Nº 532 Kiewa Street, Albury, NSW

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

by

Dirk HR Spennemann

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1. Historic Preservation—Australia—New South Wales;
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 532 Kiewa 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 532 Kiewa Street, Albury, County of Goulburn, New South Wales.

The property is currently owned by the Albury City Council. The property title is Torrens Title A/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 532 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 determine the sequence and appearance of structure;

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

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

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

g) making recommendations on its management.

2.2. ASSESSMENT 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 532 Kiewa Street

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

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

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

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

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

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

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.

6.1.1. Statement of Significance for above surface heritage

In view of the above discussion, the property 532 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 first coach terminal for the regionally and nationally important bus coach line Murray Valley Coaches

b) is associated with Azor Robbins and Alex Porter, two mechanics who have to be counted among Australia’s aviation pioneers. In these premises the pair designed and built their Bleriot-type monoplane in 1913 which flew twice.

6.1.2. Significance at the Local level

The property 532 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 first coach terminal for the regionally and nationally important bus coach line Murray Valley Coaches

b) is first building in Albury specifically built as a motor garage;

c) is a good example to illuminate the early support for the motor car, and the related service industries

d) is associated with Azor Robbins and Alex Porter, two mechanics who have to be counted among Australia’s aviation pioneers. In these premises the pair designed and built their Bleriot-type monoplane in 1913 which flew twice; and

e) 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.

Despite the loss of original fabric 532 Kiewa Street retains sufficient historic fabric that it is deemed to possess moderate state significance and high 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 thoroughly investigate options to retain the existing structure and its incorporation onto the museum design.

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 Albury City prepare a case for demolition (if alternate use options and inclusion in the museum/library design cannot be realised) and obtain concurrence by Heritage New South Wales for that decision.

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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1. INTRODUCTION

1.1. Location and Ownership

1.1.1. Location

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

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 A/83168.

1.3. Protective Listings

The building is not listed on any of the applicable conservation instruments, such as the Albury Local Environmental Plan 2000.
2. OBJECTIVES OF THE STUDY

2.1. Study Brief

2.1.1. Objectives
Albury City Council wishes to develop the property 532 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 532 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 determined 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 (nº 5), the Post Office (nº 3), St. Matthew’s (nº 30), St. Matthew's Rectory (nº 31), the Salvation Army Hall at 533 Kiewa Street (nº38) 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)

2.4.2. PICTORIAL SOURCES CONSULTED

The following pictorial databases and collections were consulted:

• 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 Landuse

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 April 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 though 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. Ebdon 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 slowly, 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.

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

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Dirk H.R. Spennemann
Nº 532 Kiewa Street, Albury, NSW. An Assessment of Heritage Values
commercial areas. 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 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 zigzagging 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 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, the Oddfellows Hall at 522 Kiewa Street in 1874, the Albion Hotel in Swift Street in 1874 (destroyed by fire in 1879).

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 147'7" 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.

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, it could now be made in 16 hours by rail.

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. 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.\textsuperscript{50} 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 built 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.\textsuperscript{51}

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.\textsuperscript{52} 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.\textsuperscript{53} The scheme was extended in 1890.\textsuperscript{54} 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.\textsuperscript{55}

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,\textsuperscript{56} a new Mechanics Institute in 1883, and a fire station next to the Mechanics Institute in 1889.\textsuperscript{57} 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),\textsuperscript{58} and the Salvation Army citadel in 1889.\textsuperscript{59}

Two idealized images from 1881 (figure 3.5) and 1888 (figure 3.6) 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\textsuperscript{60} 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 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.\textsuperscript{61} 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 Engelhardt 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 in to 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 bus terminal and garage, and provided overnight accommodation for long-distance travellers (figure 3.7).
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).
Figure 3.4. The Globe Hotel (left) and Fallon’s premises (right) in Kiewa Street in the early 1870s.\textsuperscript{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.\textsuperscript{70}
Figure 3.6. The intersection of Kiewa And Dean Street before the extension of the post office.\textsuperscript{71}

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.
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.
The realignment of the highway through Albury in the 1960s 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.

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 532 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 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.

#### Table 3.1 Development of the property value of 532 Kiewa Street. A comparison of rate values and actual values (in £)

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Fallon broke up allotment 8 into a number of 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 147" 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 property 532 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. 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.

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 3.13). That image does only show the upper section of the buildings 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 of the neighbouring property 528-530 Kiewa street (Crawford's Stables) 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 532 Kiewa Street part of the backyards of allotments 8, 9, and 10.
Figure 3.11 Section of the panoramic view of Albury as shown in the Illustrated Sydney News of 22 January 1881.

Figure 3.12 Section of the panoramic view of Albury as shown in the Border Post of 7 December 1888.

Figure 3.13 View of the eastern side of Kiewa Street in 1891.
Description of the Building

It is highly unlikely that a major building would have been erected on the land now forming lots A. 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 532 Kiewa Street.

3.2.2.2. After subdivision

Historic Background

It seems that the property was retained by James Thomas Fallon as it did not find a buyer. The same applies to the other lots to the north. Following James Fallon’s death on 6 May 1886 the property passed to his brother Patrick Edwin Fallon. In August 1899 Dr William Cleaver Woods, who already owned allotment 7 in section 12, acquired lots A, B (=534-536 Kiewa Street) and C (=538-540 Kiewa Street).

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 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 526 Kiewa Street contained a two-storey building, as well as a separate building on its western border. Two cottages exist on the northern side of the area, facing Swift Street (on the allotment now called 538-540 Kiewa Street).

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 a fairly built-up block the Crawford Stables (figure 3.12). The image also shows two cottages on the northern side of the area, facing Swift Street, as well as a gable roofed building immediately south of these cottages. Given the nature of the drawing it cannot be determined whether this building was erected on 536 Kiewa Street or on the property under discussion in this report. The former is more likely (see below)

We have in hand an oblique overview image of Albury taken in 1891 from what is now Monument Hill (figure 3.13). That image shows a vacant block north of Crawford’s stables (-528-530 Kiewa Street) (figure 3.14).

When the property was sold in August 1899, however, it reputedly contained a brick stables and a weatherboard shed. 119 We are not informed about the location or size of these buildings, which were pulled down in 1912 to make way for a new motor garage development.

3.2.2.3. Robbins & Porter Garage

Historic Background

Azor D. Robbins (−1886 in Tylden, Victoria) and Alexander W. Porter (−1890) learned their trade as motor mechanics at Dalgety’s Garage in Bourke Street, Melbourne. 120 Robbins had risen to foreman, while Porter was a specialist mechanic.

By early July 1911 Robbins and Porter had set up their own garage in Albury, first working from premises in Dean Street, next to Abe Nathan’s store. It is unclear whether they had offered their services to any of the existing mechanics shops and had worked in employ, or whether they had seen an opportunity and had set up a garage as a private enterprise of their own.

Figure 3.16. Advertisement in the Border Morning Mail of July 1911 121

They offered a repair service and seemed to have acted as dealers for Austin, Daimler, De Launay Belville and Standards. 122

In August of that year Robbins and Porter placed a new advertisement in the Border Morning Mail, being one of the earliest to make use of cartoons (figure 2). The advertisement shows two cars jumping over a fence like sheep. 123 By that time they had acquired a ‘vulcanising plant’ that allowed them to repair blown tubes and tyre walls. In addition, they had branched out into the rental car business, starting off with one car. The rental car business must have thrived, little mishaps such as lost tail lights notwithstanding. 124
Figure 3.17. Advertisement in the Border Morning Mail of August 1911

Figure 3.18. Advertisement in the Border Morning Mail of June 1912

At the time the motor market was dominated by Blacklock’s, then located in southern Kiewa Street. Determined to make a mark Robbins and Porter secured an two-column, 2 inch advertising spot on the front page of the Border Morning Mail, which they retained until January 1913.

They also secured a spot at the 1911 Albury Show, exhibiting ‘the chassis of a 15 hp Austin motor car with Rudge–Whitworth detachable tyres.’

The premises in Dean Street, were not suitable for expansion, presumably as they lacked sufficient covered workshop space. The commercial centre of light industry and transportation companies at this time was the section of Kiewa Street directly north of Dean Street. The Sydney Road wound its way from the bridge through Townsend and Dean Street and then north via Kiewa Street. Located in that section of Kiewa Street were the stables and coach terminal of Crawford & Co., then still a major force in regional transport along all routes not covered by the railways. In addition, there was the Globe Hotel, the central hotel in Albury, situated at the corner of Dean and Kiewa Street, as well as the less expensive Kiewa Boarding House a few houses up the street. While the former was frequented by the more affluent, the latter was favoured by the less-well-to-do coach travellers. A motor garage at such a location was not only located centrally in terms of Albury businesses, but also provided for the passing traffic of motorists staying in the Globe Hotel, who may need their cars serviced nearby.

Most of the then undeveloped eastern side of Kiewa Street was owned by Dr. William Cleaver Woods, a wealthy physician, who also ran a private hospital. Negotiations with him proved successful, for on 27 March 1912 he applied to the Albury Borough Council for a building permit to erect a garage in Kiewa Street.

The Albury Banner of 24 May 1912 reports that Dr. Cleaver Woods was “erecting for Messrs Robins sic and Porter a very large motor garage and repair shop.” By mid-June 1912 the building at 532 Kiewa Street was ready for occupation and the removal of the garage to the new premises was advertised accordingly (figure 3.18).

A photograph shows the newly erected building (figure 3.20) with a car in the driveway and another parked in the road. The lettering on the windows demonstrates that Robbins and Porter not only conducted a repair shop and garage, but that they also ran a rental car business. In other advertisement (figure 6) they claimed to make gears on the
premises. The interior of the garage was in essence a huge open space with a weatherboard office section on the northern side (figure 3.21). From the unfortunately slightly fuzzy image it would appear that the building had a rear exit towards Wood’s Lane and a rear drive way exit as well.

They paid for a half-page presentation in a commercial pictorial publication produced in 1913. In this they advertise their rental care business as well as their repair shop. The accompanying promotional text mentions that the garage “is capable of accommodating some 40 cars at one time. The latest and most up-to-date machinery was installed for all classes of repairing work.”

The ‘Albury monoplane’

Following John Duigan’s successful flight of a self-constructed aircraft in October 1910, various attempts were made at building other Australian-made planes.

Albury, located at the Border between New South Wales and the Victoria was a crucial railway station as it provided the change over of the two railway gauges. In addition it was the commercial centre for the Southern Riverina and North-Eastern Victoria.

The first sustained heavier-than air flight and aeronautical display occurred on 7 March 1914, when Harry Hawker displayed his Sopwith ‘Tabloid’ at the Albury Race course. Only eight weeks later the second aeronautical display occurred when Maurice Guillaux gave a demonstration in aerial acrobatics (on 25 May 1914). Guillaux returned on 14 July 1914, stopping over for lunch while carrying the first Australian airmail from Melbourne to Sydney.

Preceding Hawker and Guillaux in local aviation was the local talent of Azor D. Robbins and Alexander W. Porter who had built and flown a monoplane in 1913. Little has been published on these two or their plane.

Robbins and Porter worked on the design of a plane and engine in their spare time, commencing soon after they arrived in Albury in 1911. The Border Morning Mail commented:

“Ever since they came to the town, these two young and skilful mechanics have been at work on the ship of the air.”
Figure 3.20 The Robbin and Porter Motor Garage at 532 Kiewa Street in about 1912.\textsuperscript{139}

Figure 3.21 Interior of the premises at 532 Kiewa Street in 1913. AD Robbins is standing in the doorway.
It appears that Robbins and Porter had commenced construction of the plane by Christmas 1912, but that planning and in particular the development of the engine had preceded the development of the fuselage.

According to newspaper reports, the engine for the airplane was first exhibited at the Albury Show of 1911. A perusal of the accounts on the 1911 event shows that Robbins and Porter had an exhibit, but no mention is made of an aircraft engine. By March 1913 the construction of the plane had been completed and the engine mounted in the fuselage. Every part of the plane, including the propeller was made in Albury. The *Border Morning Mail* was enthusiastic:

“At 11 o’clock last night 12 March 1913, what may be termed an epoch of Albury history took place. This was a successful trial in the frame of a monoplane constructed in Albury by Messrs Robbins and Porter of the motor garage, Kiewa Street.”

One assumes that this meant that the aircraft was started up with the engine idling. Open air trials were foreshadowed within three to four weeks. The news was repeated by re-
gional papers such as the *Wagga Wagga Express*, The newspaper reporting as well as local talk created an air of expectation in town:

“Much local interest has been centered around the efforts of Messrs Robins and Porter to conquer the air.”

The mechanics foreshadowed extensive ground tests before they would attempt to fly. It was anticipated that formal flight tests would be at the Albury race course, and Robbins and Porter expressed their hope that this would be conducted in front of friends and press, with the event captured on ‘cinematograph pictures.’

Even before the first ground tests were completed, the plane as built had already undergone several modifications, which Robins and Porter planned to incorporate into their next plane model they were already designing.

According to family history, both Alex Porter and Azzo Robbins were insured with policies which prevented them from piloting their own aircraft. Robbins’ younger brother Vivian, then 19, was chosen as pilot as he was not limited by insurance stipulations, and as he also was unencumbered by family obligations.

By the beginning of May 1913 the papers could report that taxi trials had commenced:

“Aeroplaning has a special interest for Albury Townspeople now that Messrs Robbins and Porter are budding monoplanists. Every evening these mechanics do a little ‘taxieing’ at Bungowan Park on the monoplane which they have built.”

Robbins and Porter were autodidacts. With no practical experience and little instruction other than that available through newspaper reports and books, they had to teach themselves the basics of aerodynamics and, later, flying. The aviator William Ewart Hart, when passing through Albury in order to plan for a Sydney-Melbourne flight which never eventuated, stopped over and inspected the plane. He may have given them some hints, but these would have fallen far short of anything first-hand practical instruction would have offered.

The taxi trials took place on a half mile long paddock owned by R. Power of Bungowan Park Estate, some eight miles west of Albury. According to the *Border Mail*, Porter stated

“We must first learn to run before we fly. It is like a man with a bicycle for the first time. Before he can ride he must learn. We are in the learning stage. We have only half a minute running on the monoplane when we have to turn off the engine as she goes so fast. The paddock is only half a mile long and we have not yet learned how to turn. The monoplane gets over this half a mile at the rate of 30 miles an hour, and this, mind you, is half speed. We cannot go any slower than that. The only difficulty we have is keeping the monoplane on the ground. We do not yet feel efficient enough to chance rising. We have yet to learn to turn on the ground, cut figure eights, and all sorts of things before we go into the air. When we do rise, then we shall have to do the same things in the air—make curves, and—well, we will not talk about that.”

The apparent inability or unpreparedness of Robbins and Porter to get the plane into the air in a swift fashion, meant that the *Border Morning Mail* lost interest. No further reports were found. The *Border Mail* knew to back winners. The *Albury Banner*, however, continued to keep an eye on the developments.

From the newspaper records of the day it would appear that the first controlled flight occurred on Sunday 27 July 1913 in front of six witnesses. The plane seems to have flown about 15 to 20 feet (4.5 to 6m) above the ground. All flights, it seems, had been in straight lines. As the *Albury Banner* put it:

“It was not sought, owing to the limited space at command, to turn the
machine in the air, but satisfactory straight flights were made in every direction. The flights were repeated on the following Tuesday “in the presence of a ‘Banner’ representative” when the “machine took to the air gracefully.” During these demonstrations a technical defect occurred that terminated the flight trials.

It seems that these were the only two occasions on which the plane was actually flown and that the plane was never flown again.

The fate of the plane is somewhat unclear. Sometime between late January and mid February 1914 Robbins and Porter decided to shut down their mechanics shop and leave Albury. The business had not been going well and financial pressures were overwhelming.

On 25 February 1914 Cleaver Woods advertised that the ‘complete and up-to-date motor garage at present occupied by Robbins and Porter who are relinquishing business’ was available for lease as of Monday 2 March. The lease of the premises as well as the entire business was taken over by F.C. Blacklock more or less on that date. Blacklock owned a motor cycle and car business in southern Kiewa Street but had outgrown his premises. The acquisition of Robbins and Porters business not only provided him with a large and new garage from which he could carry out his business while he had a new garage of his own constructed on the old site, but it also removed the only serious, albeit impecunious competitor.

It can be assumed that the plane was part of Blacklock’s acquisition. According to reminiscences by a local resident, the plane was seen suspended in the rafters of Blacklock’s Garage in southern Kiewa Street in the 1930s. There are reports that the plane burnt in a fire in Blacklock’s Garage in the 1930s. The engine, however, was saved and is now stored at the Melbourne Science Museum.

On 4 March Robbins and Porter notified the public that they had sold their business to Blacklock. By coincidence, the Sopwith ‘Tabloid,’ which Harry Hawker brought to Albury for his flight demonstration (see below), was stored and displayed in that garage from 5 March 1914. One wonders whether Robbins and Porter stayed on to witness Hawker’s air show.

Description of the Building

The building was erected as a 128' long and 40' wide hall (39 m x 12m) with double brick walls set in English bond (figure 3.22). The roof was supported by thirteen trusses set on the end walls and eleven pairs of brick piers. Between each truss a pair of skylights had been inserted making the building well lit during the day.

The front façade (figure 3.20; 3.24) was asymmetrical, which was very unusual for the times. While the intended uses as a garage necessitated a wide drive way for the vehicles, it would have been possible to design the building symmetrically. It can be speculated that Cleaver Woods wished to ensure that building could be converted to other uses, should the Robbins and Porter business fail. To this end, then, the front façade contains two show windows, one wide and large one, taking up half the façade, on the northern side, and a narrower one on the southern side (figure 3.23). The building could have been converted into differently sized shops, provided a second fireplace was added (figure 3.24).

Another piece of evidence for future conversion options is the inclusion of two wide doors in the rear of the building, one at the far southern end, providing an exit to Wood’s Lane, and a second exit two thirds down the northern side. The east of that door way we also find three windows, the only windows on either of the two long sides.
Figure 3.23. Reconstruction of the front façade showing its asymmetrical nature.

Figure 3.24. Speculative reconstruction of a conversion option into two shops.
Figure 3.25 Azor and Vivian Robbins ground-testing the monoplane at Bungowannah.  

Figure 3.26 Harry Hawker flying over the Albury Race Course. 

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Dirk H.R. Spennemann  
Nº 532 Kiewa Street, Albury, NSW. An Assessment of Heritage Values
Figure 3.27 Aerial view looking west, showing the development area in 1925.

Figure 3.28. Section of an oblique photo of Albury taken from Monument Hill, showing the eastern side of Kiewa Street in 1927.

Figure 3.29. Section of a property plan of 1937 showing the layout of the structures on the site.
An internal partition wall had been erected two thirds down the building (figure 3.21), with a standard doorway near the northern wall and a wide driveway in the southern half. Judging from the photograph taken in 1912, the partition wall did not extend through to the roof.

The floor seems to have comprised of compacted dirt (figure 3.21).

The building had one fireplace and chimney, set into third bay at the northern wall. An internal weather board office partition had been erected in the northwestern corner, just left of the entrance (figure 3.21). There was an internal entrance into that office as we as an external door in the north wall.

The Kiewa Street façade was fronted by a plain, straight-sloping verandah which was supported by four cast iron posts and extended to the edge of the foot path (figure 3.22).

3.2.2.8. Blacklock’s Garage

Historic Background

Blacklock seems to have used the building for a short time only, probably until his own premises in southern Kiewa Street had been completed. The property may have been used as a garage by a number of lessees, details of which are sketchy. In the early 1920s the property was reputedly used as a motor garage operated by Norman Dunn.170

Description of the Building

We are uninformed as to any changes of the structure during this period. The sewerage plan of 1919 shows a weatherboard building abutting the building at the rear, aligned with the northern side (figure 3.29). A small brick outhouse was located in the southeastern corner of the property.

3.2.2.9. West’s Motors

Historic Background

In August 1923 William Henry West, proprietor of West’s Motors, leased the building. West had founded a motor garage and car sales shop in 1922.171 Over time the existing building outlived its purpose. It was, in essence and long and narrow building with a small show window, unsuited for the demands of the 1920s motor trade. Thus in West moved into a custom-built premises erected next door at 534-536 Kiewa Street.172

Figure 3.30 Enlargement of figure 3.26. The gabled roof line at the right hand (northern) side of the building belongs to Cleaver Wood’s residence ‘Valetta’ and not to 532 Kiewa Street. The weatherboard building is partially obscured.

Description of the Building

We are uninformed as to any major changes of the structure during this period. An oblique aerial photograph taken in 1925
(figures 3.27; 3.30) shows the building, the weather board addition and the outhouse, with a vacant lot to the north (534-536 Kiewa Street). A 1927 oblique photograph taken from Monument Hill shows the front of the building largely unchanged, with verandah and advertising on the gable (figure 3.31). The resolution of the photograph does not permit to read the lettering.

During the period a toilet and wash facility was established along the southern wall. In 1926 a separate shower and washing facility was erected by extending the brick outhouse at the southeastern corner of the property (figure 3.32). The sewerage plan for 1926 also shows what appears to be a round water tank in the backyard.
3.2.2.10. John Langtree Reilly

Historic Background

On 1 September 1928 the property was acquired by John Langtree Reilly, whose listed as ‘investor’ in the conveyancing document. The Valuer General’s assessment list the property use as that of a garage and shop. At this time of research we are uninformed as to the identity of the companies conducting business in here.

Description of the Building

We are uninformed as to any major changes of the structure during this period. A number of minor alterations, however, were carried out.

It seems that the office was moved from the northern side of the building to the southern side. Plans drawn up in 1936 for the conversion of the property into a bus depot (see below) do not show any evidence of an internal brick partition, suggesting that this was removed and the floor concreted sometime during this period (or during West’s occupancy). In addition, it seems, two door openings were broken into the southern wall (figure 3.34). One to provide access to a covered area between the buildings 532 and 528-530 Kiewa Street (see annotation on figure 3.29), and the other to create a small bricked store room also between the two buildings. 532 Kiewa Street was erected with drainage easements on either side, which permitted this ‘extension’ of the property.

During that period the washing and toilet facility inside the building seems to have been removed as it is no longer included in the 1936 plans.

3.2.2.11. Murray Valley Coaches 1936 to 1947

Historic Background

Demand for local and regional passenger transport linking up with the railway lines has existed for as long as railways have existed. The need was initially serviced by horse drawn coaches (such as Crawford & Co) and later motor cars.

Most of these services were local, as in the case of Miley’s Coach service between Albury/Wodonga and the Hume Weir construction camp. Such services were commonly operated with Chevrolet or Reo small trucks furnished with a coach body. With the expansion of the communities along the Murray there was a need for bus services where railway services did not exist or where rail travel necessitated detours via the capital cities. With the development of the irrigation areas following the 1936 completion of the Hume Dam the demand increased.

From 1928 the brothers Keith and Vere Lawrence operated the North West Transport Service, a local and regional freight transport business out of Albury. On 27 November 1934 Murray Valley Passenger Services, a side arm of the North West Transport Service, commenced operation of motor coach lines parallel to the Murray River covering areas not connected by rail. Starting off with a five-passenger Reo coach, the service ran to Swan Hill completing three round trips the first week. Gradually the service was extended, first to Mildura (in 1936) and then all the way to Adelaide in May 1937. By 1938 the service was extended to Canberra, with branch routes to Corryong and Mt Buffalo having been added earlier. In addition, local tours had been added, such as trips to the Hume Weir. Before the Second World War the Canberra to Sydney link (via Wollongong) was added, allowing for a continual bus service between Sydney and Adelaide which en route serviced the main communities along
the Murray.\textsuperscript{178} By 1940 Albury had become a transport hub with the break in the railway lines necessitating transhipment of all passengers and military goods,\textsuperscript{179} as well as the bus line hub for the Murray Valley Coach service.

The business flourished during World War II because of the concentration of military bases and training camps along the Murray.\textsuperscript{180} Side lines were added (Mildura-Bendigo, Mildura-Broken Hill and Swan Hill-Balranald) and local services were enhanced through hire car businesses and tours,\textsuperscript{181} including the addition of a paddle steamer as a pleasure cruiser operating out of Echuca.\textsuperscript{182}

The end of petrol rationing in 1949 led to an increase in private motor car ownership. As a result, in 1959 Murray Valley Coaches Limited, like many other bus lines, went out of business.\textsuperscript{183}

From the beginning until early 1946 the company operated a terminal at 530 Kiewa Street, sharing part of the building with Sharp’s Tyre Service.\textsuperscript{184} The building was long and narrow and not well suited to the buses with long wheel bases. Also, Wood’s Lane was narrow and did not provide a suitable exit for the larger semi-trailer busses and the Reo prime movers coming into service after World War II. In late 1946 or early 1947 the company moved temporarily to premises rented from MacKay Harvester Co. in Young Street\textsuperscript{185} and from there to its custom-built premises at the northwestern corner of Swift and Kiewa Streets in August 1947.\textsuperscript{186} These premises were unusual inasmuch as they combined a coach terminal with a motel (upstairs), ensuring that passengers could be looked after for the duration of the journey—and all income stayed with the company. These motels were the first of their kind in Australia.\textsuperscript{187} By 1949 Foden Viewmasters were introduced as the mainstay of the fleet\textsuperscript{188} and the semi-trailer busses were gradually phased out.

Description of the Building

In 1936 the property changed hands, with Clarence Gordon Bowring becoming owner. On 15 June 1936 Bowring applied for a building permit to convert the property into a depot.\textsuperscript{189} The building plans for the conversion (figures 3.33-3.35) move the large driveway. Initially located off centre on the right side of the building, it was moved off centre to the left, widened and heightened to allow access by larger vehicles (figure 3.33). The door was a roller shutter door. The new door height of 12'6" (3.8m) was as high as feasible, and in line with the level of the roof trusses. The verandah was removed at this stage, if it had not happened before, and the façade provided with a curved parapet, mirroring the parapet of the neighbouring former Crawford’s stables at 528-530 Kiewa Street.

The internal floor of the building seems to have been sloping towards Kiewa Street, reflecting the general fall off the land. The rear was 16" (0.40m) higher than the front. Given the intended use as a bus terminal thus loss of height would limit the potential use of the rear of the building. To counteract this, a 8' (2.4m) wide perfectly level channel was cut into the floor in line with the front entrance (figures 3.34-3.35). One third along a ramp was installed that allowed vehicles to leave that channel and exit the building through a new set of sliding doors on the southeastern end (figure 3.35).
Figure 3.33. Proposed Façade Alteration 1936
Figure 3.34. Proposed Floorplan Alteration 1936. Kiewa Street End.
Figure 3.35. Proposed Floorplan Alteration 1936. Wood's Lane End.
Minor alterations carried out at the same time include the brickling in of a door way in the southern wall, a reduction in length of the weatherboard shed, as well as the consolidation of the washing facilities to include a shower area.

After redevelopment, the majority of the building served as the Murray Valley Coach terminal and depot, while the office area in the northwestern corner was developed into a separate entity, Sharp’s Tyre Works.

A photograph taken during the late 1930s shows the Kiewa Street façade with a petrol pump up on the foot path (figure 3.36).

During the life time of the Murray Valley Coaches operations a vehicle a service pit of unknown depths was installed in the southeastern corner of the building (included in 1946 alterations plans: figure 3.40).

Sometime in the 1940s Murray Valley Coaches had two neon signs installed on the front façade.¹⁹²

3.2.2.12. Albury Banner

Historic Background

The Albury Banner and Wodonga Express had been founded in 1860 as the second newspaper of a town of then about 700 inhabitants. The four-page paper at first appeared bi-weekly. After two changes in ownership the paper was bought by George Adams, who continued to run it as a weekly paper until his death in 1918. By 1880 the paper had expanded to 24 pages, and by 1887 to 40 pages. The paper was often dubbed the ‘Cockey’s Bible’ as it strongly advocated the rights of rural communities and particularly of small-scale land owners (selectors).

Figure 3.36. Murray Valley Coach Terminal and Sharp’s Tyre Works at 532 Kiewa Street about 1939. Shown are the Chevrolet seven-seater and a ‘side-loader’ bus.
Not confined to Albury itself, its readership extended over 200kms from the place of publication. As a weekly paper of substance it did not directly compete with, but augmented other local dailies.

Initially the Banner was printed in premises on the southern side of Dean Street, two buildings east of Mate’s corner. In 1872 the Banner moved to steam printing, for which a building was erected on Adam’s property near the southwestern corner of David and Guinea Street. The paper was an early adopter or Linotype typesetters and other technology.

In 1940 the Albury Banner was bought by the Victoria-based Elliott Rural Newspaper Group in April 1940. The syndicate was led by R.C.D Elliott. The office space remained in Dean Street, while the printing operations continued in David Street. Some time in 1943 or 1944 Elliott bought 532 Kiewa Street, then used by Murray Valley Coaches. It is possible that this move was in consultation with the managers of Murray Valley Coaches as that company was looking at upgrading its terminals in 1944 following the scheduled introduction of the larger semi-trailer bus units, which could not be garaged in the premises.

In April 1946 the Albury Banner moved into the Elliott-owned premises of 532 Kiewa Street, which had been modified for the purposes.

Following Elliott’s sudden death in 1950, the newspaper folded on 26 May 1950 and property auctioned off in February 1952 (figure 3.37).

Description of the Building
The structural changes required for the re-development into a printing office were limited to the partitioning of much of the building. The uneven ramped floor was retained except for the area used a manager’s office (figure 3.39) where it was levelled to be equal to the surrounding slightly sloping ground.

The brick curved brick parapet of the Kiewa Street façade was removed and replaced by a stepped version, more in keeping with the style of the times.

The late 1930s image of the Murray Valley Coaches terminal shows the presence of the chimney at the northern side. The redevelopment for the Albury Banner no longer includes this element. It is likely that it was removed during that development, even though it not specifically mentioned on the work sheet.

Figure 3.37. Advertisement for the sale of the Banner Office
Figure 3.38. Alterations to the front façade in 1946 for the conversion of the property to the Albury Banner newsprintery.
Figure 3.39. Alterations to the floor-plan of the Kiewa Street end in 1946 for the conversion of the property to the Albury Banner newsprintery.
Figure 3.40. Alterations to the floor-plan of the Wood’s Lane end in 1946 for the conversion of the property to the Albury Banner newsprintery.
Figure 3.41 Adastra Airways Aerial Photograph of the City of Albury of 9 May 1949, showing the development area
3.2.2.13. West’s Motors

Historic Background
West’s Motors had been expanding continuously ever it vacated 532 Kiewa Street in the mid 1920s and moved next door. It needed additional floor space. In February the West’s bought 532 Kiewa Street and turned into a used car sales section. In 1953 the business expanded even further and they also took over the corner premises of 538-540 Kiewa Street.

Description of the Building
We are uninformed whether the building was changed during the period it was used as a used car sales outlet. As any demolition of internal partitions would not have required a building permit, we cannot trace whether it occurred, or whether the partitions were retained.

An aerial photograph taken during the 1950s shows the premises. It appears that the building had been repainted and that the stepped brick parapet had been removed (figure 3.43; 3.47). by that time.

In 1958 the front façade was completely remodelled to suit the needs of the times. The entire façade was replaced by a large plate glass windows to create a car sales shop front. A large rectangular, cement rendered brick parapet was erected (figure 3.46).
Figure 3.44 Sequence of façade modifications
Figure 3.45 *Sequence of façade modifications*
3.2.2.14. E.A. Machin & Co

Historic Background

Following the death of W.H. West, the company West’s Motors was sold to Preston Motors in the mid 1960s. The ownership premises were retained by one of the partners and leased to E.A. Machin & Co. then suppliers of motor electricals.
Description of the Building

We are uninformed about any changes to the building during that period, apart from sign writing on the front parapet (figure 3.49).

In 1970 the building was extended all the way to Wood’s Lane, and all window and door openings on the northern side bricked in.

Historic Background

During the 1970s the property 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.’

It appears that the Albury-Wodonga Development Corporation used the premises as their planning section and was responsible for the installation of a level concrete floor.

Description of the Building

We do not have any plans of the internal layout of the office partitions. It seems that no modification to the external fabric occurred.

3.2.2.16. A.S. Blinds

Historic Background

In 1985 the property changed hands again and turned into Interior design and blinds shop.

Description of the Building

When A.S. Blinds, later A.S. Interiors, took over the premises, the internal divisions of the shops were removed. In 2000 the interior of the shop was fully renovated and the lay-out altered. During that period a raised floor was installed with a large number of under floor ventilation openings broken into the walls (see figures 4.42-43).
Figure 3.50 Oblique photograph showing the development area in January 1975. Photograph taken from the top of the Albury City Council Building.

Figure 3.51 Detail of figure 3.50
Figure 3.52 Oblique aerial photograph showing Section 12 on 26 October 1975.\textsuperscript{197}

Figure 3.53 Detail of figure 3.52
Figure 3.54. The building as photographed in 1985.198

Figure 3.55. The interior of the building after internal renovations in 2000.199
Figure 3.56. The interior of the building after internal renovations in 2000.

Figure 3.57. The interior of the building after internal renovations in 2000.
### Table 3.3. Rates levied on 532 Kiewa Street. (1915–1956)

<table>
<thead>
<tr>
<th>Year</th>
<th>General Rates £/s/d</th>
<th>Roads £/s/d</th>
<th>Lighting £/s/d</th>
<th>Electricity £/s/d</th>
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### Table 3.4. 532 Kiewa Street. History of Property Ownership

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<th>Date</th>
<th>Nature</th>
<th>Name(s)</th>
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<td>Crown Grant</td>
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<td>William Bryfett</td>
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<td>Crown Grant</td>
<td>John Gray</td>
<td>Allot. 8</td>
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<tr>
<td>5 Jul 1855</td>
<td>Conveyance</td>
<td>Samuel Frederick Milford to Nathan Mandelson</td>
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<td>Testament</td>
<td>Nathan Mandelson bequeathes property to Samuel Emanuel, Levy Mandelson</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>and Abraham Cohen</td>
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<td></td>
</tr>
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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>18 Mar 1881</td>
<td>Testament</td>
<td>James Thomas Fallon bequeathes property to his brother Patrick Edwin Fallon</td>
<td>Allot. 8-10,</td>
<td>260</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 May 1886</td>
<td>Death</td>
<td>James Thomas Fallon</td>
<td>Allot. 8-10,</td>
<td>261</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 June 1886</td>
<td>Probate</td>
<td>James Thomas Fallon to Patrick Edwin Fallon</td>
<td>Allot. 8-10,</td>
<td>262</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Aug 1899</td>
<td>Conveyance</td>
<td>Patrick Edwin Fallon to William Cleaver Woods</td>
<td>Allot. 8-10,</td>
<td>263</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1915</td>
<td>Rate Book</td>
<td>William Cleaver Woods</td>
<td>Allot. 8-10,</td>
<td>264</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 Aug 1923</td>
<td>Lease</td>
<td>William Cleaver Woods to William Henry West</td>
<td>Allot. 8-10,</td>
<td>265</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Jun 1927</td>
<td>Land Valuation</td>
<td>William Cleaver Woods</td>
<td>Allot. 8-10,</td>
<td>266</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Sep 1928</td>
<td>Conveyance</td>
<td>William Cleaver Woods to John Langtree Reilly</td>
<td>Allot. 8-10,</td>
<td>267</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Aug 1930</td>
<td>Land Valuation</td>
<td>John Langtree Reilly</td>
<td>Allot. 8-10,</td>
<td>268</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Mar 1938</td>
<td>Land Valuation</td>
<td>Clarence Gordon Bowring</td>
<td>Allot. 8-10,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lot A</td>
<td></td>
<td></td>
</tr>
</tbody>
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Table 3.4. 532 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>18 Apr 1944</td>
<td>Land Valuation</td>
<td>Robert Dunlop Elliott</td>
<td>Allot. 8–10, Lot A</td>
<td>269</td>
</tr>
<tr>
<td>1952</td>
<td>Land Valuation</td>
<td>William Henry West, Hannah Griffin Caban, Allan Bruce Caban, Thomas William Pinkerton &amp; Theodor Harry West.</td>
<td>Allot. 8–10, Lot A</td>
<td>272</td>
</tr>
<tr>
<td>1953</td>
<td>Land Valuation</td>
<td>William Henry West &amp; Theodor Harry West</td>
<td>Allot. 8–10, Lot A</td>
<td>273</td>
</tr>
<tr>
<td>24 Sep 1953</td>
<td>Land Valuation</td>
<td>Theodor Harry Arnold &amp; William Henry West</td>
<td>Allot. 8–10, Lot A</td>
<td>274</td>
</tr>
<tr>
<td>1 Nov 1966</td>
<td>Land Valuation</td>
<td>Theodor Harry Arnold (Ethel Grace Arnold) &amp; Est William Henry West each 50%</td>
<td>Allot. 8–10, Lot A</td>
<td>275</td>
</tr>
<tr>
<td>10 Jul 1972</td>
<td>Lease</td>
<td>E.A. Machin &amp; Co.</td>
<td>Allot. 8–10, Lot 2</td>
<td>277</td>
</tr>
<tr>
<td>30 Oct 1974</td>
<td>Certification</td>
<td></td>
<td>Allot. 8–10, Lot 2</td>
<td>278</td>
</tr>
<tr>
<td>3 Jul 1975</td>
<td>Conveyance</td>
<td>R.P. Davies Pty Ltd and Costa Iskander Mansour</td>
<td>Allot. 8–10, Lot A</td>
<td>279</td>
</tr>
<tr>
<td>8 May 1985</td>
<td>Allen Mitchell Shadbolt and Dawn Veronica Shadbold Deed</td>
<td>Easement for Sewerage</td>
<td>Allot. 8–10, Lot A</td>
<td>280</td>
</tr>
<tr>
<td>30 Aug 1984</td>
<td>Conveyance</td>
<td>R.P. Davies Pty Ltd and Costa Iskander Mansour to Allen Mitchell Shadbolt and Dawn Veronica Shadbold</td>
<td>Allot. 8–10, Lot A</td>
<td>281</td>
</tr>
<tr>
<td>11 Oct 2001</td>
<td>Conveyance</td>
<td>Allen Mitchell Shadbolt and Dawn Veronica Shadbold to Albury City Council</td>
<td>Allot. 8–10, Lot A</td>
<td>282</td>
</tr>
<tr>
<td>10 Aug 2001–10 Nov 2002</td>
<td>Lease</td>
<td>Albury City Council to A.S. Internal Design</td>
<td>Allot. 8–10, Lot A</td>
<td>283</td>
</tr>
<tr>
<td>30 Jun 2002</td>
<td>Lease</td>
<td>Lease terminated by AS Internal Design and property vacated</td>
<td>Allot. 8–10, Lot A</td>
<td>284</td>
</tr>
</tbody>
</table>
### Table. 3.5. 532 Kiewa Street. History of Property Use and Modification.

<table>
<thead>
<tr>
<th>Date</th>
<th>Owner</th>
<th>Name</th>
<th>Issue</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 Aug 1899</td>
<td></td>
<td>Lot contains Brick stables and a weatherboard shed in the rear</td>
<td>286</td>
<td></td>
</tr>
<tr>
<td>1911</td>
<td>A.D.Robbins and A.W. Porter</td>
<td>Motor Garage and Hire Cars</td>
<td></td>
<td>287</td>
</tr>
<tr>
<td>Feb 1913</td>
<td>Blacklock</td>
<td>Motor Garage</td>
<td></td>
<td>288</td>
</tr>
<tr>
<td>24 Jul 1919</td>
<td>W. Cleaver Woods</td>
<td>Motor Garage</td>
<td>applicant for plan copy is L. Harrison architect. Covers street numbers 532-534</td>
<td>289</td>
</tr>
<tr>
<td>1920s</td>
<td>Norman Dunn</td>
<td>West’s Motors</td>
<td>Moves to new premises at 534 Kiewa in mid 1926</td>
<td>290</td>
</tr>
<tr>
<td>31 Aug 1923–1926</td>
<td></td>
<td>Land valuation, property use: Garage and Shop</td>
<td></td>
<td>291</td>
</tr>
<tr>
<td>1 Jun 1927</td>
<td>Cleaver Woods</td>
<td>Reduction in area from 40' x 165' to 40' x 150'; land valuation, property use: House</td>
<td>292</td>
<td></td>
</tr>
<tr>
<td>1 Aug 1930</td>
<td>J.L. Reilly</td>
<td>Land valuation, property use: Garage and Shop</td>
<td></td>
<td>293</td>
</tr>
<tr>
<td>14 Jun 1932</td>
<td>J.L. Reilly</td>
<td>Land valuation, property use: Garage and Shop</td>
<td></td>
<td>294</td>
</tr>
<tr>
<td>1 Oct 1932</td>
<td>J.L. Reilly</td>
<td>Land valuation, property use: Garage and Shop</td>
<td></td>
<td>295</td>
</tr>
<tr>
<td>16 Jan 1935</td>
<td>J.L. Reilly</td>
<td>Land valuation, property use: Garage and Shop</td>
<td></td>
<td>296</td>
</tr>
<tr>
<td>15 Jun 1936</td>
<td>C.G.Bowring</td>
<td>Land valuation, property use: Garage and Shop</td>
<td></td>
<td>297</td>
</tr>
<tr>
<td>27 Jul 1936</td>
<td>C.G.Bowring</td>
<td>Land valuation, property use: Garage and Shop</td>
<td></td>
<td>298</td>
</tr>
<tr>
<td>9 Mar 1938</td>
<td>C.G.Bowring</td>
<td>Reduction in area from 40' x 165' to 40' x 150'; land valuation, property use: House</td>
<td>299</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Murray Valley Coaches</td>
<td>Terminal Building</td>
<td>300</td>
</tr>
<tr>
<td>8 Jul 1941</td>
<td>C.G.Bowring</td>
<td>Murray Valley Coaches</td>
<td>Land valuation, property use: Garage for Murray Valley Coaches &amp; Shop</td>
<td>301</td>
</tr>
<tr>
<td>late 1920s to early 1940</td>
<td>C.G.Bowring</td>
<td>Sharp’s Tyre Service</td>
<td>on southern side of building</td>
<td>302</td>
</tr>
<tr>
<td>18 Apr 1944</td>
<td>R.D. Elliott</td>
<td>Murray Valley Coaches</td>
<td>Land valuation, property use: Garage for Murray Valley Coaches</td>
<td>303</td>
</tr>
<tr>
<td>10 Apr 1946</td>
<td>R.D. Elliott</td>
<td>Albury Banner</td>
<td>establish printing plant and alterations for Office; at a cost of £150</td>
<td>304</td>
</tr>
<tr>
<td>26 Apr 1946</td>
<td>R.D. Elliott</td>
<td>Albury Banner</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 3.5. 532 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>22 Jul 1946</td>
<td>R.D. Elliott</td>
<td>Albury Banner</td>
<td>WC’s and basins added</td>
<td>305</td>
</tr>
<tr>
<td>1950</td>
<td>RD Elliott</td>
<td></td>
<td>RD Elliot dies</td>
<td></td>
</tr>
<tr>
<td>24 February</td>
<td></td>
<td></td>
<td>Property auctioned</td>
<td></td>
</tr>
<tr>
<td>28 Feb 1958</td>
<td>W.H.West &amp; Arnold</td>
<td></td>
<td>application for new front facade; at a cost of £1600</td>
<td>309</td>
</tr>
<tr>
<td>1960s</td>
<td>W.H.West &amp; Arnold</td>
<td>Albury Car Exchange</td>
<td>Used car section of West's Motors</td>
<td>310</td>
</tr>
<tr>
<td>1 Nov 1966</td>
<td>E.G Arnold &amp; Est W.H. West</td>
<td></td>
<td>Land valuation, property use: Workshop, Offices</td>
<td>312</td>
</tr>
<tr>
<td>2 Jul 1970</td>
<td>H.Arnold</td>
<td>E.A. Machin Co</td>
<td>Extension of building to laneway for receiving bay and toilets; at a cost of $1100</td>
<td>313</td>
</tr>
<tr>
<td>18 Apr 1974</td>
<td>Theodor Harry Arnold &amp; Thelma Grace Arnold</td>
<td>E.A. Machin &amp; Co. Ltd</td>
<td>used as the Planning Department. AWDC put in a concrete floor</td>
<td>314</td>
</tr>
<tr>
<td>1974</td>
<td></td>
<td>Albury-Wodonga Development Corporation</td>
<td></td>
<td>315</td>
</tr>
<tr>
<td>8 Apr 1975</td>
<td>Maple Park Pty Ltd</td>
<td></td>
<td>request for change of land use to office accommodation</td>
<td>316</td>
</tr>
<tr>
<td>15 Apr 1975</td>
<td>RP Davies Pty Ltd &amp; C.I Mansoor</td>
<td></td>
<td>extensions at rear inc. offices; at a cost of $42000</td>
<td>317</td>
</tr>
<tr>
<td>1975–1980</td>
<td></td>
<td>Quest Fine Arts</td>
<td>in front section</td>
<td>318</td>
</tr>
<tr>
<td>19 May 1982</td>
<td></td>
<td>Riverina Educational</td>
<td>request for outside signage</td>
<td></td>
</tr>
<tr>
<td>10 Aug 1983</td>
<td>RP Davies Pty Ltd &amp; C.I Mansoor</td>
<td>MP Davis</td>
<td>change of use to figure shaping saloon in northern half of the premises</td>
<td>319</td>
</tr>
<tr>
<td>mid 1980s</td>
<td></td>
<td>Fitness Studio</td>
<td>in northern section of shop</td>
<td>320</td>
</tr>
<tr>
<td>10 May 1982</td>
<td></td>
<td>Painting Studio</td>
<td>Gustav Pirstitz</td>
<td>321</td>
</tr>
<tr>
<td>10 May 1982</td>
<td></td>
<td>Riverina Educational</td>
<td>change of use to bookshop (northern shop)</td>
<td></td>
</tr>
</tbody>
</table>
Table 3.5. 532 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>21 Aug 1985</td>
<td>A.M. Schadbolt</td>
<td>Con Spachos</td>
<td>application for change of use to Casino</td>
<td>325</td>
</tr>
<tr>
<td>4 Mar 1987</td>
<td>AS Blinds Pty</td>
<td></td>
<td>erect awning</td>
<td>326</td>
</tr>
<tr>
<td>29 Jul 1987</td>
<td>AS Blinds Pty</td>
<td></td>
<td>modification of front entrance, with sloping glass doors</td>
<td>327</td>
</tr>
<tr>
<td>30 Jun 2002</td>
<td>AS Blinds Pty</td>
<td></td>
<td>vacates premises</td>
<td>328</td>
</tr>
</tbody>
</table>
4. PHYSICAL DESCRIPTION

4.1. OVERVIEW

4.1.1. TYPE OF STRUCTURE
The building is located at 532 Kiewa St and was previously utilised as a commercial space with the front (west) façade of the shop facing Kiewa St. A single story vernacular building with a raised rear level and hipped roof structure. A number of modifications are evident within the fabric of the building. This non-invasive site investigation concluded that the historic fabric is limited to the exterior walls of the building and the roof framing which demonstrate a high level of integrity.

4.1.2. ARCHITECTURAL STYLE
The current architectural style reflects the adaptive reuse the building. It is difficult to identify a particular architectural influence in the remaining design. The arch way details and hipped roof were popular throughout the federation period.

4.2. EXTERIOR

4.2.1. WEST FAÇADE (FRONT)
The west façade acts as the current shop front and access point from Kiewa St (figure 4.1). The fabric of the building on this façade is largely associated with the 1970s modifications. A tiled space of large ceramic pavers provides access to the shop and glass doors within aluminium frames. Decorative mosaic features have been added on the corners of this façade (approximately 20 mm x 20 mm) in a stacked pattern. These corners are currently painted over in blue paint, however sections of spalling blue paint reveal that the tiles were originally black. The remainder of the shop front consists of glass windows set within aluminium frames. A concrete rendered parapet has been added to the roof line (figure 4.2). The façade is 12.40 m wide and approx 5.6 m high.

4.2.2. SOUTH FAÇADE
The south façade of the building is of vernacular construction in a red colonial bond. Modification of the historic fabric is evident with visible alterations in the bond pattern and brick selection. A rendered cornice approx 1.22m wide is visible on the corner of the west and south façade and is currently painted black (figure 4.3). A narrow passage between the south wall of the AC Interiors and the North façade of the Hub Arcade is separated by a narrow opening (figure 4.5 & 4.6). The initial brick work on the south western façade is different to the remaining and appears to have been painted with a red wash possible ochre (figure 4.6). The rear south eastern corner of this façade reflects a number of vernacular styles and materials (figure 4.4). Red brick, clinkers and white washed bricks are evident through the rear section of this façade.
Figure 4.1 West façade of AC Interiors

Figure 4.2 View of concrete rendered parapet on west façade.
Attempts have been made to maintain the colonial bond and dark bricks have been to create a decorative quoin effect. A series of modifications are evident along this façade although there is little homogeneity in these changes and does not reflect the north side. Photo documentation of this façade was made difficult due to the narrow access, a series of sketches has been drawn to assist overcome this limitation. A row of ventilation grilles has been set into the wall, with the western-most grille set lower than the others.

4.2.3. East Façade

This façade acts as the rear entrance to the building and is bordered by Woods Lane (figure 4.8). This façade is a new addition to the structure and does not contain any historic fabric. Three windows with aluminium frames are present. A white painted white security gate provides rear access. The constituent material is brick veneer in a stretcher bond and white paint finish. Weatherboard has been utilised for the apex of this façade.

4.2.4. North Façade

The main fabric of this façade is red brick in a colonial bond, which has since been painted blue (figure 4.9). Spalling paint on this façade reveals the use of previous white and cream washes (figure 4.10). Towards the western end is evidence of red and green paint. This is situated near current advertising on the building and maybe the remains of previous sign writing work. The north and south façades are not asymmetric images of one another. The following descriptions are provided from the west to east side of the building. The first archway appears to be single doorway with a two header row arch (height is approx 2.48m and width 1.3m), this space has since been filled in a stretcher bond, the infill does not reach the base of the building suggesting the presence of a step (figure 4.12).
Figure 4.5 South façade facing east narrow space between the AS interiors building south façade and the north façade of the hub arcade.

Figure 4.6 South façade facing west
Figure 4.7 The rear section of the south wall from Woods Lane

Figure 4.8 East façade
Figure 4.9 North Façade

Figure 4.10 North façade with variations in paint colours
Figure 4.11 From West to East archway 2 large doorway with a row header arch. Note the ventilation grille intruding into the in-filled arch-way.

Figure 4.13 From west to east 3rd arch single width and a two header row arch
Figure 4.14 From west to east arch number three single width with a two header row arch and steel lintel.

Figure 4.15 From west to east archway no5 single width with a two header row arch.

Figure 4.16 A change in brick bond signals the extension (running the length of the sign).
Figure 4.17 Roof structure illustrating Oregon timber trusses and hardwood supports. This view shows a longitudinal section from west to east.

Figure 4.18 Evidence of fire damage on the northern façade note replacement of Oregon beam with hardwood.
Figure 4.19 West façade roofing structure reflecting the pitch of the building.

Figure 4.20 Metal sawtooth trusses as utilised in the rear eastern extension of the building.
A cambered arch doorway with a three row header provides the next opening (figure 4.11) which is 2.72 cm high and 2.5m. A series of arches are evident along this façade. In fills of this archways are unsympathetic with the colonial bond and a stretcher bond has been utilised in these spaces. A series of three archways with a two header row cambered arch and a steel lintel are the next in the sequence (figures 4.13, 4.14 & 4.15). They are all approx 2.6m high and 1.1 m wide. The section closet to Woods Lane is of a stretcher bond pattern and a clear extension line is evident (figure 4.16) this section is approx 10m wide.

A row of six ventilation grilles has been set into the wall, with the eastern-most grille set lower than the others.

4.3. Roof

4.3.1. Roof Structure

The roofing structure is a gable style homogenous throughout the length of the building (figure 4.9). The original form work is provided by Oregon trusses and frames (figure 4.17). Hardwood has been used for bearers are in a Pratt gable design. A section of the mid north façade was suffered from what appears to fire damage (figure 4.18) and elements of the original truss have been replaced by hardwood (figure 4.18). The internal structure reveals the original pitch of the western roof (figure 4.19; 4.42). The rear eastern façade has utilised a metal truss system with saw insert for additional strength (figure 4.20).

4.3.2. Roof Covering

The roof is currently covered with galvanised sheeting (figure 4.8). The sheets are narrow but are the length of the roof panel. The use of roofing fabric is homogenous throughout the building (i.e. no break in patterns occurs between the original building and the extension (such a break is evident in the facia board, however). From within the building it is possible to identify the use of insulation, supporting the view that the roof fabric is not original.

4.3.3. Rainwater Management

A variation of drainage systems are in use throughout the building. Rainwater is collected from the roof by a series of guttering systems. On the north façade a galvanised guttering system is in use and water flow is directed downwards through a series of round PVC down pipes. Rain water heads are utilised on the north western (figure 4.21) and south western corners (figures 4.3). On the south façade new gutters and PVC downpipes are in use and direct water collection towards the open drain (figure 4.22). A timber facia is attached to north and south façade.
4.4. Cellars and Foundations

4.4.1. Foundations
This site investigation was unable to identify any exposed foundations.

4.4.2. Cellars
In the front north west internal corner of the building a boarded off section of flooring was located (figure 4.24). The size of the boarded opening appeared too small to be that of a cellar, but allows access into the under floor crawl space. As this is an non invasive investigation the access was not forced open.

4.5. Internal Layout

4.5.1. Current Internal Layout
As the previous use of this structure was as a commercial space this is reflected in the current layout of the internal space. The eastern section of the shop has a raised floor level. A number of false walls provide partitions to define the otherwise large open floor plan. The site investigation identified limited amounts of historic fabric within the internal layout of the building.

The western end of the building has the original floor level (figure 4.25). Two series of steps provide access to the rear level and a vernacular fender wall brings the two levels together. The constitute flooring material on this sunken level appears to be a concrete slab. The raised level presents an open space which is divided by a central corridor (figure 4.25). The shop front (west façade) interior consists of load bearing wall in the south west corner. Heavy glass panelling within an aluminium framework are the constituent material for this façade.

The majority of the internal plan is open. The corridor down the centre of the internal space functions as a work room and consists of false giprock walls and modern doors (figures 4.26 & 4.27). Internal windows within the framework of the corridor walls provides natural light (figures 4.26 & 4.28).

On the south side of the building the space is divided into a three smaller partitions. All of the dividing walls are false and used for segmentation of the space rather then structural support. The following description provides an overview of the internal space of the building progressing form west to east. The initial space is a small shop area (figure 4.28). This leads into another small display room (figure 4.29). In turn this adjoined by a large open work area which has access to central work room (figure 4.30). The fourth room on this façade is in the north east corner and provides another utilitarian space (figure 4.31).

The north side of the internal space is mainly one large room (figure 4.32). In the north eastern corner is a small cluster of amenities including a kitchenette and bathrooms (figure 4.33).
Figure 4.22 The drainage system on the south façade consists of white round PVC down pipes.

Figure 4.23 Boarded off opening in the floor located in the north western corner of the shop
Figure 4.24 Original floor level in the western section of the shop. Note the steps to the raised rear floor level.

Figure 4.25 Upper level of the building with a central corridor dividing the open space.
Figure 4.26 Internal workroom facing west.

Figure 4.27 Centre corridor which acts as work room facing east.
Figure 2.28 South side of building progressing from west to east this is the first partition.

Figure 4.29 South side of building progressing from west to east this is the second partition.
Figure 4.30 South side of building progressing from west to east this is the third partition.

Figure 4.31 South side of building progressing from west to east this is the fourth partition which forms the south eastern corner.
Figure 4.32 North interior section of building facing east.

Figure 4.33 Amenity area located in north eastern corner of the building.
Figure 4.34 Suspended ceiling form the rafters

Figure 4.35 Steps north-western façade
4.5.2 Internal Doors and Hallways

As mentioned in the previous section the interior of the façade is divided by a number of internal false walls. Doorways are hollow interior doors of little historic value.

4.5.3. Ceilings

A suspended ceiling has been installed throughout the building and is attached to the rafters (figure 4.34). There is no evidence of any historic ceiling fabric within the building nor is there any evidence to indicate the constitute materials of former coverings.

4.5.4. Staircases

A small set of stairs is present on the western side of the building, connecting the original level at Kiewa St (west façade) with the remainder of the shop (figure 4.24 & 4.35).

4.6. Modifications of the Structure

4.6.1. Chronology of Modifications

A series of modifications have affected the integrity of the original fabric of the building. These changes also provide an important overview of the structural variations of the building and its uses.

The infilling of the archways on the north side were probably the first to occur as the change to the increased internal space was required (figure 4.9). The rear extension (figure 4.16) was added to provide kitchen and bathroom amenities as well as an extra work space on the south side. The rear eastern extension has utilised metal trusses within internal support frameworks rather then the timber used throughout the rest of the building. The white brick stretcher bond of this section reflecting its later addition. Different vernacular bonds used for the rear extension walls on the north and south sides suggesting that they were added at different times.

The parapet reflects 1980s renovations, it is unclear whether another parapet existed in the same location, but of different design.

The internal walls and spaces also reflect this period of renovation, with almost all of false and acting portioning rather then structural support, reflecting the original roof shape although not the roofing fabric.

4.6.2. Extant Evidence for Internal Modifications

The exterior of the building provides information regarding changes in the fabric internal modifications of the building. The arch ways on the north façade are all homogeneously infilled with the same kind of brick and bond as the extension, suggesting that these two events were contemporaneous (figures 4.9-4.15). These changes would also indicate the four narrow opening had a step to assist access as the frame of the arches as the infill does not quite make it to the base of the building (figure 4.36). As previously mentioned the double archway most probably a large double door for vehicle access was also filled (figure 4.12). At this time it is unclear what bordered the shop on the north at time of construction. Adaptive reuse of the space has required that these openings be filled to support new uses and the main access point is on the west via Kiewa St. The external fabric of the building other then the archways provide little evidence regarding the internal structure of the building before modern changes. The north east wall contains a clear difference in the vernacular bond clearly indicating a rear extension line (figure 4.16). This is supported when internally examining the roof space in which it is possible to see the solid brick end of where the building ceased.
The south façade also contains some intriguing variations in the fabric of the building. The southwestern corner for examples contains a variation in the finish of the brick work (figure 4.3). Small sections of slightly protruding bugle brick is evident on this façade (figure 4.5) as are metal supports suggesting the presence of a door way (figure 4.5).

Variation of the roof structure provides evidence which supports the extension of the building. From within the roof space it is possible to identify the original length of the building and original east roof façade (figure 4.37). The east façade is red brick in a colonial bond consistent with the historic fabric on the north and south walls figure (4.38). The presence of a former door way is evident including the presence of a rendered lintel (figure 4.39). Modifications to the roof line is evident as two different brick types were utilised (figures 4.38 & 4.40) these additional bricks have been added to support roof trusses. An internal investigation of the roof space identified changes in the use of truss materials. The extension at the rear of the building utilised metal sawtooth trusses (figure 4.20) within a hardwood framework, rather then Oregon as utilised throughout the original section of the building.

4.6.3. Extant Evidence for Internal Modifications

Due to the Hipped style roof all load bearing wall are on the shell of the outer walls. This has resulted in significant alteration to internal layout and fabric of the building. As the fabric was not structurally significant removal of the former interior layout has been possible. On the north internal wall a section of peeling wall paper revealed the presence of one of the archways around which the plaster had started to crack on the interior (figure 4.41).

4.7. Contributing Structures

There are no contributing structures for this building.

Figure 4.36 Close up of arch infill on the north façade illustrating that there was probably once a step here.
Figure 4.37 From interior of roof space the original internal east façade

Figure 4.38 From the interior roof space it was possible to identify the original red brick colonial bond for the exterior east façade. Demonstrates a change in constituent fabrics particularly the Oregon beams which were extended in hardwood.
Figure 4.39 Evidence of structural modification. This lintel was identified from within the roof structure and indicates the presence of a door opening. The colonial bond is consistent with the original sections of the north and south walls.

Figure 4.40 Note changes in the modification of the roof structure evident by a change of brick and hardwood beams.
Figure 4.41 Interior evidence of structural change. The north interior wall contains cracking plaster which reflects the location of an archway.

Figure 4.42. Side view of the parapet, also showing the pitch of the roof.
Figure 4.43 North Façade of 532 Kiewa Street showing the different stages of development

Figure 4.44 South Façade of 532 Kiewa Street showing the different stages of development
Figure 4.45 Sketch map of the current internal lay-out of 532 Kiewa Street (not to scale)
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 can be found for the appearance of structures, if any, prior to 1912 building for Robbins & Porter.

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

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 modeling carried out for other projects in the Albury area as well as a survey of Indigenous sites in areas of one hundred percent site visibility, 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.
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. One of the main sewer lines servicing 534-536 Kiewa Street ran a diagonal angles through the northeastern corner of the property. As the sewers were laid when Cleaver Woods owned both properties this encroachment on 532 Kiewa Street was permissible.

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 they 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 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 532 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.
Figure 5.4. Reconstructed floor plan of 532 Kiewa Street as it may have appeared in 1912. The existence of the weatherboard shed at the northeastern side is uncertain.
Figure 5.5 Floor plan of 532 Kiewa Street as it appeared in the 1920s
Figure 5.6 Floor plan of 532 Kiewa Street as it appeared in 1936 (the service pit was added at a later stage)
Figure 5.7 Potential subsurface remains and intrusions
Figures 5.4 to 5.6 provide plots of the floor plans of 532 Kiewa Street over time. These are combined into 5.7 plotting all potential subsurface intrusions.

There seems to have been at least two concrete floors poured, one in the 1930s and another in 1974. We do not know whether the 1930s concrete floor was poured on the existing soil base. If it did, it could have preserved any artefactual material that may become embedded in the soil since the building was erected in 1912. Part of that floor was subsequently dug up to provide for the level channel needed to allow high buses to drive all the way to the eastern end of the building. In addition a car service pit was dug into the southeastern corner (figure 5.6). When the second floor was poured the internal floor level was levelled out and the channel filled in. Part of this, as well as the car service pit, had already been filled in as part of the 1946 redevelopment for the Albury Banner office.

It would appear that this second floor is level with the street level of Kiewa Street and possibly even slightly raised at the Wood’s Lane end. If the old floor was removed to provide level floor, then we can assume that any old surface material would have been lost. If, however, the new concrete floor was imply laid on top of the old slab, then the underlying soil, as well as the infills of the channel and the car service pit would survive.

The floors of the 1912 and 1920s internal offices had wooden floors, laid on joists. Any material culture that had fallen between the floor boards would have been recovered during the 1920s and 1930s refurbishment or buried under the first concrete slab.

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. If anything, it is likely that construction items, such as nails and other fasteners are present. Likewise the potential that 1940s material culture items could be encountered in the filled-in car service pit cannot be discounted.

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

6.1.1. ASSESSMENT PROCESS

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

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 preexisting 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. 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.

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 import-
6.2.1.1. Guidelines for inclusion or exclusion

Without being limiting, the NSW Heritage Office suggests as guideline 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 532 Kiewa Street has a direct association with the transportation industry, being the first building in Albury specifically built as a motor garage, capable of accommodating some 40 cars at one time. 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 1910s to 1940s.

In the 1936 532 Kiewa Street was modified to serve as the first bus terminal of Murray Valley Coaches. It served in this function until 1946, by which time that company had erected the first custom-built travellerodge in Australia on a property close-by. Murray Valley Coaches were the pre-eminent bus line servicing almost the entire length of the Murray Valley from Corryong to Adelaide, with additional runs from Albury to Sydney via Canberra. As a bus company Murray Valley Coaches was instrumental in developing the recreational tourism to the Victorian Alps (through its Mt Buffalo run) and in linking the Murray Valley communities with the railway heads at Albury, Echuca, Mildura and Adelaide both in peace time and during World War II.

The use of 532 Kiewa Street as the coach terminal and depot from 1936 to 1946 coincided with the growth period and blossoming of the busline. The building was modified to suit that purpose by relocating the front door and excavating a channel that would provide the same height throughout the structure.

The building is also associated with the Albury Banner, arguably the most influential newspaper in the Riverina and north-eastern Victoria. The newspaper was managed, composed and printed in this building from 1946 to its demise in 1950.

Finally, and most importantly, the building is associated with Azor Robbins and Alex Porter, two mechanics who have to be counted among Australia’s aviation pioneers. 532 Kiewa Street had been built for the pair as a motor garage, and it was in these premises that the pair designed and built their Bleriot-type monoplane in 1913. Throughout Australia, many mechanics toyed with the idea of building planes. Few did, and even fewer managed to get their aircraft off the ground. The Albury reputedly flew twice and is thus one of the earliest Australian aircraft. Even though the aircraft no longer survives, it’s engine does. On a more ancillary level, the building is also associated with the Australian Harry Hawker who gave flight presentations in Albury and used the building to store the plane and as its based.

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\(^{340}\) 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

As outlined for criterion A, the building is associated with Azor Robbins and Alex Porter, two mechanics who have to be counted among Australia’s aviation pioneers. 532 Kiewa Street had been built for the pair as a motor garage, and it was in these premises that the pair designed and built their Bleriot-type monoplane. Throughout Australia, many mechanics toyed with the idea of building planes. Few did, and even fewer managed to get their aircraft off the ground. Both of them left Australia during World War I, Porter flying for the AIF and Robbins working as an aeronautical engineer and automotive engineer in the USA.

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\(^{341}\) 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

As outlined for criteria A and B the building is associated with a locally designed and built Bleriot-type monoplane of 1913. The fact that the plane actually flew, albeit only twice, is testament to the technical achievement of Azor Robbins and Alex Porter, two mechanics who have to be counted among Australia’s aviation pioneers.

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 \(^{342}\) 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 \(^{343}\) 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 \(^{344}\) 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

532 Kiewa Street was erected in 1912 as the first motor garage in Albury. While other purpose-built garages were erected in the late 1910s and 1920s, 532 Kiewa Street is the only building of its kind, both architecturally and historically, remaining in Albury. As such they it has archival value as a representative of their class, and educational value as they illuminate the architecture of such buildings and the importance of the motor car services in early 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\textsuperscript{445} 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

Erected in 1912 as the first motor garage in Albury, 532 Kiewa Street is a good local representative of that class of buildings.
### Table 6.1 Criteria Matrix Cultural Significance of Property 1: Irrespective of extant fabric

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Rural service centre</th>
<th>Albury as a border town</th>
<th>Thor-oughfare</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>State</td>
<td>Yes</td>
<td>Yes</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>B  has strong/special association with the life/works of person(s) of importance</td>
<td>State</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>State</td>
<td>—</td>
<td>—</td>
<td>—</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>—</td>
<td>—</td>
<td>—</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>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>F  possesses uncommon, rare or endangered aspects of NSW’s cultural history</td>
<td>State</td>
<td>—</td>
<td>—</td>
<td>—</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>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>Yes</td>
<td>Yes</td>
<td>—</td>
<td>—</td>
</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>Rural service centre</th>
<th>Albury as a thoroughfare town</th>
<th>Border community</th>
<th>Migrant centre</th>
<th>Other Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td>Medium</td>
<td>Medium</td>
<td></td>
<td>Medium</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
<td></td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>Medium</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>Medium</td>
</tr>
<tr>
<td>D</td>
<td></td>
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<td>G</td>
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<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>
### Table 6.3 Criteria Matrix Cultural Significance of Property 3: Graded Significance

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Theme</th>
<th>rural service centre</th>
<th>Albury as a 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>State</td>
<td>Moderate</td>
<td>Moderate</td>
<td></td>
<td></td>
<td>Moderate</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>High</td>
<td>High</td>
<td></td>
<td></td>
<td>High</td>
</tr>
<tr>
<td>B  has strong/special association with the life/works of person(s) of importance</td>
<td>State</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Local</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>State</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</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>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</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>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>F  possesses uncommon, rare or endangered aspects of NSW's cultural history</td>
<td>State</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</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>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>Moderate</td>
<td>Moderate</td>
<td></td>
<td></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 532 Kiewa Street is deemed culturally significant at the state level because it:

1. has a direct association with the transportation industry, first and foremost as the first coach terminal for the region-
ally and nationally important bus coach line Murray Valley Coaches

b) is associated with Azor Robbins and Alex Porter, two mechanics who have to be counted among Australia’s aviation pioneers. In these premises the pair designed and built their Bleriot-type monoplane in 1913 which flew twice.

**6.3.2. Significance at the Local level**

The property 532 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:

f) has a direct association with the transportation industry, first and foremost as the first coach terminal for the regionally and nationally important bus coach line Murray Valley Coaches

g) is first building in Albury specifically built as a motor garage;

h) is a good example to illuminate the early support for the motor car, and the related service industries

i) is associated with Azor Robbins and Alex Porter, two mechanics who have to be counted among Australia’s aviation pioneers. In these premises the pair designed and built their Bleriot-type monoplane in 1913 which flew twice.; and

j) 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 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 earlier, the greatest significance is attributable to two periods: That of Robbins and Porter (1912-1913) and that of the use of the building as the Murray Valley Coach terminal (1936-1946).

The modifications of the property in the intervening period have been extensive, with a loss of historic fabric. What remains of the original 1912 structure remains are the side walls, albeit with substantial impairment caused by the addition of ventilation vents, and the roof trusses. While much of the internal conversion of the building into a shop is largely reversible, it is the alterations of the front façade made in 1954, effectively a total removal, that caused the irreversible loss of historic fabric. The rear façade was also lost in toto in the 1954 redevelopment.

Despite its high value because of its association with both the Robbins & Porter airplane and with the Murray Valley Coaches operations, the loss of original fabric is deemed to be so severe as to impact on the significance value of the property.

**6.4.1. Murray Valley Coaches**

Given the substantial loss of historic fabric the property is deemed to retain only low
significance at the state level and moderate significance at the local level because of its association with Murray Valley Coaches. During that period the building was adapted for Murray Valley Coaches use and none of these modifications survive. Thus it can be deemed to have been “so altered that it can no longer provide evidence of a particular association” (see section 6.2.1.1.), and hence should be excluded. That leaves the property’s association with Robbins and Porter (1912-1913).

6.4.2. Robbins & Porter

Even though only parts of the building remain, the extant property is still deemed to retain moderate significance at the state level and high significance at the local level because of its association with the development of the Albury plane. This judgement is informed by the fact that none of the over 1500 items on the state register have been listed as properties associated with pre World War I aviation in the NSW.

In consideration of the exclusion criteria suggested by Heritage NSW (see section 6.2.1.1), it could be argued that the “property has [only] incidental ... connections with historically important activities or processes” as the building was erected as a garage, and the design and construction of the plane can be construed as incidental. This needs to be seen in the light that aviation was in its infancy at the time, that throughout the world it was mechanics that were tinkering with the new technology and that nowhere existed custom-developed aviation buildings or factories.

Can 532 Kiewa Street be deemed to have been “so altered that it can no longer provide evidence of a particular association,” and hence should be excluded—as is the case with its association with the Murray Valley Coaches enterprise?

While in the case of Murray Valley Coaches the front façade was the period-specific modification, this was not the case for the Robbins & Porter building. In this instance it is the entire building that is significant, and if anything, it can be argued, that the rear section where the mechanical development took place, was the more important. And it is this section that is preserved.

Even though a loss of historic fabric has occurred, the building should be retained.

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 1910s or to its use as a bus depot and motor garage (1920s-1946). 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**

The existing structure was assessed to possess moderate cultural heritage significance at the state heritage level and high significance at the local level. Under normal circumstances this property is therefore eligible for inclusion in the schedule of protected heritage items in the Local Environmental Plan and should be nominated for inclusion in the State Heritage List. By doing so the property would be protected from inconsiderate impairment and destruction.

Given its significance, therefore, council should seek to preserve the structure and restore lost fabric. It is prudent for Albury Cuty to thoroughly investigate options how the structure can be retained and incorporated into the new museum cum library design. Ideally the internal and external accretions would be removed and the front façade be restored to resemble 1912 appearance. There are options to link the property with 528-530 Kiewa Street, which is also recommended for retention, that an integrated design could be developed. If the accretions are removed from 532 Kiewa Street, the resulting hall is very large and could well accommodate extensive open plan administrative office space.

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

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: OBTAIN CONCURRENCE BY HERITAGE NEW SOUTH WALES**

In view of the significance of the property for the development of early aviation in Australia, the implications of a demolition need to be considered carefully. While in the absence of re-existing formal heritage listing council may well be in its rights to demolish the building without penalty, doing so would most certainly breach the spirit of the NSW Heritage legislation. It can be foreseen that in future various stakeholders of the public may query the propriety of the decision taken. As part of a risk management strategy it is therefore advisable that the views of the Heritage Office be solicited and therefore...
any responsibility for a demolition decision be shared.

*It is recommended that Albury City prepare a case for demolition (if alternate use options and inclusion in the museum/library design cannot be realised) and obtain concurrence by Heritage New South Wales for that decision.*

**Recommendation 3: Archaeological Monitoring**

While the likelihood of significant archaeological remains relating to the early uses of the building is extremely 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 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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Plan of the Town of Albury, Parish of Albury, County of Goulburn, Land District of Albury. 3rd edition, Office Nº 82-41. Surveyor General's Office, Sydney. 1884

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Map of the Town of Albury and suburban lands. Parish of Albury, County of Goulburn, Land District of Albury. 19 December 1906. Department of Lands, Sydney.

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Anonymous (n.d.) “Reminiscences from Table Top (?)” Unidentified, untitled typescript manuscript (carbon copy with title page missing) relating to events around Albury, Huon and Mitchell Families, centering on Table Top Station. Most probably written in the mid- or late 1930s by a grandson of James Mitchell. Australian Archives ACT Repository Record Series A 1336/1 Item U95


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Lawrence, G. Vere (1947) It’s been good fun. *The High-Wayfarer* vol. 1 no. 1, December 1947 p. 3.


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Dirk H.R. Spennemann

Nº 532 Kiewa Street, Albury, NSW. An Assessment of Heritage Values

The Johnstone Centre, Charles Sturt University.


Personal Communications


Curtis, Gerry.—Local Historian, Albury, July 2003.

Gear, Ray.—Planner Albury City Council, Albury, July 2003.

Livsey, Helen.—Research Officer, Albury and District Historic Society, Albury, July 2003.


Newnan, Chris.—Planner, Albury City Council, Albury, July 2003.


ENDNOTES

5. 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
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.
47. Bayley 1954, p. 28.
49. Bayley 1954, p. 94
50. BP 4 Jul 1883
51. Andrews 1912, p. 75.
53. Temders 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 September 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
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. Contenporary Postcard.Collection Albury Regional Museum
72. Source: MacPherson Collection, Albury Regional Museum.
73. Source: MacPherson Collection, Albury Regional Museum.
74. Municipality of Albury, Rate Book for 1915, entry nº 217
75. Municipality of Albury, Rate Book for 1916, entry nº 217.
76. Municipality of Albury, Rate Book for 1917, entry nº 217.
77. Municipality of Albury, Rate Book for 1918, entry nº 217.
78. Municipality of Albury, Rate Book for 1919, entry nº 217.
79. Municipality of Albury, Rate Book for 1920, entry nº 217.
80. Municipality of Albury, Rate Book for 1922, entry nº 224.
81. Municipality of Albury, Rate Book for 1923, entry nº 225.
82. Municipality of Albury, Rate Book for 1924, entry nº 225.
83. Municipality of Albury, Rate Book for 1925, entry nº 966.
84. Municipality of Albury, Rate Book for 1926, entry nº 967.
85. Municipality of Albury, Rate Book for 1927, entry nº 966.


87. Municipality of Albury, Rate Book and Sanitary Register for 1930, entry nº 1216.


89. Municipality of Albury, Rate Book and Sanitary Register for 1931, entry nº 1417.


91. Municipality of Albury, Rate Book and Sanitary Register for 1932, entry nº 1417.

92. Valuer General of NSW, Valuation District of Albury, Valuation List for 1933, entry nº 1422.

93. Municipality of Albury, Rate Book and Sanitary Register for 1933, entry nº 1422.


95. Municipality of Albury, Rate Book and Sanitary Register for 1935, entry nº 1422.


97. Municipality of Albury, Rate Book and Sanitary Register for 1936, entry nº 1429.


100. Valuer General of NSW, Valuation District of Albury, Valuation List for 1944, entry nº 1622. Valuation Record, Albury City Council.


105. Valuer General of NSW, Valuation District of Albury, Valuation List for 1960, entry nº 2796. 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.

106. Valuer General of NSW, Valuation District of Albury, Valuation List for 1966, entry nº 3777. 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.


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

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

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

112. Vagabond 1896.

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

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

115. Source: Albury City Council files.


119. Conveyance Fallon to Woods.


129. AB 24 May 1912, p. 27 col. 3.


132. Image in Robertson 1913.

133. Robertson 1913.


135. The car was ensured to the value of £300.—‘Motor Car burnt. Accident near Wodonga. The Mystery explained.’ BMM 23 Jan 1914, p. 2 col. 5.—CHECK THE ADN AND THE AB
A study is in progress: Spennemann in prepp.

The Albury Monoplane. *AB* 18 April 1913, p. 27 col. 3.


W. Fielder Collection, Albury Regional Museum.

‘Monoplane trials near Albury.’ *BMM* 1 May 1913, p. 4 col. 4


‘The Albury Monoplane.’ *AB* 18 April 1913, p. 27 col. 3.

‘The Albury Monoplane.’ *AB* 25 April 1913, p. 27 col. 2.

‘The Albury Monoplane.’ *AB* 25 April 1913, p. 27 col. 2.

Meldrum 1980.

‘Monoplane trials near Albury.’ *BMM* 1 May 1913, p. 4 col. 4.


‘The Albury Monoplane.’ *AB* 1 Aug 1913, p. 27 col. 4–p.28 col. 1.

‘Monoplane trials near Albury.’ *BMM* 1 May 1913, p. 4 col. 4.

‘The Albury Monoplane.’ *AB* 1 Aug 1913, p. 27 col. 4–p.28 col. 1.

‘The Albury Monoplane.’ *AB* 1 Aug 1913, p. 27 col. 4–p.28 col. 1.

‘The Albury Monoplane.’ *AB* 1 Aug 1913, p. 27 col. 4–p.28 col. 1.

‘The Albury Monoplane.’ *AB* 1 Aug 1913, p. 27 col. 4–p.28 col. 1.

‘The Albury Monoplane.’ *AB* 1 Aug 1913, p. 27 col. 4–p.28 col. 1.

A search of local papers for 1913 failed to find mentions of the plane for the Corowa Show (CFP 30 Aug 1913, 5 cols 1–6); the Tallangatta Show (UMMH 27 Mar 1913, p. 3 cols 1–4).

‘Items of news.’ *BMM* 25 Feb 1914, p.2 col. 4.—Advertisement *BMM* 25 Feb 1914, p.5 col. 4.—Same advertisement *BMM* 26 Feb 1914, p.3 col. 4; *BMM* 27 Feb 1914, p.3 col. 4; *BMM* 28 Feb 1914, p.5 col. 5

‘Items of news.’ *BMM* 4 Mar 1914, p. 2 col. 4.

New garage opened: AB 11 December 1914.

Pers. comm. Gerry Curtis (Albury).—Frederick Charles Blacklock died on 20 April 1930 and the business was distributed.


Advertisement. *BMM* 4 Mar 1914, p.3 col. 8.
164. ‘Flying in Albury. Happy arrangements for cadets. Saturday’s compulsory drill at race course. Boys will see Hawker’s flight.’ BMM 5 Mar 1914, p. 3 col. 1–3.—‘Flying in Albury. Interesting Notes on Arrangements.’ BMM 6 March 1914, p. 3 cols 1-2.


166. Albury Regional Museum (2 copies of this photo held, one with a piece of wood, reputedly from the plane, attached.

167. Fielder Collection, Albury Regional Museum

168. Section of photograph by Wr Wallace, Melbourne, Fielder collection, Albury Regional Museum.

169. Source: Albury City Council, Property File nº 3929


172. Book 1321, nº 840.—For 534-536 Kiewaa street see Spennemann 2003


175. Lawrence 1947.


180. During the war Murray Valley Coaches operated 31 busses: ‘Topical Travel’ The High-Wayfarer vol. 1 no. 1, December 1947 p. 12


182. The MS Murrumbidgee, commenced operations January 1948; destroyed by fire November 1948, replaced by MS Coonawarra 1950.—chronology in Employee’s Handbook ‘Your Future with M.V.C.’ authored by H.J.Lawrence (written about mid 1949); Murray Valley Coaches Limited, Agents’ Information File. Date of issue 1st January 1952, 22pp)


187. ‘MVC Ensign now unfurled over 3 travel lodges.’ The High-Wayfarer vol. 1 no.3, June 1948, pp. 6-7.

188. ‘The Viewmaster is last word in road travel.’ The High-Wayfarer vol. 2 no. 9, December 1949, pp. 5-6.

189. Albury City Council, Property File nº 3930.


247. Samuel Emanuel died 11 July 1868, before Nathan Mandelson’s death. He was thus excluded from the inheritance.

248. Book 40, nº 107
In other title documents Henry Driedloft is also spelled 'Driecloft,' 'Dreckluft,' 'Drickluft.' It is likely that he was a German.

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

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

—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.


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Valuer General of NSW, Valuation District of Albury, Valuation List for 1944, entry nº 1622. Valuation Record, Albury City Council.—Refers to Book 1527 nº 911.—Owner listed as 'Newspaper Proprietor.'

Listed as 'Manager.'

Listed as 'Grazier.'

Valuer General of NSW, Valuation District of Albury, Valuation List for 1950, entry nº 1845. Valuation Record, Albury City Council.—Refers to Book 1527 nº 911.—The pen annotation striking out Robert Dunlop Elliot as property owner has the annotation S.N. 335/52.

Valuer General of NSW, Valuation District of Albury, Valuation List for 1953, entry nº 2097. Valuation Record, Albury City Council.—Refers to Book 1527 nº 911.—Owner(s) listed as 'Manager / Garage Proprietor'

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Lease expired 25 Nov 1974

M790928

Torrens Vol. 12597 fol. 220

Torrens Vol. 6575 fol. 111-112, nº P316186

nº V686228; folio ID A/83168

Book 1527, nº 911

Albury City Council, Property File nº 3930.

Torrens A/83168.—Albury City Council, Property File nº 3930.

Albury City Council, Property File nº 3930.

Albury City Council, Property File nº 3930.

Conveyance Patrick Edwin Fallon to William Cleaver Woods

Plan Application, File Sewer Plan 115

Plan of House Drainage, File Sewer Plan 115

Noted on plan Book nº 1412 nº 712.


Albury City Council, Property File nº 3930.

Plan of House Drainage, File Sewer Plan 115

Valuer General of NSW, Valuation District of Albury, Valuation List for 1938, entry nº 1535. Valuation Record, Albury City Council.—Refers to Book 1527 nº 911.


Valuer General of NSW, Valuation District of Albury, Valuation List for 1941, entry nº 1611. Valuation Record, Albury City Council.—Refers to Book 1527 nº 911.—Owner listed as 'Railway Officer (of 349 Macauley Street, Albury).'

Photo evidence.

Valuer General of NSW, Valuation District of Albury, Valuation List for 1944, entry nº 1622. Valuation Record, Albury City Council.—Refers to Book 1527 nº 911.—Owner listed as 'Newspaper Proprietor.'

Photo evidence.

Albury City Council, Property File nº 3930.

Plan Application, File Sewer Plan 115

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308. Valuer General of NSW, Valuation District of Albury, Valuation List for 1953, entry no. 2097. Valuation Record, Albury City Council.—Refers to Book 1527 no. 911.—Owner(s) listed as 'Manager / Garage Proprietor'.

309. Albury City Council, Property File no. 3930.


312. Valuer General of NSW, Valuation District of Albury, Valuation List for 1966, entry no. 3777. Valuation Record, Albury City Council.—Refers to Book 1527 no. 911.—Ownership stated as "Theodor Harry Arnold (Ethel Grace Arnold) & Est William Henry West each 50%".

313. Albury City Council, Property File no. 3930.

314. Plan Application, File Sewer Plan 115


316. Refers to 534 Kiewa St.

317. Letter refers to 534 Kiewa St. Letter Potter, Trickett & Associates to Town Clerk, Albury City Council, dated Wodonga 8 April 1975. Albury City Council, Property File no. 3930.

318. Albury City Council, Property File no. 3930.


320. Albury City Council, Property File no. 3930.

321. Albury City Council, Property File no. 3930.

322. Pers. comm Gerald Weihrauch.

323. Pers. comm Gerald Weihrauch.

324. Albury City Council, Property File no. 3930.

325. Albury City Council, Property File no. 3930.

326. Albury City Council, Property File no. 3930.

327. Albury City Council, Property File no. 3930.

328. Albury City Council, Property File no. 3930.


330. O’Halloran & Spennemann 2002


332. BP 25 Apr 1890.


334. NSW Heritage Office 2001


336. 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 as a rural service centre.—This theme is intended to help the search for and the 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.

NSW Heritage Office 2001, exclusion discussion for criterion A.