materials such as hardwood. Clear panels allow light through the two domed sections into the centre and east end of the structure (figures 4.12 & 4.13). These two domes show exposed beam work, thought to be an original component of the building structure. The shops on the west façade contain what is thought to be the original exposed crossbeams, which are cradled in metal supports (figures 4.14–4.16). The exposed beam is also evident in the mid section of the arcade (4.17).

From within the roof space in suite 12 it is possible to obtain access to a portion of the roof framework. From the south side roof access a brick wall is evident to the west (figure 4.18) and to the east a change in roof fabric is evident with the introduction of metal trusses (figure 4.19).

4.3.2. Roof Covering

As the building has been modified a number of roofing fabrics have been utilised. The older section towards the western façade of the building consists of corrugated galvanised sheeting and white corrugated sheeting (figure 4.7). The change in roof covering reflects the changes in the roof structure and internal materials. The Skylight panels within the arch of the roof are of clear plastic corrugated sheeting (figure 4.12).
From the north roof access point it is possible to identify change in fabric of the roof structure with metal trusses also replacing the Oregon (figures 4.20) to the east the dome shape of the trusses is evident (figure 4.21).

4.3.3. Rainwater Management

Rainwater management is evident on the north and south facades. On the north façade a galvanised quadrant style gutter is in use. A galvanised rainwater header located on the north western façade directs water down towards the open drain below. A second galvanised rainwater header and square down pipe is located in the north western corner of the dark red protruding wall. A series of galvanised down pipes also direct water down towards the open drain. A facia board with a single narrow rib detail runs the length of the façade (figure 4.22).

On the south façade a similar rainwater management program is in place. A galvanised rainwater header and quadrant style down pipe is located at the south western corner of the façade. A timber facia board runs the length of the building. A galvanised quadrant style gutter connects a series of galvanised down pipes to direct water to the open drain below. A second rainwater header and quadrant style down pipe are located in the south western corner addition (figure 4.23)

4.4. Cellars and Foundations

4.4.1. Foundations

This site investigation was unable to identify any exposed foundations.

4.4.2. Cellars

This site investigation was unable to identify any fabric which indicated the presence of cellars.

4.5. Internal Layout

4.5.1. Current Internal Layout

As previously stated the internal layout of the building has been modified to facilitate use as a commercial premises. Subsequently the current internal layout relays little regarding the building's original interior layout. The internal layout as it presents itself has been mapped. Every effort has been made to ensure that the information is correct, however some shops were inaccessible (suites 2, 5, 6, & 8). The main constituent material is aluminium framing to support the glass shop fronts (figures 4.24 & 4.26).

On the upper level suite 12 consists of a main office area with a low partition (figure 4.26). This leads onto a second office space, this contains a door to the roof space but has been sealed and the lock removed, with an additional internal space (figure 4.27) this section contained a small opening in which it was possible to view the roof space. A third office space overlooks the west section of the arcade (figure 4.28). All the walls within this suite are false.

The Environment Centre is located on the west façade of the building and the interior is an inverted L shape design and occupies suite 4 (figure 4.29). The west walls that provide the entry point for the shop are solid and are concrete rendered. The north walls are also load bearing spalling concrete render reveals the red brick of the exterior. At the rear of the shop is a kitchen (figure 4.30), and storeroom (figure 4.31). Internal evidence of the staircase for the upper level is evident with the Environment Centre (figure
4.32). The internal south walls are false and are of timber veneer panelling. A variation in the floor level in the north corner of the shop is evident through the presence a raised concrete slab (figure 4.33). A low partition has also been added to this space.

Suite 3 has false walls which separate it from suite 4 (the Environment Centre) to which timber veneer panelling has been applied. Two access points are available for this suite, an internal heavy glass door provides access from within the arcade, the second door is a hollow timber veneer door which allows access at the rear of the shop at the base of the staircase (figure 4.34). Heavy glass panelling within an aluminium frame provides partition from the arcade (figure 4.35). The west walls that act as the shop front are solid and concrete render has been applied.

On the south façade is a former hair salon (suite 2) an open space with access gained via the arcade (figure 4.36.). A hollow internal door provides rear access into the arcade. A false wall separates suites 1 and 2. A glass wall within aluminium framing provides access from the arcade.

A heavy glass door on the west façade provides public access to suite 1. A hollow timber door also provides tenant access from within the arcade (figure 4.37). The north and west walls of this façade are of exposed brick and painted (figure 4.38). The internal space of this suite has been divided through the use of a false wall (figure 4.39). Constituent materials of the west façade consist of heavy glass walls within an aluminium frame of the load bearing wall in the south west corner.

Beneath suite 12 is a small alcove. The east side and a door way facing the hallway of the arcade which provides access to the environment centre (figure 4.40). These walls are false the constituent material is fibro sheeting. Just to the right of this alcove are bathrooms on the north wall (figure 4.41).

Suite 8 is located on the north side of the arcade. This space was unavailable for inspection. Again heavy glass panelling is utilised to separate the shop from the arcade and a glass panel door facilitates access from the arcade (figure 4.42). With opaque glass panels it was not possible to deduce any more information regarding this suite.

Bogart’s Café formerly occupied suites 5 and 6 (figure 4.43) on the south side of the arcade. Access to the interior of these suites was not possible. Examination of the space from the hallway identified the use of timber veneer panelling on the south wall.

Suite 7 is an open space with a brick rear wall (figure 4.44) a small kitchen area are present and an opening which has since boarded up. The suite has been painted a pastel green. A false west wall separates the suites, with a brick pillar which slightly protrudes into the room (figure 4.45)

A similar fabric is also evident in suite 9. The walls are of exposed brick which have been painted white. Access is to the space is through a heavy glass door in the arcade. A brick pillar also slightly protrudes on the east and west walls (figure 4.46).

Suite 10 is located on the south side of the building this space is larger then the other suites located at the rear of the arcade. False walls provide an office partition (figure 4.47). The remainder of the space is divided into three sections (figure 4.48). Timber veneer panelling has been used throughout the suite. A slight change in floor level is also evident (figure 4.48).
Figure 4.24: Interior view of the Hub Arcade facing east.

Figure 4.25: Interior layout view facing west to Kiewa St.
Figure 4.26 Shop 12 first office space within suite 12

Figure 4.27: Shop 12 second office space with additional office alcove
Figure 4.28: Third office space for suite

Figure 4.29 Environment Centre (shop 4) facing internal view facing west.
Figure 4.30 Kitchen space for the Environment Centre (shop 4)

Figure 4.31 Environment Centre (shop 4) storeroom
Figure 4.32 Internal evidence of the staircase within the Environment Centre

Figure 4.33 Change in floor level in the rear section of the Environment Centre
Figure 4.34 Interior layout of suite 3 facing east

Figure 4.35 Interior of suite 3 facing west
Figure 4.36 Internal view of former salon suite 2

Figure 4.37 Internal access point for suite 1
Figure 4.39 Internal north west walls of suite 1 of exposed brick.

Figure 4.39 Internal false wall with semi exposed timber frame dividing suite 1 with a hollow internal door.
Figure 4.40 Small alcove under suite 12 which provides additional space for the Environment Centre in suite 4.

Figure 4.41 Men’s and Ladies toilets located on the north façade.
Figure 4.42 Suite 8 from the interior hallway of the arcade.

Figure 4.43 Bogart’s Café which formerly occupied suites 5 and 6
Figure 4.44 Suite 7 brick bond rear wall with kitchen space and boarded opening.

Figure 4.45 Shop 7 south western façade with brick pillar
Figure 4.46 The exposed brick walls of the north and west facades of suite 9

Figure 4.47 Suite 9 internal timber veneer panelling and partitioning
Figure 4.48 View of internal space of suite 10 with more timber veneer paneling

Figure 4.49 Internal staircase to suite 12

Figure 4.50 Staircase from ground level leading up to suite 12
4.5.2. Internal Doors and Hallways

The current design of the internal space of the building is as a commercial space and includes the introduction of a number of glass panel walls and doors (figure 4.17). A central hallway divides the shops on the north and south facades. The hallway consists of a concrete slab which has been tilled. Suite 12 (figure 4.49) had an internal door as did suite 1, (figure 4.37) 2 and three although they are of no historic value.

4.5.3. Ceilings

A plasterboard ceiling has been attached to the roof structure throughout the building (figures 4.14-4.18). Suite 12 had a suspended ceiling framework.

4.5.4. Staircases

An internal staircase provides access to suite 12. The steps are timber with a matching balustrade with brass fittings (figure 4.49 & 4.50). Suite 4 contains under stair access (figure 4.32), however this door could not be opened for further investigation. Timber veneer panelling has been applied to the walls of the staircase on the lower level and landing. The upper staircase is boarded by plaster walls. A nonslip covering has been applied over the timber on the lower level and a carpet runner on the upper staircase leaves the remaining timber exposed.

4.6. Modifications of the Structure

4.6.1. Chronology of Modifications

The following list provides a summary of the key architectural features which reflect alterations to the historic fabric.

Arches filled in
Division of interior space into shops
Glass shop front added
Glass and false wall provisions added
Parapet added
Rear of building (east façade extended)
Metal trusses added for expansion of roof space
Addition of office space on second storey
Modifications to north façade

4.6.2. Extant Evidence for Internal Modifications External

The north exterior facade of the arcade contains the greatest amount of variation of the fabric. In the north east corner a change in historic fabric and structure is evident. The following photo documentation provides a sequential representation of the changes in the historic fabric from the east to the west of the south wall. The introduction of a new vernacular extension is evident with the introduction of new bricks in non patterned English bond (figure 4.51). The first arch is intact and has been filled in a stretcher bond, with the arch detail and header sill evident (figure 4.51). This is the only archway with a three header row arch on the building. The second arch detail has been significantly altered (figure 4.52). The metal lintel shows that the archway became a door way which was then filled (figure 4.52). This infill is noticeably concave. The symmetry of the arches is interrupted by the inclusion of a recessed double window with a rendered sill opening for the bathrooms (figure 4.53). This is followed by four separate window openings of the same architecture style (figure 4.53). The first of which contains evidence of the presence of another arch which was partially destroyed for the newer opening (figure 4.54). The fourth single window opening also contains remnants of an archway. The next modification in the
succession is a complete archway opening that has been filled in (figure 4.57). The next modification of the fabric is the presence of a former window opening with a rendered surround (figure 4.56). This window has been broken into a the wall and later bricked in whereby the care was taken to replicate the brick pattern. Between this outline and the air conditioning unit it is possible to identify the partial remains of an arch (figure 4.58). The final archway remains fully evident within the original fabric (figure 4.59). A recessed opening above this final archway is also evident (figure 4.59).

The south façade of the Hub Arcade demonstrates a higher degree of integrity within the historic fabric. The external modifications of this façade are not asymmetric of the north façade.

The northern façade shows a grove cut into the brickwork to take in the flashing of an iron roof (figure 4.60). The property plan of 1937 shows such a roof between 532 Kiewa Street and 528-530 Kiewa Street (figure 3.25). The function of the roofed area is unclear.

The south western corner of the façade incorporates a rendered plinth detail (figure 4.58). A white wash rather than a paint has been applied to the south façade (figure 4.59). The infill of the arches remains in the unpainted red brick indicating that the arches were filled after the wash was applied (figure 4.59).

Modifications to the rear of the arcade (east) are most effectively illustrated in figures 4.17. This photo documentation reflects a change in the roof structure and fabric and also in the east structure with the inclusion of dark red support wall in a non patterned English bond.
4.6.3. Extant Evidence for Internal Modifications

The current internal fabric of the building of the building provides little evidence of the internal structure of the original building. A review of the internal roof space identified a change in roofing fabric (figures 4.14-4.17) reflecting the extension point on a new roof and rear extension of the building. Within suite 4 the Environment Centre is evidence of internal modifications with a raised section of flooring (figure 4.33).

False wall throughout the arcade suggest changes to the internal layout of the building. The toilets are new additions this is reflected by the changes to the external north façade. The use of false use to define this space also support this view. Within suite 4 is a single sash window above the kitchen sink this has since been boarded up and this is reflected in the external wall (figure 4.41). The use of false walls between suites 1&2, 3&4 suggests that this space may been two larger areas before the introduction of the wall, which this is supported by the presence of the solid walls.

The exposed brick of the south wall in suite 1 is different to the other suites particularly considering that it is a stretcher bond which is evident but externally a colonial bond is in use. The significance of this difference in walling in unknown. It can be surmised that the owners wished to provide for one shop area with more secure walls.

4.7. Contributing Structures

There are no other contributing structures for this site.

Figure 4.53 North facade a double window and four single openings which allow light and facilitate ventilation
Figure 4.54 Presence of former archway which has been modified to provide for a new window opening.

Figure 4.55 The in the sequence is a complete archway with a two header row arch.

Figure 4.56 Former window opening with rendered surround. Between this opening and the air conditioning unit it is possible to identify the presence of a partial arch.
Figure 4.57 The final archway with arch and sill detail remaining, with an opening above.

Figure 4.58 South wall presence of rendered plinth
Figure 4.59 Infill of arches on south façade note the in fills are of the original red brick and sympathetic with the colonial bond but remain unwashed.

Figure 4.59 Steel channel used to provide additional strength north facade
Figure 4.60 The Southern Façade of 530 Kiewa Street

Figure 4.61 The Northern Façade of 530 Kiewa Street
5. SUBSURFACE REMAINS

5.1. BASIS OF ASSESSMENT

5.1.1. Nature of the assessment

The assessment set out in this section will outline the nature and extent of any subsurface archaeological remains that may exist on the property and that may be encountered if the existing structure and ground sealant (concrete and bitumen) is to be removed in the process of future construction.

5.1.2. Sources of evidence

5.1.2.1. Documentary evidence

The observations made in this section are based on the documentary evidence regarding the present structure and its predecessors, as set out in section 3.2. The data quality is mixed. A caveat to the following observations is the fact that no firm documentary evidence for the appearance of structures, if any, prior to the sewerage plan of 1919 can be found.

5.1.2.2. Physical evidence

The surfaces within the structure and on the property are all covered with bitumen or concrete. At no location is bare soil exposed. Any earthmoving on the site dates so far back, that no oral history can be collected, which could inform the decision-making process.

5.1.3. Potential of survival

The potential of survival of subsurface archaeological material

5.1.3.1. Indigenous sites

While not the focus of this study, the potential presence of Indigenous cultural heritage material shall be touched upon.

Indigenous cultural material culture may well exist on the property. However, based on predictive modelling carried out for other projects in the Albury area\(^{373}\) as well as a survey of Indigenous sites in areas of one hundred percent site visibility,\(^ {374}\) the likelihood of sites not located on creek or river terraces, or at confluences of creeks is low.

The location of the property in relation to permanent water courses (in this case the old meandering alignment of Bungambrawatha Creek to the west of the site) suggests that no sites are present on the property. This does not preclude the presence of isolated artifacts. Given the relative acidity of the soil, these are confined to inorganic materials, such as quartz and silcrete flakes or charcoal.

5.1.3.2. European Cultural Heritage

The potential for survival of European-contact era subsurface remains is reasonably good given the limited amount of excavations that seems to have been carried out in the past in the wake of construction.
Figure 5.1. Plot of the successive buildings and their subsurface features (sewage and service pits)
The main sewers lines were run in Wood’s Lane to the west of the property, while all utility easements are on the street or the footpath of Kiewa Street. It would appear that most earth moving was limited to the eastern part of the property.

5.2. Predicted presence or absence of subsurface cultural resources

5.2.1. Subsurface features

Figure 5.1 shows the location of the various sewer lines over time in relation to the buildings. Figure 5.2 shows a superimposition of all subsurface features.

While we know that many of Albury’s houses in the 1870s had roof-fed rainwater tanks which were replenished by water carts as needed, we can assume that many properties would have had their own well. A horse stables most certainly would have required a reliable water supply. From 1885 water was piped through mains in the major streets. The scheme was extended in 1890, by which time the storage capacity had been increased to 4.52 megalitres.

The exact location of the 1860s and 1870s wells is unclear, but we can assume that would not only have been somewhere in the back yard, but also away from the cesspits. This interrelationship not only applied to the property under discussion, but also to the neighbouring properties.

Figure 5.3 shows the 1919 building envelopes for the properties 524 to 540 Kiewa Street and the tentative location of the

Figure 5.2. Superimposed subsurface features (sewage and service pits)
cesspits (circles). This is based on an interpretation of the 1919 sewerage connections, which seem to have gone to existing outhouses.

As can be seen, the area is quite convoluted, with only few spaces free for the position of the wells without running the risk of contaminating the water supply through the cesspits. However, given that piped water was available from 1885 onwards, it is possible that the 1860s and 1870s wells could have been filled in before the buildings were extended and thus be located under the extant buildings. In the case of property 528-530 Kiewa Street, it is unknown whether buildings existed on the allotment in the 1870s. Thus the need for a well is unclear. Certainly when Crawford & Co had the stables erected, the property was on a reliable supply of town water, and no well was necessary.

If wells existed, they would have been filled in before the 1920s and thus would provide a high potential for archaeological material culture in their fill. We can assume that the fill would comprise both of household refuse and construction debris obtained from neighbouring properties. This could provide a unique insight into the nature of habitation in central Albury during the 1870s expansion period.

The cesspits would have been decommissioned in 1919 or 1920, depending on the exact date the house sewers were connected. As the pits were frequently emptied, the life cycle of an early twentieth century cess pit is short and hence any material culture encountered in the pits would be chronologically close to 1919. Samples of human excreta could be analysed for parasite infestation, which might be of archaeological, and in particular medico-historical interest. The success would depend on the preservation conditions.

Figures 5.4 to 5.8 show the ground floor plans of the various development stages of 528-530 Kiewa Street, with the subsurface intrusions shown in black. In addition to the walls, this was limited to the foundations for the 8' by 8' posts. These are shown as hatched areas as their exact size is unknown. Most of the later interior modifications were limited to wooden partitions for office enclosures, which would have left so substantive impact on the subsurface area. The major exception to this are the 1960 modifications and the construction of a mezzanine level, which necessitated the erection of additional posts and their foundations (figure 5.8). Another, but more limited exception was the 3' by 9' car service pit that was dug into the northeastern section (figure 5.7). The combined subsurface intrusions are plotted in figure 5.9.

Reputedly the first floor covering was a cobble stone pavement. None of the extant building plans makes any reference to that. There is reference, however to a brick pavement in the rear section of the building. It is possible that irregularly worn bricks, with their rounded edges may resemble a cobble stone pavement to the uninitiated eye.

What is recorded are various concrete floors as well as part of a brick pavement. This sequence has been illustrated in figure 5.10. After the 1960 redevelopment the entire floor seems to have been covered with concrete. It is unclear whether the concrete was merely laid over the existing surfaces, or whether the old surfaces were removed.

It is noteworthy that the brick pavement ends at the posts supporting the roof, which gives an indication of the depth of the horse boxes. It can be assumed that the floor of the horse boxes would have been compacted soil, and that the brick pavement was confined to areas where cart and wagon traffic occurred. The flooring of the two offices would in all probability have been wooden floorboards on joists. Figure 5.11 shows the reconstructed internal layout of
the Crawford Stables as they might have appeared in 1886.

5.3.2. SUBSURFACE MATERIAL-CULTURE

The presence or absence of artefactual remains other than Indigenous depends on the amount of excavation work carried out in the course of digging sewer lines and removing existing floors. If the floors have been built up rather than removed, then it quite possible that material culture predating the 1920s may be present in the area of the former horse boxes, where it could have been trodden into the ground, as well as in the area of the former manager’s offices, where material may have fallen between floorboards and eventually have become covered up by the concrete floors. Likewise the potential that material culture items could be encountered in the filled-in car service pit cannot be discounted. The likelihood that material culture remains exists in the area formerly covered by the brick paving is deemed very low. If anything, it is likely that construction items, such as nails and other fasteners are present.

Figure 3.12 sets out the relative probabilities, with darker shading representing a higher likelihood. Overall, however, the likelihood that material culture items, with the exception of construction refuse, could be encountered is deemed very low.
Figure 5.4. Reconstructed Floor Plan of the 1886 stables.
Figure 5.5. Reconstructed Floor Plan of the 1920s garage.
Figure 5.6. Floor Plan of the 1938 garage.
Figure 5.7. Floor Plan of the 1950s garage.
Figure 5.8. Floor Plan of the 1960 garage.
Figure 5.9. Combined subsurface features.
Figure 5.10. Sequence of floor coverings 1886 to 1950s
Figure 5.11. Reconstruction of the 1886 internal partitions and floor coverings
Figure 5.12. Potential for the presence of subsurface material culture
The darker the shading the greater the likelihood
6. HERITAGE VALUES

6.1. BASIS OF ASSESSMENT

6.1.1. Assessment Process
The assessment process follows that set out by the NSW Heritage Office in its various guidelines.\(^377\) It comprised of historical data collection, an investigation of extant fabric and an assessment of the cultural heritage value of the property according a series of criteria. In the assessment judgment calls have to be made to evaluate the historic and social significance of a property against a set of criteria. This is informed by national, state and local heritage themes.

All properties have a ‘life history’ in which their use may well have been adapted over time. Frequently the property has been structurally altered to accommodate these new uses. As a consequence, even if the property is deemed to be culturally significant, a judgment has to made whether the physical integrity of that part of the property that is associated with the culturally significance is sufficiently well preserved to exemplify that significance. If a property has been so substantially changed in the course of time that little of the culturally significance phase of the property’s use remains, then it is doubtful that the property classified as significant. On the other hand, however, the collective use history of a property may, in its own right, be what exemplifies its cultural significance.

The assessment process in this study is, therefore, a bipartite affair: an assessment of the cultural heritage significance of the property and an evaluation whether the currently extant structure retains sufficient integrity to exemplify the significance and thus, ultimately, warrant preservation or protection to regulatory mechanisms. In the final section we will look at the significance of any subsurface remains that have been identified in section 5.

6.1.2. Assessment Criteria

The assessment criteria used are those promulgated by the New South Wales Heritage Office:\(^378\)

6.1.2.1. Themes

As part of the recently completed draft Heritage Studies for Albury and Lavington, historic themes for Albury Heritage were identified based on pre-existing Australia-wide and NSW state themes. From these, additional local themes were developed, which were used to aid the identification and classification of heritage items.\(^379\) While these themes are guides only and cannot be construed as exclusive, they inform and to a degree direct the assessment the heritage potential of properties.

The draft heritage study identified the following four themes derived from the national Australian historic themes.
4.5 Making settlements to serve rural Australia
3.8 Moving goods and people
7.8 Establishing regional and local identity
2.4.5 Migrating

The draft Albury Heritage study developed these into the following four local heritage themes:

- Albury as a rural service centre.
- Albury as a thoroughfare town
- Albury as a border community
- Albury as a migrant centre.

Even though the Albury heritage study only exists in draft form and has not been formally accepted by council, it is unlikely that any changes to study, should they be requested by council, would alter the choice of themes.

The state criteria (see below) are more property specific thus less suitable for the development of thematic histories, but, in essence, the thresholds against which local items need to be assessed.

6.2. Evaluation of Property against the Criteria

Each property must be assessed against a number of criteria of state (local) significance as promulgated by the New South Wales Heritage Office:

A An item is important in the course, or pattern, of NSW's (local area's) cultural or natural history

B An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's (local area's) cultural or natural history

C An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (the local area)

D An item has strong or special association with a particular community or cultural group in NSW (the local area) for social, cultural or spiritual reasons

E An item has potential to yield information that will contribute to an understanding of NSW's (local area's) cultural or natural history

F An item possesses uncommon, rare or endangered aspects of NSW's (local area's) cultural or natural history

G An item is important in demonstrating the principal characteristics of a class of NSW's (local area's) - cultural or natural places; or - cultural or natural environments

The findings have been summarised in three matrices. The state criteria are the threshold criteria against which local items need to be assessed. Cultural significance based merely on historic and social information is set out table 6.1 as has been scored present or absent. The integrity of the fabric to exemplify significance under the criteria (table 6.2) has been scored as ‘high,’ ‘medium’ and ‘low,’ whereby ‘high’ implies little, if any modification, and low implies that substantial alterations occurred which have removed a sizeable component of the original fabric. The grading is differentiated between state and local significance, whereby the latter only compares to other extant structures in the Albury/Hume Shire area. Additions, such as annexes or blocked in window openings, as well as intrusive components, all of which can be removed without harm to the elements of the structure deemed significant, are not included in the scoring. Table 6.3 sets out a graded assessment of significance, combining matrices 1 and 2. For the latter the significance attribution has been graded as ‘exceptional,’ ‘high’, ‘moderate’, ‘little’ and ‘intrusive,’ as set out in the guidelines.
6.2.1. **Criterion A**

An item is important in the course, or pattern, of NSW's cultural or natural history (State significance); OR An item is important in the course, or pattern, of the local area's cultural or natural history (local significance).

6.2.1.1. **Guidelines for inclusion or exclusion**

Without being limiting, the NSW Heritage Office suggests as guideline 383 for inclusion that the property shows evidence of a significant human activity is associated with a significant activity or historical phase maintains or shows the continuity of a historical process or activity.

Again without being limiting, exclusion is indicated if the property has incidental or unsubstantiated connections with historically important activities or processes; provides evidence of activities or processes that are of dubious historical importance; or has been so altered that it can no longer provide evidence of a particular association.

6.2.1.2. **Applicability of the criterion for the property under assessment**

The property 528-530 Kiewa Street has a direct association with the transportation industry, first and foremost as the major stables and coach terminal for the regional coach line Crawford & Co. With the advent of the motor car, the use of the property changed into a series of garages, again maintaining the association with transportation. Its location in (northern) Kiewa Street exemplifies the zig-zagging thoroughfare through Albury, while its proximity to the heart of town signifies the relative prominence of the business in the 1880s. On a regional level, Crawford & Co was the major regional coach line that provided services from the 1860s to the 1910s, providing the communications backbone for much of the southern Riverina, North-eastern Victoria and the Upper Murray Valley Region. Rather than competing with, it augmented the transportation offerings of the expanding railways, showing that it could adapt to changing times. It was the onset of reliable mail coach services between the railways and major towns on the one hand, and the smaller rural communities on the other, that allowed for the social and cultural development of the latter communities. The Albury stables were Crawford's regional hub north of the Murray. In scale they are the largest roofed nineteenth century building in the Albury Region, only surpassed by the now demolished Fallon's wine store further north along Kiewa Street.

The later incarnation as motor garages for British-made cars and farm machinery is a good example of Albury businesses as rural service providers.

6.2.2. **Criterion B**

An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (State significance); OR An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area (local significance).

6.2.2.1. **Guidelines for inclusion or exclusion**

Without being limiting, the NSW Heritage Office suggests as guideline 384 for inclusion that the property shows evidence of a significant human occupation or is associated with a significant event, person, or group of persons.

Again without being limiting, exclusion is indicated if the property has incidental or unsubstantiated connections with historically important people or events; or provides evidence of people or events that are of dubious historical importance; or has been so altered
that it can no longer provide evidence of a particular association.

6.2.2.2. Applicability of the criterion for the property under assessment

This criterion is not directly applicable to the property under assessment.

6.2.3. **Criterion C**

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (State significance); OR An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area (local significance).

6.2.3.1. Guidelines for inclusion or exclusion

Without being limiting, the NSW Heritage Office suggests as guideline 385 for inclusion that the property shows or is associated with, creative or technical innovation or achievement; is the inspiration for a creative or technical innovation or achievement; is aesthetically distinctive; has landmark qualities; or exemplifies a particular taste, style or technology.

Again without being limiting, exclusion is indicated if the property is not a major work by an important designer or artist; has lost its design or technical integrity; its positive visual or sensory appeal or landmark and scenic qualities have been; or is more than temporarily degraded has only a loose association with a creative or technical achievement.

6.2.3.2. Applicability of the criterion for the property under assessment

The double-brick structure of 528-530 Kiewa Street is a good example of nineteenth century engineering providing a large, 30' by 90', covered space with a curved roof supported by 8' by 8' posts. It exemplifies the construction of large storage buildings and stables in the period preceding the introduction of reinforced concrete. It is the only such structure remaining in Albury and one of two ever built (the other being the now demolished above ground component of Fallon’s wine storage.

6.2.4. **Criterion D**

An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (State significance); OR An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons (local significance).

6.2.4.1. Guidelines for inclusion or exclusion

Without being limiting, the NSW Heritage Office suggests as guideline 386 for inclusion that the property is important for its associations with an identifiable group; or is important to a community's sense of place.

Again without being limiting, exclusion is indicated if the property is only important to the community for amenity reasons; or is retained only in preference to a proposed alternative.

6.2.4.2. Applicability of the criterion for the property under assessment

This criterion is not directly applicable to the property under assessment.

6.2.5. **Criterion E**

An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (State significance); OR An item has potential to yield information that will contribute to an understanding of the area's cultural or natural history (local significance).
6.2.5.1. Guidelines for inclusion or exclusion

Without being limiting, the NSW Heritage Office suggests as guideline\(^\text{387}\) for inclusion that the property has the potential to yield new or further substantial scientific and/or archaeological information; or is an important benchmark or reference site or type that provides evidence of past human cultures that is unavailable elsewhere.

Again without being limiting, exclusion is indicated if the property the knowledge gained would be irrelevant to research on science, human history or culture; has little archaeological or research potential; or only contains information that is readily available from other resources or archaeological sites.

6.2.5.2. Applicability of the criterion for the property under assessment

This criterion is not directly applicable to the property under assessment.

6.2.6. Criterion F

An item possesses uncommon, rare or endangered aspects of NSW’s cultural or natural history (State significance); OR An item possesses uncommon, rare or endangered aspects of the area’s cultural or natural history (local significance).

6.2.6.1. Guidelines for inclusion or exclusion

Without being limiting, the NSW Heritage Office suggests as guideline\(^\text{388}\) for inclusion that the property provides evidence of a defunct custom, way of life or process; demonstrates a process, custom or other human activity that is in danger of being lost; shows unusually accurate evidence of a significant human activity; is the only example of its type; demonstrates designs or techniques of exceptional interest; or shows rare evidence of a significant human activity important to a community.

Again without being limiting, exclusion is indicated if the property is not rare; or is numerous but under threat.

6.2.6.2. Applicability of the criterion for the property under assessment

The Crawford & Co stables are the only building of its kind, both architecturally and historically, remaining in Albury. As such they have archival value as a representative of their class, and educational value as they illuminate the architecture of such buildings and the importance of coach services in nineteenth century Australia.

6.2.7. Criterion G

An item is important in demonstrating the principal characteristics of a class of NSW’s - cultural or natural places; or - cultural or natural environments (State significance); OR An item is important in demonstrating the principal characteristics of a class of the area’s - cultural or natural places; or - cultural or natural environments (local significance).

6.2.7.1. Guidelines for inclusion or exclusion

Without being limiting, the NSW Heritage Office suggests as guideline\(^\text{389}\) for inclusion that the property is a fine example of its type; has the principal characteristics of an important class or group of items; has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity; is a significant variation to a class of items; is part of a group which collectively illustrates a representative type; is outstanding because of its setting, condition or size; or is outstanding because of its integrity or the esteem in which it is held.

Again without being limiting, exclusion is indicated if the property is a poor example of its type; does not include or has lost the range of characteristics of a type; or does not
represent well the characteristics that make up a significant variation of a type.

6.2.7.2. Applicability of the criterion for the property under assessment

The Crawford & Co stables are a good local example of nineteenth century coaching stables with office space and accommodation for horses and carriages.

<table>
<thead>
<tr>
<th>Criterion</th>
<th></th>
<th>Albury as a rural service centre</th>
<th></th>
<th>Albury as a thoroughfare town</th>
<th></th>
<th>Albury as a border community</th>
<th></th>
<th>Albury as a migrant centre</th>
<th></th>
<th>Albury as Other Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>important in the course, or pattern, of cultural history</td>
<td>State</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>B</td>
<td>has strong/special association with the life/works of person(s) of importance</td>
<td>State</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td></td>
<td></td>
<td>Local</td>
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<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>C</td>
<td>important in demonstrating aesthetic characteristics; high degree of creative or technical achievement</td>
<td>State</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td></td>
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<td>Local</td>
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<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>D</td>
<td>strong or special association with a community/cultural group in NSW for social, cultural or spiritual reasons</td>
<td>State</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>Local</td>
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<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>E</td>
<td>potential to yield information that will contribute to an understanding of cultural history</td>
<td>State</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td></td>
<td></td>
<td>Local</td>
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<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>F</td>
<td>possesses uncommon, rare or endangered aspects of NSW's cultural history</td>
<td>State</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td></td>
<td></td>
<td>Local</td>
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<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>G</td>
<td>important in demonstrating the principal characteristics of a class of cultural places; or environments</td>
<td>State</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td></td>
<td></td>
<td>Local</td>
<td>Yes</td>
<td>Yes</td>
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<td>No</td>
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</tr>
</tbody>
</table>
Table 6.2 Criteria Matrix Cultural Significance of Property 2: Preservation of fabric

<table>
<thead>
<tr>
<th>Criterion</th>
<th>State</th>
<th>Local</th>
<th>Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>A  important in the course, or pattern, of cultural history</td>
<td>Low</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>B  has strong/special association with the</td>
<td>State</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>life/work of person(s) of importance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C  important in demonstrating aesthetic characteristics; high degree of creative or technical achievement</td>
<td>State</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>D  strong or special association with a community/cultural group in NSW for social, cultural or spiritual reasons</td>
<td>State</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>E  potential to yield information that will contribute to an understanding of cultural history</td>
<td>State</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>F  possesses uncommon, rare or endangered aspects of NSW's cultural history</td>
<td>State</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>G  important in demonstrating the principal characteristics of a class of cultural places; or environments</td>
<td>State</td>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>
6.3. Statement of Significance for Above Surface Heritage

In view of the above discussion the following statements of significance are made.

6.3.1. Significance at the State level

In view of the above discussion, the property 528–530 Kiewa Street is deemed culturally significant at the state level because it:

a) has a direct association with the transportation industry, first and foremost as the major stables and coach terminal for the regionally important coach line Crawford & Co;

b) is the largest roofed nineteenth century building in the Albury Region, only surpassed by the now demolished Fallon’s wine store further north along Kiewa Street;

c) is a good example of nineteenth century engineering providing a large, 30' by 90', covered space with a curved roof supported by 8' by 8' posts;

d) exemplifies the construction of large storage buildings and stables in the period preceding the introduction of reinforced concrete;

e) is good example of nineteenth century coaching stables with office space and accommodation for horses and carriages;

f) is a good example to show the transition from horse-drawn carriages and their service industries, to the motor car, and their related service industries; and

g) its location in (northern) Kiewa Street exemplifies the zig-zagging thoroughfare through Albury.

6.3.2. Significance at the Local level

The property 528–530 Kiewa Street is deemed culturally significant at the local level, with special reference to the themes of Albury as a rural service centre and Albury as a thoroughfare town, because the property:

a) has a direct association with the transportation industry, first and foremost as the major stables and coach terminal for the regionally important coach line Crawford & Co;
6.4. EVALUATION OF THE ABILITY OF THE EXTANT STRUCTURE TO EXEMPLIFY THE SIGNIFICANCE

While the property is deemed culturally significant as set out in the previous section, the material fabric of the structure has undergone substantial changes since its original construction. The question to be assessed in this subsection is whether these changes are so substantial that they impair or negate any significance. The significance of the extant structure has been graded as set out in table 6.3.

As set out above, the greatest significance is attributable to the period of Crawford and Co. use of the building. The modifications of the property in the intervening period have been so extensive, with such a loss of historic fabric, that only little of the original 1886 structure remains. While much of the conversion of the building into a shopping arcade is potentially reversible, it is the alterations of the front façade of 1938, and the internal modifications during the same period that have caused the irreversible loss of historic fabric (figure 6.1). The rear façade was lost in toto in the 1960 redevelopment. Further, many of the 8' by 8' posts have been removed and replaced by trusses, which in turn required modification to the roofing.

The loss of original fabric is deemed to be such that the extant property has no state significance and only moderate significance at the local level.

6.5. SIGNIFICANCE OF THE SUBSURFACE HERITAGE

As discussed in chapter 5, the likelihood of subsurface cultural material being present on the site is very low. An exception would be material contained in 1860s or 1870s well, the presence of which is unknown, but less likely than on neighbouring properties.

Any material culture derived from the current building either refers to the period of its construction in the 1880s or to its use as coaching stables (1886-1919) and as a motor garage (1922–1975). Given the nature of the floors inside the building it is not expected that much material culture is present, in particular in view of the successive replacement of concrete floors.

If material culture is present within the walled confines of the building, it is not likely to comprise of significant items which could illuminate or exemplify any of the elements of the structure deemed to have heritage significance.

If, however, a well is present, the potential for insight into 1860s and 1870s Albury is high. The material culture and faunal remains retrieved from such a well most certainly significant at the local level (in the absence of other material culture and excavations this is a forgone conclusion), and possible also on a state level in view of Albury’s position at the southern periphery of the colony and a major border town to Victoria.

Given the short life cycle of early twentieth urban cesspit infills, the potential material culture contained in the decommissioned cesspit is likely to be no state-level significance and only of low local significance. Of scientific interest may be the collection of sample human excreta for parasite analysis.
### Table 6.3 Criteria Matrix Cultural Significance of Property 3: Graded Significance

<table>
<thead>
<tr>
<th>Criterion</th>
<th>State</th>
<th>Local</th>
<th>Albury as a rural service centre</th>
<th>Thoroughfare town</th>
<th>Border community</th>
<th>migrant centre</th>
<th>Other Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>A  important in the course, or pattern, of cultural history</td>
<td></td>
<td></td>
<td>Moderate</td>
<td></td>
<td></td>
<td></td>
<td>Little</td>
</tr>
<tr>
<td>B  has strong/special association with the life/work of person(s) of importance</td>
<td></td>
<td></td>
<td>—</td>
<td></td>
<td></td>
<td></td>
<td>—</td>
</tr>
<tr>
<td>C  important in demonstrating aesthetic characteristics; high degree of creative or technical achievement</td>
<td></td>
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<td>Little</td>
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<tr>
<td>D  strong or special association with a community/cultural group in NSW for social, cultural or spiritual reasons</td>
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<tr>
<td>E  potential to yield information that will contribute to an understanding of cultural history</td>
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<td>F  possesses uncommon, rare or endangered aspects of NSW’s cultural history</td>
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<td>G  important in demonstrating the principal characteristics of a class of cultural places; or environments</td>
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7. RECOMMENDATIONS

The following recommendations are made in the light of the previous chapters, carrying out an historical analysis, the assessment of the extant structure, the prediction of the presence of subsurface archaeological remains and the assessment of cultural significance.

**Recommendation 1: Retention of the existing structure**

The existing structure was assessed to possess moderate cultural heritage significance at the local heritage level. Under normal circumstances this property is therefore eligible for inclusion in the schedule of protected heritage items in the Local Environmental Plan. Given its significance, it is prudent to investigate options whether the structure can be retained and incorporated into the new museum design. Ideally the shopping arcade accretions would be removed and the front façade be restored to resemble 1886 appearance.

It is recommended that council investigate options to retain the existing structure and its incorporation onto the museum design.

A mere retention of the Kiewa Street façade is not very desirable as of the three remaining facades that particular façade possesses the least integrity.

If recommendation nº 1 cannot be acceded to and, on the balance of all available information and conflicting demands on the property, the building cannot be retained and restored, then the following is recommended.

**Recommendation 2: Need for further documentation**

The internal development of the shopping 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.

It is recommended that any demolition of the existing structure be accompanied by photographic documentation by trained heritage staff.

**Recommendation 3: Archaeological monitoring**

While the likelihood of significant archaeological remains relating to the Crawford & Co stables and its uses thereafter is low, the presence of 1860s or 1870s wells cannot be discounted. Likewise, it is advisable to collect samples from the cesspit decommissioned in 1919 or 1920.

This can be assured by a the presence of an archaeologist monitoring the demolition and...
removal of the building as well as the concrete floors.

It is recommended that any demolition of the existing structure be accompanied by an archaeological monitoring programme and that a monitoring strategy be developed.

**Recommendation 4:**

**Need for further historical research**

The historical analysis has shown the lease history of the property after the conversion into an arcade is incomplete. Lacking is a sequence of years as well as the nature of premises where owners are known. At the same time it is of interest as the nature and social environment of the clientele changes.

The real estate agents are likely to hold that information, which cannot be accessed from third parties (other than owners or otherwise public information) without consideration of The Privacy and Personal Information Protection Act 1998 (NSW). Public information can be culled from old phone books as well as newspaper records, but this will take time.

It is recommended that in case of the demolition of the existing structure the historic record for the property be completed and the a complete sequence of shop uses be established.
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ENDNOTES

3. Latona 1976
10. Spennemann 1993
11. Andrews 1920, p 27
13. See various consultancy reports
14. In late September 1878 a skeleton was encountered at the ‘new down river road skirting Hospital Hill’ (Monument Hill). The skeleton, which was reported as in a good state of preservation was assumed to belong to an Indigenous person and was taken charge of by the police (Albury Banner 28 September 1878, p. 14). The disposal of the remains is unclear.—The location suggests that the burial was located south of Monument Hill, at the edge of the flood plain.
16. BP 23 Oct 1891, p. 3 col. 7.
17. Andrews 1920, p. 35; Andrews 1912
20. Robinson 1941, p. 28.
24. Census 1891 collector’s books
25. There had been some mail deliveries between Melbourne and Sydney in 1837 and 1838, with Howlong used as the crossing (Andrews 1912, p. 11).
28. Andrews 1912, p. 6
30. Andrews 1912, p. 22-23
34. Jeans 1972
35. Younger ones only attended school 10.00am to 5.30pm
37. Bayley 1954, p.46
38 Andrews 1912, p. 48.
39 Bayley 1954, p. 28
40 Bayley 1954, p. 51
42 Andrews 1912, p. 65/
43 Bayley 1954, p. 107
44 Border Post 6 May 1874, p. 2 col. 4.
45 Albury Banner 2 May 1874, p. 13 col. 3.
46 Bayley 1954, p. 103.
47 Bayley 1954, p. 28.
49 Bayley 1954, p. 94
50 BP 4 Jul 1883
51 Andrews 1912, p. 75.
53 Tender called for on 6 April 1883 (BP of the same date).
54 BP 25 Apr 1890.
56 Bayley 1954, p. 107
57 Bayley 1954, p. 107
58 BP 25 Oct 1889
59 Border Post Almanac 1890, p. 43.—The hall measured 28’ by 66’ (8.5 x 20m) and cost £586. If the cost of the land is included, the cost was £800 (BP 15 Mar 1889).
60 BP 1 Sep 1895
61 Albury Herald 18 Apr 1899.
62 Blacklock’s BMM 24 October 1913, 16
63 AB 23 Jun 1911.
64 ADN 25 June 1919
65 Bayley 1954, p. 139.
66 Formed in 1906 Hume Shire decided to set up offices in Albury, after a brief spell in the Jindera School of Arts (Hume Shire Council nd).
67 That building was demolished in 1966 and replaced with the current structure (Hume Shire Council nd).
68 Photo: Parish Archives.
69 Photo Fielder Collection, Courtesy Albury Regional Museum.
70 Source: Albury Illustrated 1913.
71 Contemporary Postcard Collection Albury Regional Museum.
72 Source: MacPherson Collection, Albury Regional Museum.
73 Source: MacPherson Collection, Albury Regional Museum.
74 Book 133, nº 97.
75 Municipality of Albury, Rate Book for 1915, entry nº 218
76 Municipality of Albury, Rate Book for 1916, entry nº 218.
77 Municipality of Albury, Rate Book for 1917, entry nº 218.
78 Municipality of Albury, Rate Book for 1918, entry nº 218.
79 Municipality of Albury, Rate Book for 1919, entry nº 218.
80 Municipality of Albury, Rate Book for 1920, entry nº 218.
81 Municipality of Albury, Rate Book for 1922, entry nº 225.
82 Municipality of Albury, Rate Book for 1923, entry nº 226.
83 Municipality of Albury, Rate Book for 1924, entry nº 226.
84 Municipality of Albury, Rate Book for 1925, entry nº 965.
85. Municipality of Albury, Rate Book for 1926, entry nº 966.
86. Municipality of Albury, Rate Book for 1927, entry nº 965.
88. Municipality of Albury, Rates and Sanitary Fees for 1928, entry nº 1215.
89. Municipality of Albury, Rate Book and Sanitary Register for 1930, entry nº 1215.
91. Municipality of Albury, Rate Book and Sanitary Register for 1931, entry nº 1416.
92. Municipality of Albury, Rate Book and Sanitary Register for 1932, entry nº 1416.
94. Municipality of Albury, Rate Book and Sanitary Register for 1933, entry nº 1421.
95. Municipality of Albury, Rate Book and Sanitary Register for 1934, entry nº 1421.
96. Municipality of Albury, Rate Book and Sanitary Register for 1935, entry nº 1421.
98. Municipality of Albury, Rate Book and Sanitary Register for 1936, entry nº 1428.
108. Valuer General of NSW, Valuation District of Albury, Valuation List for 1960, entry nº 2795. Valuation Record, Albury City Council.—The Valuation List has a handwritten annotation, expressing the 1965 value in Dollars. For purposes of comparison, the value is expressed in Pounds using the official conversion rate at the time of 2 Dollars to a Pound.
109. Valuer General of NSW, Valuation District of Albury, Valuation List for 1966,
entry nº 3776. Valuation Record, Albury City Council.—The Valuation List expresses the value in Dollars. For purposes of comparison, the value is expressed in Pounds using the official conversion rate at the time of 2 Dollars to a Pound.


112. An exception was water and sewer where in 1935, for example, minimum rates of 20/- for water and 40/- for sewer were charged.

113. See Municipality of Albury, Rate Book for 1922.

114. Municipality of Albury, Rate Book for 1927, entry nº 965.

115. Municipality of Albury, Rate Book and Sanitary Register for 1932, entry nº 1416.

116. Municipality of Albury, Rate Book and Sanitary Register for 1933, entry nº 1421.

117. Municipality of Albury, Rate Book and Sanitary Register for 1934, entry nº 1421.

118. 'Albury Borough Council.' Border Post 13 November 1886, p. 11.—'Albury Borough Council.' Albury Banner 12 November 1886, p. 22.

119. Vagabond 1896


121. Book 133 nº 97.


123. Border Post 11 May 1872

124. Border Post 27 Sep 1873

125. Border Post Almanac for 1878, p. 56.


129. Border Post Almanac for 1878, p. 56.

130. Border Post Almanac for 1876

131. Border Post Almanac for 1878, p. 56.


134. 'Albury Borough Council.' Border Post 13 November 1886, p. 11.—'Albury Borough Council.' Albury Banner 12 November 1886, p. 22.

135. Denise Marriott-McMahon.
http://www.angelfire.com/my/pioneer/crawford.html


140. Morrison 1888 vol. 2.

141. Section of photograph from the 1891 submission to the Federal Capital selection.

142. Section of photograph from the 1891 submission to the Federal Capital selection.

143. Section of photograph from the 1891 submission to the Federal Capital selection.

144. It is worth commenting that the image of the stables is less than 1 x 0.5 cm on the image, attesting to the high quality of the nineteenth century photograph and print.
145. Image courtesy Albury Regional Museum.
146. Spennemann 2003#.
147. Photograph courtesy Albury Regional Museum.
148. Photograph courtesy Albury Regional Museum.
149. Photograph courtesy Albury Regional Museum.
150. Source: Albury City Council files.
151. Fielder Collection, Albury Regional Museum
152. Section of photograph by Wr Wallace, Melbourne, Fielder collection, Albury Regional Museum.
153. Source: Albury City Council, Property File nº 3929.
156. Plan of House Drainage, File Sewer Plan 953.
158. Source: Albury City Council, Property File nº 3929.
159. Source: Albury City Council, Property File nº 3929.
160. Source: Albury City Council, Property File nº 3929.
161. Source: Albury City Council, Property File nº 3929.
162. Photo Albury Regional Museum
163. Source: Albury City Council, Property File nº 3929.
167. Image: Paul Miley, Eaglereach, NSW
168. Spennemann 2003d.
169. BMM 3 September 1938.
170. Source: Albury City Council, Property File nº 3929.
171. BMM 3 September 1938.
172. See note on plan as see aerial photo figure 3.33.
173. BMM 3 September 1938.
174. AB 26 May 1950.
175. BMM 10 Dec 1970, p. 35
178. Source: Albury City Council, Property File nº 3929.
179. Source: Albury City Council, Property File nº 3929.
180. Source: Albury City Council, Property File nº 3929.
182. Source: Albury City Council, Property File nº 3929.
183. Photograph courtesy Howard Jones
184. Photograph courtesy Albury Regional Museum
185. Source: Albury City Council, Property File nº 3929.
186. Source: Albury City Council, Property File nº 3929.
187. Source: Albury City Council, Property File nº 3929.
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189. Source: Albury City Council, Property File nº 3929.
190. Source: Albury City Council, Property File nº 3929.
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192. Source: Albury City Council, Property File nº 3929.
193. Source: Albury City Council, Property File nº 3929.
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219. Municipality of Albury, Rate Book and Sanitary Register for 1936, entry nº 1428.


245. Samuel Emanuel dies 11 July 1868, before Nathan Mandelson's death. He is thus excluded from the inheritance.


248. In other title documents Henry Driedloft is also spelled 'Driecloft,' 'Dreckluft,' 'Drickluft.' It is possible that he was a German.

249. Book 56, nº 807.


251. Book 70, nº 798.

252. Book 86, nº 171.

253. Vesting Order of the Supreme Court of NSW, Order 1844.

254. Levy Mandelson is listed as storekeeper and Abraham Cohen as merchant.

255. Book 118, nº 1.—Property Value: £106. —Prior ownership: Section 12 Allotment 8, described as adjoining the Grammar School (located in the south) and fronting Fallon's new wine cellars, was auctioned on 24 April 1869 (Advertisements Border Post 14 April 1869, p. 3 col. 6; 21 April 1869, p. 3 col. 6). Auction results were not published

256. Book 131, nº 381.

257. Book 131, nº 381.

258. Charles Frederick Frauenfelder is listed as butcher.


261. Municipality of Albury, Rate Book for 1915, entry nº 221.

262. Municipality of Albury, Rate Book for 1922, entry nº 222.

263. Municipality of Albury, Rate Book for 1923, entry nº 222.


265. Valuer General of NSW, Valuation District of Albury, Valuation List for 1938, entry nº 1534. Valuation Record, Albury City Council.—Refers to Book nº 1290, nº 234.—Listed as 'Investor, 421 Bourke Street, Melbourne.'


267. Torrens Title B/83168.

268. Albury City Council, Property File nº 3929.

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280. Albury City Council, Property File nº
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281. Albury City Council, Property File nº
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282. Albury City Council, Property File nº
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283. Plan of House Drainage, File Sewer Plan
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284. Plan of House Drainage, File Sewer Plan
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286. Valuer General of NSW, Valuation Dis-
trict of Albury, Valuation List for 1927,
entry nº 1215. Valuation Record, Albury
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287. Valuer General of NSW, Valuation Dis-
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290. Valuer General of NSW, Valuation Dis-
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entry nº 1428. Valuation Record, Albury
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291. Albury City Council, Property File nº
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292. Albury City Council, Property File nº
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293. Valuer General of NSW, Valuation Dis-
trict of Albury, Valuation List for 1938,
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296. Valuer General of NSW, Valuation Dis-
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entry nº 1610. Valuation Record, Albury
City Council.—Refers to Book nº 5334,
nº 24.

297. Valuer General of NSW, Valuation Dis-
trict of Albury, Valuation List for 1941,
entry nº 1610. Valuation Record, Albury
City Council.—Refers to Book nº 5334,
nº 24.

298. Valuer General of NSW, Valuation Dis-
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299. Valuer General of NSW, Valuation Dis-
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300. Valuer General of NSW, Valuation Dis-
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entry nº 1844. Valuation Record, Albury
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305. Albury City Council, Property File nº 3930.

306. Albury City Council, Property File nº 3929.

307. Albury City Council, Property File nº 3929.

308. L.R.B.—Lesley Reuben Bell.

309. Albury City Council, Property File nº 3929.

310. Plan Application, File Sewer Plan 953.

311. Plan Application, File Sewer Plan 953.

312. Plan Application, File Sewer Plan 953.

313. Albury City Council, Property File nº 3929.

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318. Albury City Council, Property File nº 3929.

319. Albury City Council, Property File nº 3929.

320. Albury City Council, Property File nº 3929.


322. Rate assessment, on file. Albury City Council, Property File nº 3929.

323. Rate assessment, on file. Albury City Council, Property File nº 3929.

324. Albury City Council, Property File nº 3929.

325. Albury City Council, Property File nº 3929.

326. Plan Application, File Sewer Plan 953

327. Albury City Council, Property File nº 3929.

328. Albury City Council, Property File nº 3929.

329. Albury City Council, Property File nº 3929.


331. Albury City Council, Property File nº 3929.

332. Albury City Council, Property File nº 3929.

333. Rate assessment, on file. Albury City Council, Property File nº 3929.


335. Rate assessment, on file. Albury City Council, Property File nº 3929.


337. Albury City Council, Property File nº 3929.


343. Rate assessment, on file. Albury City Council, Property File nº 3929.

344. Rate assessment, on file. Albury City Council, Property File nº 3929.

345. Rate assessment, on file. Albury City Council, Property File nº 3929.

346. Albury City Council, Property File nº 3929.

347. Albury City Council, Property File nº 3929.

348. Plan Application, File Sewer Plan 953.

349. Plan Application, File Sewer Plan 953.


351. Albury City Council, Property File nº 3929.

352. Albury City Council, Property File nº 3929.

353. Albury City Council, Property File nº 3929.

354. Albury City Council, Property File nº 3929.

355. Albury City Council, Property File nº 3929.


357. Plan Application, File Sewer Plan 953.

358. Plan Application, File Sewer Plan 953.

359. Albury City Council, Property File nº 3929.

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370. Albury City Council, Property File nº 3929.

371. Albury City Council, Property File nº 3929.


374. O’Halloran & Spennemann 2002


376. BP 25 Apr 1890.


378. NSW Heritage Office 2001

The Albury Heritage study justifies the choice of these four themes as follows (Albury City 2003a, p.11):

4.5 Making settlements to serve rural Australia

3.8 Moving goods and people

For all of the nineteenth and much of the twentieth century Albury functioned like many other country towns. It was a rural service centre and has grown principally in relation to the calls made upon it by the countryside about it. It developed as an important transport node, serving a railway and road junction.

The themes Making settlements to serve rural Australia (4.5) within the broader theme Building Settlements Towns and Cities (4), and Moving goods and people (3.8) within the broader theme, Developing Local, Regional and National Economies (3), together help make much sense of the way Albury developed and functioned for a great deal of time.

7.8 Establishing regional and local identity

2.4.5 Migrating

The character of the border city is addressed directly in the theme Establishing regional and local identity (7.8) within the broader theme Governing Australia (7).

The theme Migrating (2.4) within the broader theme Peopling Australia (2) also helps explain the changing social character of the city.

Albury City 2003a.—The local themes are justified as follows:

Albury as a rural service centre.—This theme is intended to help the search for and weighing of evidence that explains the patterns of early settlement that related the town to its countryside.

Albury as a thoroughfare town.—This theme is intended to help the search for and weighing of evidence related to the ways in which Albury developed as a road and railway transport node.

Albury as a border community.—This theme is intended to help the search for and weighing of evidence that explains how Albury’s development was affected by its peculiar position on the periphery of the state and by the associations it had with Wodonga on the opposite side of the Murray River.

Albury as a migrant centre.—This theme is intended to help the search for and weigh the evidence of Albury as a centre, which has attracted a large number and a large variety of people from different places.

Given the recent discussions on the extension of Albury boundaries to take in substantial portions of Hume Shire, the assessment conducted for this property includes heritage places in Hume Shire, with the exclusion of places in Howlong.

It is important to note that even though the same amount of fabric is extant in any given evaluation, its grading refers to the criterion in question and thus may vary. A good example is that the property is assessed as possessing moderate local significance for criterion A (for two of the themes), but only little significance for criterion F (for the same two themes). The reason for this apparent discrepancy rests in the fact that criterion A assesses historic significance,
while criterion F is more fabric and structure oriented.