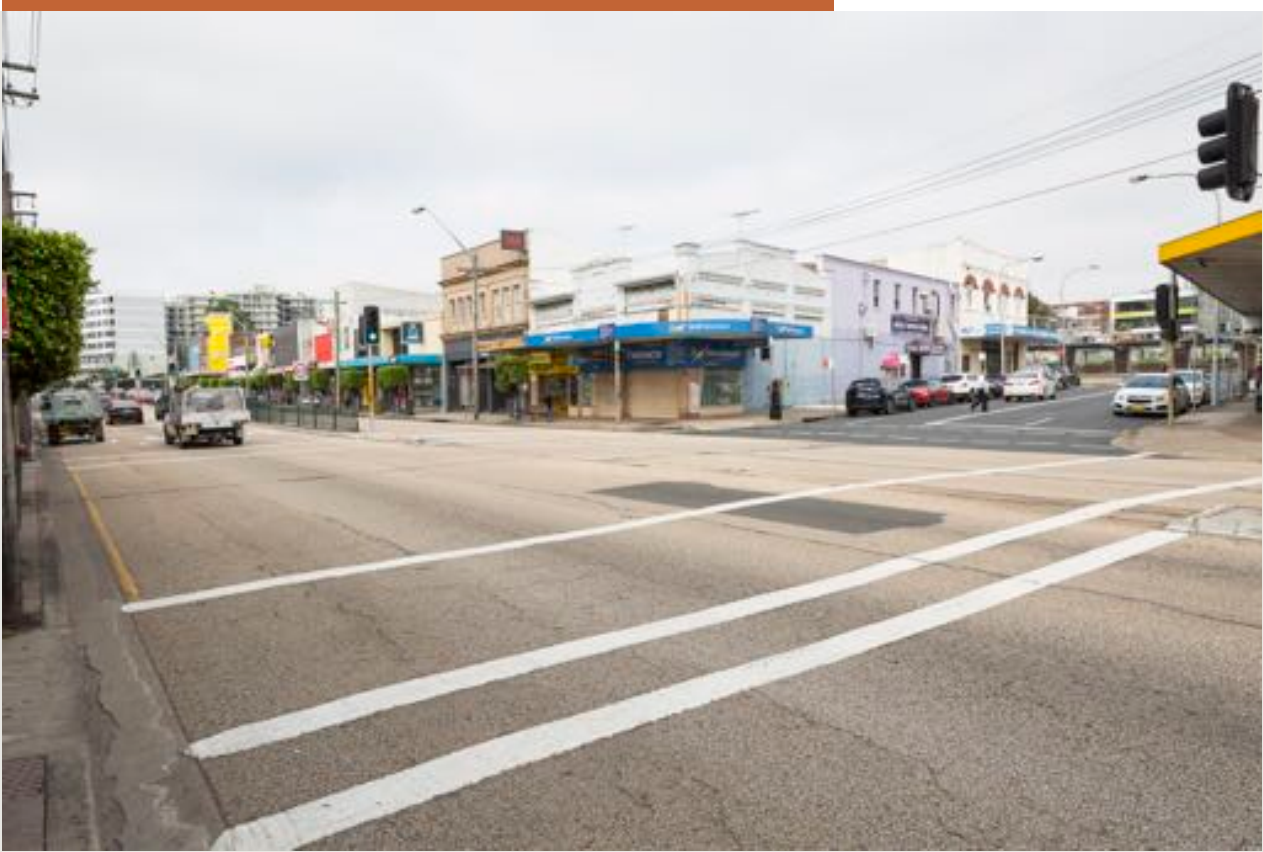


# HERITAGE ASSESSMENT



Rockdale Town Centre Interchange Precinct, Nos 471-479  
Princes Highway and Nos 6-14 Geeves Avenue, Rockdale.

March 2020 | J4032

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## **1.0 INTRODUCTION**

### **1.1 Preamble**

This Heritage Assessment has been prepared in conjunction with a Planning Proposal for a Transport Interchange Precinct which includes the demolition of the existing buildings at Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue Rockdale, Sydney, New South Wales.

The site is located within the Bayside Council area. The principal planning control for the site is the *Rockdale Local Environmental Plan 2011 (LEP 2011)*. The site is not listed as a heritage item or located within a Heritage Conservation Area as defined by the *LEP 2011*. The site is adjacent to the Rockdale Railway Station a State Heritage item listed under the auspices of the Heritage Act 1977.

#### *(4) Effect of proposed development on heritage significance*

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

#### *(5) Heritage assessment*

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

This statement has been prepared at the request of Bayside Council Local Planning Panel held on Thursday, 15 August 2019 and accompanies documents for the Rockdale Transport Interchange Planning Proposal.

### **1.2 Authorship and Acknowledgements**

This statement was prepared by Patricia Sims, B.Arts, B.Appl.Sc. (Env. Des.), B.Arch., M.Herit.Cons. (cand.), and James Phillips, B.Sc.(Arch), B.Arch, M.Herit.Cons. (Hons), of Weir Phillips Heritage & Planning.

### **1.3 Limitations**

No Aboriginal or historical archaeology was carried out on the site.

### **1.4 Methodology**

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the Council planning controls listed under Section 1.6.

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## 1.5 Physical Evidence

Site visits were carried out in February 2020. Unless otherwise stated, the photographs contained in this statement were taken by the authors on this occasion.

## 1.6 Documentary Evidence

### 1.6.1 General References

- Geeves, Philip and Jervis, James. Rockdale Its beginning and Development, Sydney Halstead Press, 1954.
- Australian Dictionary Biography. Holt Thomas. <http://adb.anu.edu.au>.
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- Lea-Scarlett, Erroll, *The Faith of the Forest: A History of Catholic Hurstville*, Hurstville, St. Michael's Parish, 1985.
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- 'The Suburbs of Sydney, No. XXVII-Hurstville: A History of its Progress', *The Sydney Morning Herald*, 23 October, 1925(?). *Mitchell Library Newspaper Cuttings*, Vol. 159.
- Turbet, Peter, *The Aborigines of the Sydney District Before 1788*, NSW, Kangaroo Press, 2001.
- Sydney Sands Directory

### 1.6.2 Historic Plans and Photographs

- NSW Lands Department, (*Photograph over the Site and the Surrounding Area*), SIX Maps.
- Metropolitan Water Sewerage and Drainage Board, *Rockdale Sheet No. 3024*, 1973. Sydney Water Archives.
- Metropolitan Water Sewerage and Drainage Board, *Rockdale, Field Book No. 2342*, returned August 1899. Sydney Water Archives.
- Australian Dictionary of Biography, Thomas Holt (1811-1888). Philip Geeves.
- Kurnell Birthplace of Modern Australia. Thomas Holt.

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### 1.6.3 NSW LPI Documents

- Certificate of Title Volume 2414 Folio 99; Volume 3737 Folio 74; Volume 3007 Folio 187;
- Serial 91 Folio 25
- Vol 812 Fol 184
- Vol 1282 Fol 52
- Vol 1354 Fol 132
- Vol 2414 Fol's 99 & 100
- Vol 3054 Fol 100
- Vol 14340 Fol 250
- Vol 2189 Fol's 12 & 13
- Vol 3737 Fol 73
- Vol 2241 Fol 201
- Vol 4366 Fol 217
- Vol 1644 Fol 212
- Vol 3007 Fol 187
- Vol 5189 Fol 35

### 1.6.4 Heritage Listing Sheets

- *Rockdale Railway Station Group*, Rockdale. State Heritage Register SHR No.: 01238.
- *Rockdale Town Hall, 448 Princes Highway*, Rockdale, NSW. State Heritage inventory. Database no: 2330157.

### 1.6.5 Planning Documents

- *Rockdale Development Control Plan 2011.*
- *Rockdale Local Environmental Plan 2011.*

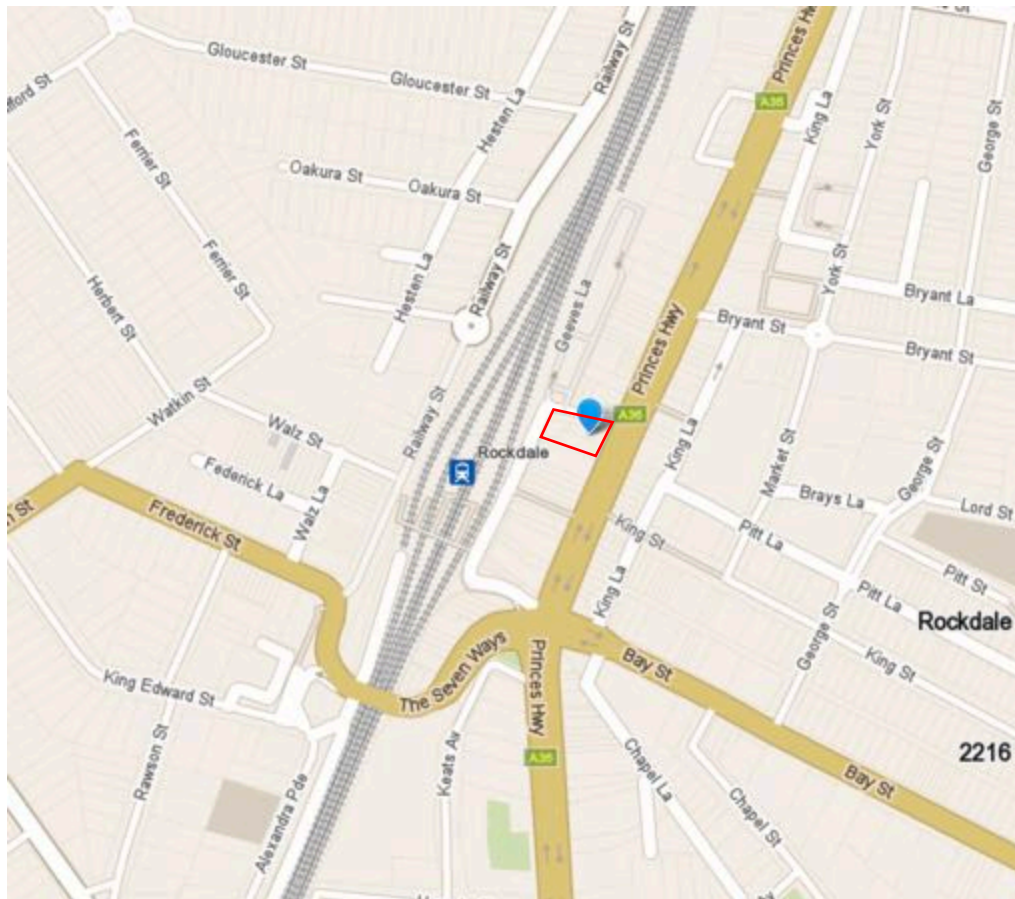
## 1.7 Site Location

Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue, Rockdale is located within the Rockdale Town Centre adjacent to and directly east of the Rockdale Railway Station.

The site consists of four allotments as listed below:

No. 12-14 Geeves Avenue, Rockdale Lot 1 of D.P. 343365.  
No. 6-10 Geeves Avenue, Rockdale. Lot 1 of D.P. 343365.  
No. 471 Princes Highway, Rockdale. Lot 2 of D.P. 112857.  
No. 475-479 Princes Highway, Rockdale. Lot 1 of D.P. 133058.

The site is comprised of the northern section of a large block bounded to the east by the Princes Hwy, the Tramway Arcade to the south and Geeves Avenue to the north and west. (Figure 1).



**Figure 1: Site Location.** Whereis.2020. Site outlined in red.

## 2.0 BRIEF OUTLINE OF THE HISTORICAL DEVELOPMENT

### 2.1 Original Occupation

While an Aboriginal history is not provided for, it is acknowledged that the original inhabitants of the Sutherland area are the Tharawal people.

### 2.2 Early European Exploration

Captain James Cook landed at eleven places along the eastern coast of Australia between April and August 1770. At the beginning of this period, Cook explored the area immediately surrounding Botany Bay, noting the mouths of two rivers which would later be known as the Cooks and Georges Rivers. Of the land around Wolli Creek, a major tributary of the Cooks River, Cook observed:

‘...land much richer, for instead (sic) of sand I found in many places deep black soil which we thought was capable of producing any kind of grain...However we found it not all like this, some few places were very rocky but this I believe to be uncommon; the stone is sandy and very proper for building.’<sup>1</sup>

<sup>1</sup> Captain James Cook cited in R.W. Rathbone, *A Village Called Arncliffe*, NSW, The Author, 1997, p.3.

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Encouraged by Cook's accounts of Botany Bay and the reports of the accompanying botanists, Joseph Banks and Daniel Solander, the British Government chose Botany Bay as the site for a new penal settlement.

Following his arrival in Botany Bay in January 1788 at the head of the First Fleet, Captain Arthur Phillip directed a number of expeditions in search of a suitable site for settlement. Lieutenants Dawes and King explored along the Georges River as far as Lugarno Point, where they found deep coves and some lagoons, but no fresh water. Despite the praise of Cook and Banks, the Bay was clearly not a suitable place for immediate settlement. With the departure of the First Fleet for Sydney Cove soon after, the area inland from Botany Bay and away from the waterways was left essentially undisturbed by the colonists (exploratory parties aside) for some time to come.

A number of expeditions passed through the area surrounding the Cooks and Georges Rivers during the late 1780s. Captain Phillip, for example, headed a party that walked along part of the northern bank of the Georges River from its junction with Prospect Creek, as far as Salt Pan Creek. In late 1789, Captain Hunter again surveyed the Georges River as far as Salt Pan Creek and Alford's Point, concluding that the area was not of immediate interest.<sup>2</sup>

### **2.3 Early European Settlement in the Rockdale Area and Thomas Holt**

In 1795, six years after Hunter's foray along the Georges River, George Bass and Mathew Flinders traced the river twenty miles beyond the place where Hunter had completed his survey. Their reports of good soil along the riverbank- 'equal to any on the banks of the Nile of New South Wales'- prompted the foundation of a new settlement at Bankstown in 1797.<sup>3</sup>

The suitability of land for farming was not the only characteristic of interest to the early colonists. As the number of brick buildings in Sydney began to increase, the search for sources of lime for mortar extended to the Aboriginal middens along the shores of Botany Bay and the Cooks and Georges Rivers. Equally attractive were the thick forests of iron bark, blackbutt, stringybark and blue and red gum that covered the area.

For the greater part of the nineteenth century, European use of present-day Rockdale was limited by the difficulties of access into and out of the area. The earliest principal mode of access was by river; travel overland was slow and depended on a limited number of river crossings. The main land route was by way of Punchbowl Road, through Enfield to the Liverpool Road.<sup>4</sup> Alternatively, the traveller could attempt to ford the river at Tempe; this crossing however, was both tidal and deep. These transport challenges in turn dictated patterns of settlement.

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<sup>2</sup> Errol Lea-Scarlett, *The Faith of the Forest: A History of Catholic Hurstville*, Hurstville, St. Michael's Parish, 1985, p.1.

<sup>3</sup> Mathew Flinders, cited in D.J. Hatton, *Hurstville 1770-1850*, NSW, Hurstville Historical Society, undated, p.3.

<sup>4</sup> 'The Suburbs of Sydney, No. XXVII-Hurstville: A History of its Progress', *Sydney Morning Herald*, 23 October, 1925(?). *Mitchell Library Newspaper Cuttings*, Vol. 159.



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At the time of settlement, all land in the Colony was declared to be Crown land. By 1800, the practice of releasing land as private grants was well established. The earliest land grants in the Rockdale area were made on the western side of what was later declared the Parish of St. George, the first being Hannah Laycock's 500 acre *King's Grove Farm* in August 1804. A series of smaller grants adjacent to the *King's Grove Farm* and near Salt Pan Creek followed. By 1815, a substantial part of present-day Arncliffe, being all that area bound by Marsh Street, Cooks River, Wolli Creek and the area to the north of the railway station, had been consolidated into a single land holding by former New South Wales Corps Sergeant William Packer.<sup>5</sup> The land grant system was abolished in 1831. When grants were abolished a minimum sale price of five shillings per acre was fixed and the days of the small land owner began.

Everywhere about Cooks River district settlers were cutting down forests that covered the land. Many of them worked in close liaison with sawyers and charcoal burners, who disposed of the felled trees. Small clearings were made along the axis of the Wollongong and Rocky Point Road (Princes Highway). Development was slow and hampered by the density of the forests and the difficulty of movement off the single made artery of the Wollongong or Gannons Forest Road, which, after rain was impassable to anyone but a determined horseman.

Along the straggling track that was referred to, somewhat pretentiously as the 'road' to Rocky Point (Sans Souci), other farmers had selected land. Thomas Holt took up 82 acres on Rock Point Road from about Bryant Street to Tabrett Street. He also purchased 56 acres on the western side of the main Road. These transactions were at the end of 1853. And included the subject site.

Thomas Holt was born in Yorkshire in 1811. He arrived in Australia in 1842 with his wife and servant. He soon acquired pastoral interests in Queensland and was instrumental in originating The Australian Mutual Provident Society. He was elected to Parliament for the Burrough of Newtown and during his residence his interest turned to the land around Botany Bay. He purchased land on the spit of land then known as Rocky Point and built a house called Sans Souci upon it, unfortunately Mrs Holt refused to live at Sans Souci, so Holt built another mansion at what would become Matraville, naming it the Warren. He intended to raise Rabbits on the land.

In 1861 he came into possession of Kurnell and ultimately almost all the land down to Port Hacking totalling almost 1200 acres. This land later became known as the Holt -Sutherland Estate.

The second significant event of this era was the gazettal of the Parish of St. George, announced in the *Sydney Gazette* on 16 May, 1835. The parish encompassed the later Municipalities of Rockdale, Kogarah and Hurstville and part of Canterbury.<sup>6</sup> The most significant event of this period, however, was the completion of the Cooks River Dam in 1839. While unsuccessful in its purpose of improving Sydney's water supply, the dam wall provided the first direct land route between Sydney and the St. George District.

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<sup>5</sup> With reference to a Plan of the Parish of St. George, County of Cumberland, NSW, 1903. National Library of Australia.

<sup>6</sup> *Ibid*, p.5.

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While dam and road construction represented significant developments, progress continued to be slow. A large part of present-day Arncliffe was covered with outcrops of rock, leaving only limited land along the various creek beds for the more permanent forms of settlement represented by small farmers and market gardeners. The timber getters and charcoal burners were transitory workers, as opposed to more permanent settlers. Nevertheless, the first attempted subdivision- the Village of Arncliffe Estate- in the area was carried out at a comparatively early date (1840). was offered for sale for a second time, this subdivision gave the area its lasting name.

The wider area comprising the Parish of St. George was developing slowly, but steadily during the 1840s. The 1841 census records that there were 453 people living in the parish. Of the 87 houses in the parish, 80 were of timber and 7 of stone or brick. At the time of the next census, held in 1846, the population had grown to 611 people.<sup>7</sup>

Progress in the area continued to be retarded by poor access. By the 1860s, the Illawarra Road was so deeply rutted in places that progress was painfully slow in dry weather; in wet weather the road became impassable. An alternate route to link up with Rocky Point Road was surveyed by the Government and a diversion for the Illawarra Road constructed between 1861 and 1864. Progress was also restricted by the presence of noxious industries, banned because of the foul smell by products produced, from operating within the City of Sydney.

## **2.4 Growth in Rockdale and the Coming of the Railway**

The first regular public transport between the district and Sydney appears to be established in 1848 when James Gannon began running omnibuses. For the next thirty years settlers beyond Cooks river were reliant on coaches and horse buses. The western suburbs were more fortunate being served by the first railway line in 1855. The Public works act of 1881 authorized the construction of the railway from Sydney to Wollongong and Kiama. The line was constructed in section, with Rockdale Railway Station opening in 1885.

By the late 1860s, the Colony of New South Wales had matured and developed to the point where a Municipal Act had been passed by the Legislative Assembly. The Act provided for incorporation as a municipality anywhere where there was no fewer than fifty persons who petitioned for it and who would, upon incorporation, be liable to be assessed for municipal taxes. In 1871, West Botany Municipality, the first municipality south of the Cooks River, was declared. It would be fifteen years before other local government areas would be established south of the river. The newly declared Municipality was divided into two wards. Arncliffe Ward, which included the land on the western side of Rocky Point Road, supported 221 people, while Botany Ward, which included all the land on the east side of the Road from Cooks River to Georges River, supported 543 people.<sup>8</sup>

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<sup>7</sup> D.J. Hatton, *op.cit.*, undated, p.9.

<sup>8</sup> R.W. Rathbone, *op.cit.*, 1997, p.43.

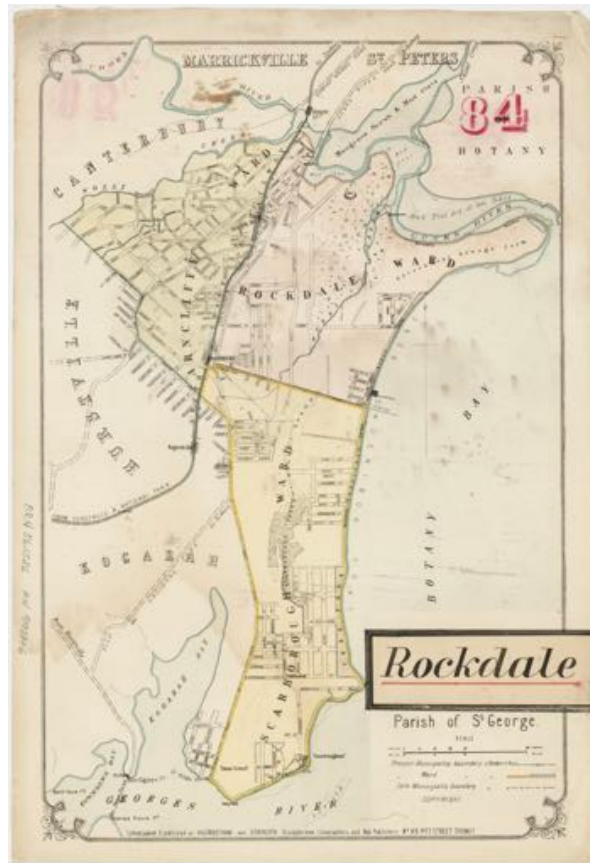


Figure 2: . 1890 map illustrating Rockdale Ward and Arncliffe Ward either side of Rock Point Road. State Library of NSW.

## 2.7 History of the site

As described above, the subject site was originally Land Grants purchased over a period of time by Thomas Holt in 1853. The South Botany Estate as it was known , was an estimated 12,000 acres and was divided into 11 paddocks. In 1881 Thomas Holt subleased most of his estate to a company named the Holt-Sutherland Estate Land Company which was formed primarily to prepare and administer the land for settlement .

In 1886 All four properties were transferred to Yeoman Geeves, who was noted as a store keeper. Between 1889 and 1911 the site was owned by John Horatio Clayton, a solicitor. During this time Clayton progressively subdivided and sold the sites into the current arrangement of four lots being, No. 471 and No.475-479 Princes Highway, No.6-10 Geeves Avenue and No. 14 Geeves Avenue.

### No. 471 Princes Highway

In 1911 John Horatio Clayton sold No. 471 Princes Highway to Martin and William McIlrath, Grocers, in 1911. This aligns with the Sands Sydney Directory of the McIlrath Ltd Grocery store and provisions merchant, registered at the address in 1913. This suggests the building currently on the site was built at this time. The McIlrath's retained ownership until 1925 when it was sold to Mac's Pty Ltd. It still functioned as grocery store under the name of McIlrath until at least 1933, as noted by the Sydney Sands Directory. Visual inspections and Six Maps suggest that the two storey section, accessed from Geeves Avenue was added sometime after 1943 as it is not visible in the 1943 aerial.

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The site is currently occupied by three separate commercial tenancies. P and S Electronics on the corner of Princes Highway and Geeves Avenue, The Rockdale Adult Superstore, on the first floor and accessed from Geeves Avenue and Alliance Loan Office on Princes Highway.

### **No. 475 to 479 Princes Highway**

Around 1905 John Horatio Clayton subdivided No. 475-479 Princes Highway into Lot 1 and 2 of D.P.133058. Clayton sold Lot 1 (No. 479 Princes Highway) in 1905 to Alexander Craig Reed, a law stationer, who sold the property to the Commercial Bank of Australia Ltd in 1919. Clayton sold Lot 2 (No, 475 Princes Highway) to Emma Jane Surman in 1911. This property was also eventually purchased by the Commercial Bank in 1929. This suggests that after the Bank had purchased both lots they demolished the buildings on the sites and built the Commercial Bank building that is currently on the site.

### **No. 6-10 Geeves Avenue**

John Horatio Clayton sold No. 6-10 Geeves Avenue to Edward William Reynolds McMillan and Raleigh Francis William Freeth who were auctioneers and estate agents. The Sands Sydney Directories first records a commercial premises, McMillan Hall, on the site in 1918 which suggest the building on the site was built around this time. The Sand Sydney Directories notes that Saint George Starr-Bowkett was also registered at the address in 1918. Saint George Starr-Bowkett purchased the property in 1926 and operated from the premises until 1970, when it was purchased by Fedelity Permanent Building Society of NSW Ltd, who sold it to Spano Construction and Investment Co. Pty ltd in 1984.

Currently the building is operated by Aussie Education, a tax and accounting company.

### **No. 14 Geeves Avenue**

Land Titles suggest that No. 14 Geeves Avenue was formally part of Lot 1, D.P. 133058 (No. 479 Princes Highway) . Alexander Craig Reed purchased the land from Clayton in 1905. In 1919 he sold the property along with his holding facing the Princes Highway to the Commercial Bank, who developed the properties in 1929 and built the new Commercial Bank building facing Princes Highway.

It is most likely that during the Banks ownership between 1919 and 1939 they constructed the building on No. 14 Geeves Avenue as a garage and first floor storage/ workshop area. The Sands Sydney Directory first records commercial uses for the building from 1919 which also suggests a construction date at this time. A fancy Goods Store and Millner are recoded as occupying the building.

In 1939 the property was sold to Saint George Starr-Bowkett Co—Operative, who owned the adjoining property at No.6-10 Geeves Avenue. Saint George Starr-Bowkett Co—Operative, retained ownership until 1970. In 1970 it was purchased by Fedelity Permanent building Society of NSW Ltd who sold it to Spano Construction and Investment Co. Pty ltd in 1984.

Currently the ground floor of the building is used as a bathroom for Aussie Education. Permission was not granted by the owner to inspect the remainder of the building.

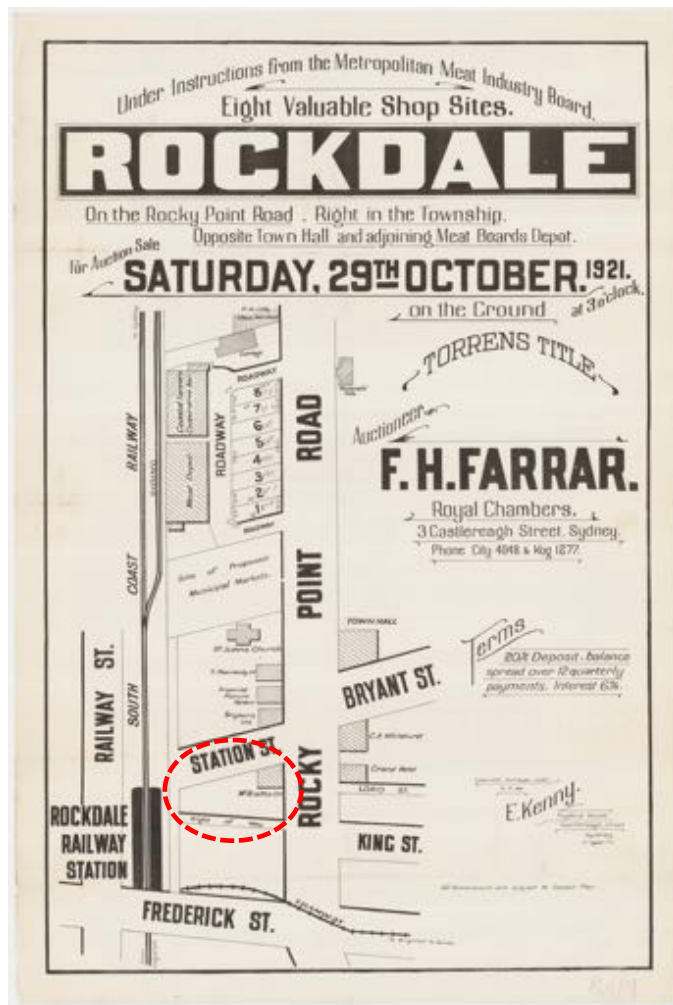


Figure 3: Rockdale, Eight Valuable Shops Sites. State Library NSW. Subject site outline in red.

### 3.0 SITE ASSESSMENT

#### 3.1 Nos 471-479 Princes Hwy and Nos 6-14 Geeves Avenue, Rockdale.

##### 3.1.1 The Site

For the following, refer to Figure 4 and the survey that accompanies this application.

The site is comprised of five commercial allotments with an approximate site area of 960m<sup>2</sup>. There is a gentle cross fall to the site along the north boundary of the site to Geeves Avenue. The Princes Highway, the eastern boundary and the western boundary along Geeves Avenue are flat.

The buildings described below are characterised by one and two storey commercial buildings each built to their individual lot boundaries. Generally, the buildings have a ground floor retail and administrative component with further office space on the first floor.





**Figure 4: Aerial Photograph Over the Site. Six Maps. Site outlined in red.**

Figures 5 to 8 illustrate the site. Refer also to the photographs in the following section.



**Figure 5: Nos 471 and 475-479 Princes Highway looking west toward the railway line.**



**Figure 6: The subject site at the intersection of Princes Highway and Geeves Avenue.**



**Figure 7: No. 6-10 Geeves Avenue, Rockdale.**



**Figure 8: No. 14 Geeves Avenue Rockdale.**

### 3.1.2 Exterior No. 471 Princes Highway, Rockdale



**Figure 9: No. 471 Princes Highway Building A, outlined in red.**

No. 471 Princes Highway is comprised two sections of a single building which addresses the Princes Highway and an attached two storey section which addresses Geeves Avenue.

The building on the corner of Princes Highway and Geeves Avenue is single storey and consists of painted brickwork with rendered details on the parapets and banding. There are corrugated steel roofs behind the parapet.

It is divided into two retail tenancies with access from the Princes Highway. There is a deep recessed entry to the southern tenancy and two roller doors to the other with an awning above. The northern retail tenancy, the electrical store, continues under the two storey section. Above the awning is a row of windows that have been painted over. Above the windows is a decorative castellated parapet with higher middle section.

The building returns around the corner to Geeves Avenue in the same architectural style with high level glazing and parapet. The south and west elevations of the building are not visible and are concealed by adjoining buildings.

The two storey section is a later addition. It has a detailed brick parapet, higher than the building to Princes Highway. The building is comprised of painted face brickwork. On the ground level there is a central entry door flanked on either side by two openings. Three of the openings have been bricked up. On the first floor there are five double hung windows.

Figures 9 to 11 Illustrate the exterior of No. 471 Pacific Highway.





**Figure 10: No 471 Princes Highway.**



**Figure 2: No 471 Prince Highway. Two storey later addition.  
Access from Geeves Avenue.**

### **3.1.3 Exterior No. 475-479 Princes Highway, Rockdale – Westpac Bank Building**

The two storey commercial building on the site is built to the property boundaries on all four sides. It adjoins Nos 6-12 and No.14 Geeves Avenue along its western boundary and No. 471 Princes Highway on its northern boundary. The southern boundary adjoins No. 481 Princes Highway and the eastern elevation faces Princes Highway.



**Figure 12: Nos 475-479 Princes Highway. Westpac Bank Building.**

The only elevation to the public domain is the eastern elevation to Princes Highway. The ground floor is comprised of an aluminium and glass shop front with separate entrances to the two, first floor tenancies. Above and between the glazing is timber sheet cladding. Beyond this the original sandstone cladding is visible at the on the north and south boundaries.

The first floor elevation is the original sandstone façade with engaged decorative columns, central pediment with banding and parapet above. There are seven symmetrically located double hung multi paned windows. The remaining elevations are concealed by the adjacent buildings.

### **3.1.4 The Exterior No. Nos 6-12 Geeves Avenue, Rockdale. Fedelity House.**



**Figure 13: No. 6-12 Geeves Avenue Rockdale. North and west elevations.**



**Figure 14: No. 6-12 Geeves Avenue Rockdale. North elevation**

Figures 13 and 14 illustrate Nos 6-12 Geeves Avenue.

The two storey commercial building on the site is built to the property boundaries on all four sides. It adjoins No. 14 Geeves Avenue along its southern boundary and No. 471 Princes Highway on its eastern boundary. The primary northern elevation addresses Geeves Avenue. The western elevation faces Geeves Avenue and Rockdale Railway Station beyond.

The building is constructed of rendered brickwork with a band of decorative face brickwork above the first floor windows. There is a street awning to Geeves Avenue. The corrugated steel roof is set behind the castellated parapet roof.

The primary northern elevation of the building has contemporary stone wall tiles at ground level with a street awning over. There are two sets of timber framed double entry doors and two sections of aluminium shopfront glazing. Above the awning to the first floor are four sets of windows. The two central windows have been modified from the original pair of double hung windows and arched fixed glass above. There is a decorative band of protruding moulding above the windows. The castellated parapet is finished with decorative banding.

The western elevation is similar to the northern elevation. There are no entry doors, instead there are four sets of multi-panel glazing, each with a central awning windows, set at a high level on the ground level. The first floor windows are four sets of double hung window pairs with arched fixed glazing above. There is the same parapet detail above. The south and east elevations are concealed by adjacent buildings built on the boundary.

### 3.1.5 Exterior No. 14 Geeves Avenue, Rockdale



**Figure 15: No. 14 Geeves Avenue, Rockdale.**

The two storey commercial building on the site is built to the property boundaries on all four sides. It adjoins Nos 6-12 Geeves Avenue along its northern boundary, No. 481 Princes Highway on its southern boundary, Nos 475-479 Princes Highway on its eastern boundary, the western boundary and primary elevation is to Geeves Avenue and the Rockdale Railway Station.

The building is constructed of face brickwork. The Geeves Avenue elevation is a red textured brick, the southern and eastern sides are 'commons'. The ground level to Geeves Avenue has been rendered. There is a skillion roof of corrugated iron behind the brick parapet, which falls to a box gutter along the northern boundary and down pipe to Geeves Avenue.

The primary elevation to Geeves Avenue consists of a door and steel roller door at ground level and two sliding aluminium windows on the first floor. Above the windows is a brick parapet with a rendered panel and brick border. The southern elevation is painted along the ground storey to the adjacent the carpark. The rear eastern elevation is a blank wall of brickwork.

### 3.1.6 The Interior of the Buildings

No internal floor plans of the buildings were available.

#### 3.1.6.1 Interior No. 14 Geeves Avenue, Rockdale.

The first floor of the building could not be inspected as the tenant / owner would not provide access.





**Figure 16: The subject site with No.14 Geeves Avenue, highlighted.**

### **Ground Floor**

Figure 17 illustrates the ground floor. .



**Figure 17: No. 14 Geeves Avenue. Ground floor bathroom. Contemporary bathroom fitout. Which is now accessed from the adjoining building (Nos 6-12 Geeves Avenue). No original or significant fabric sighted.**

### 3.1.6.2 Interior No. 6-12 Geeves Avenue, Rockdale.

The first floor of the building could not be accessed. The tenant would not provide Access to the first floor. Figures 19-22 Illustrate the Interior.



**Figure 18: The subject site outline in red. No.6-12 Geeves Avenue shaded in red.**

#### Ground Level



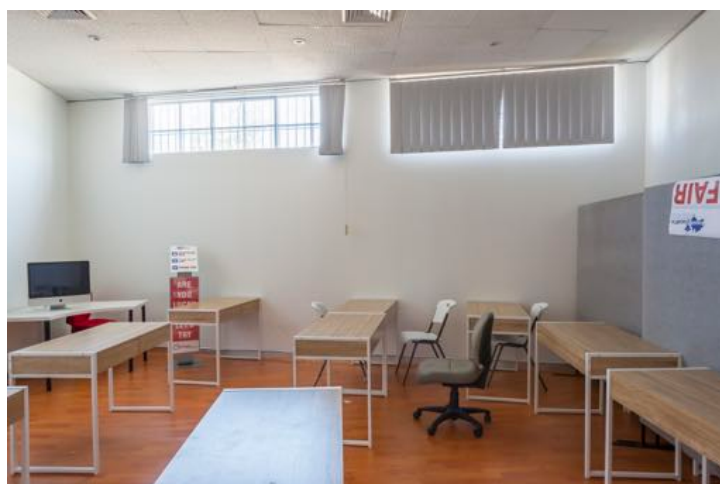
**Figure 19: Office reception at Nos 6-12 Geeves Avenue. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 20: Office at Nos 6-12 Geeves Avenue. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 21: Office at Nos 6-12 Geeves Avenue. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 22: Office at Nos 6-12 Geeves Avenue. Contemporary fitout and finishes. No original or significant fabric sighted.**



### 3.1.6.3 Interior. No. 471 Princes Highway Rockdale.

Figures 24-32 Illustrate the interior of the building.



Figure 23. The subject site outline in red. No.471 Princes Highway shaded in red.



Figure 24: Electrical retailer at No. 471 Princes Highway. Building A. Contemporary fitout and finishes. No original or significant fabric sighted.





**Figure 25: Electrical retailer at No. 471 Princes Highway. Building A. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 26: Electrical retailer at No. 471 Princes Highway. Building A. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 27: Electrical retailer at No. 471 Princes Highway. Building A. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 28: Pawn broker at No. 471 Princes Highway. Building A. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 29: Pawn broker at No. 471 Princes Highway. Building A. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 30: Pawn broker at No. 471 Princes Highway. Building A. Contemporary fitout and finishes. No original or significant fabric sighted.**



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**No. 471 Princes Highway, First floor tenancy to Geeves Avenue.**

Figures 31 to 33 Illustrate the interior of the building.



**Figure 31: No. 471 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 32: No. 471 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**



**Figure 33: No. 471 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**

#### 3.1.6.4 Nos 475-479 Princes Highway.



**Figure 34. The subject site outline in red. No.475-479 Princes Highway, shaded in red.**

#### **Ground Floor, Nos 475-479 Princes Highway.**

Figure 35 and 36 illustrate the interior of the ground level of the building.



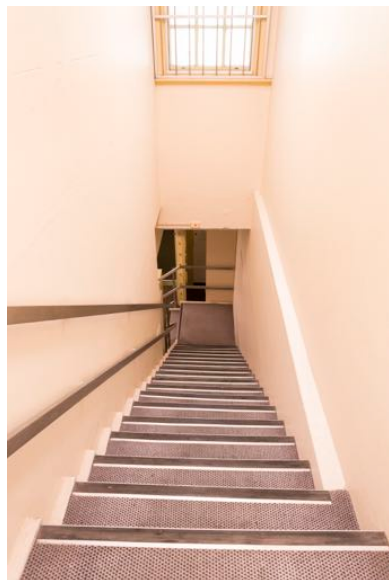
**Figure35: Ground floor, the Westpac Bank. No. 475-479 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**



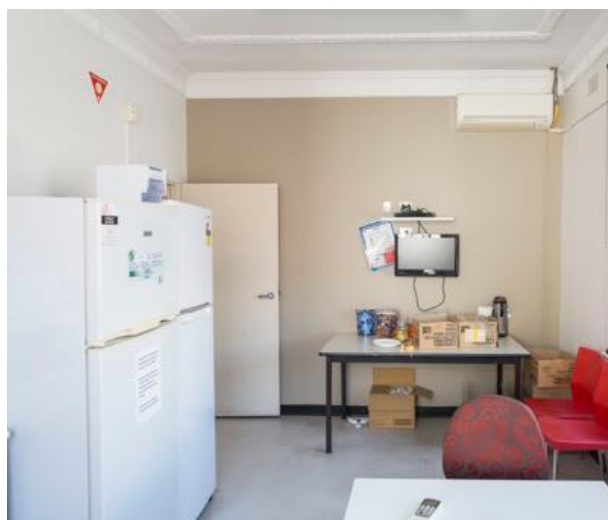
**Figure 36: Ground Floor, the Westpac Bank building. No. 475-479 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**

### **First floor, Nos 475-479 Princes Highway.**

Figure 37 and 40 illustrate the interior of the ground level of the building.



**Figure 37: Stair down to basement, The Westpac Bank. No. 475-479 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**

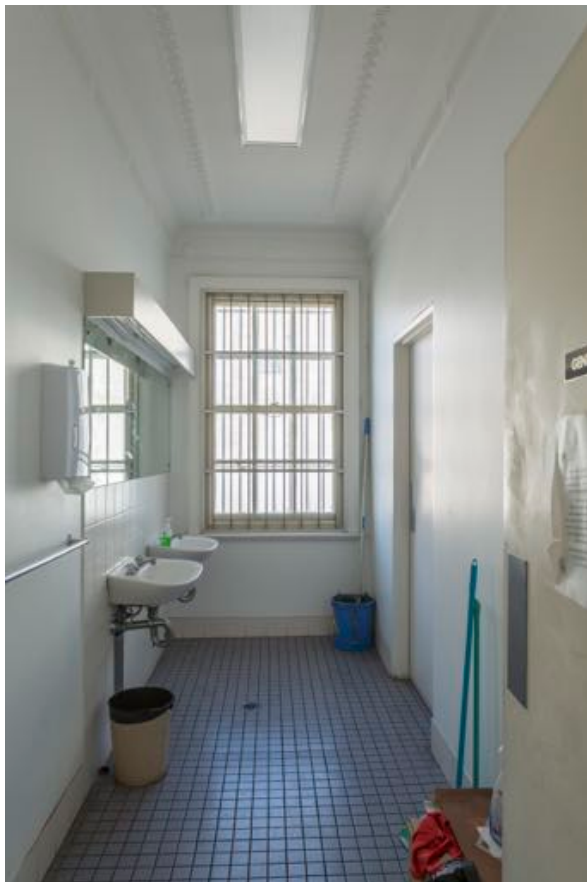


**Figure 38: Kitchenette, The Westpac Bank. No. 475-479 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**





**Figure 39: Offices, The Westpac Bank. No. 475-479 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**



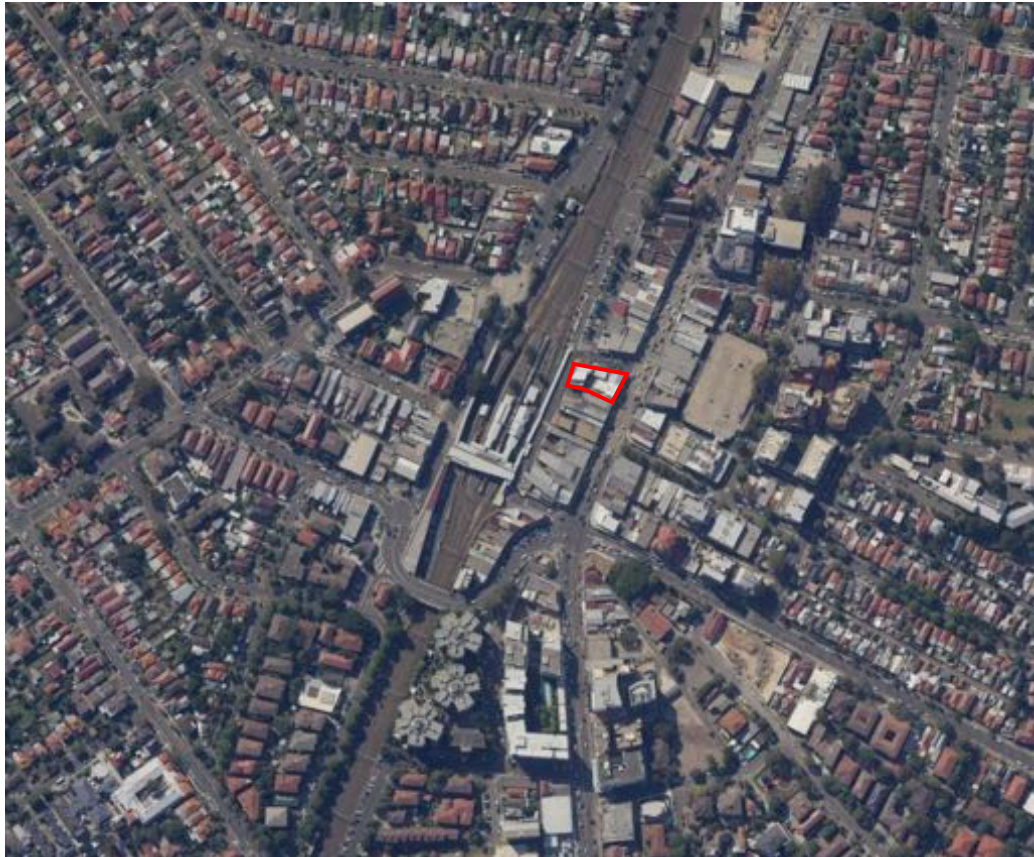
**Figure 40: Offices, The Westpac Bank. No. 475-479 Princes Highway. Contemporary fitout and finishes. No original or significant fabric sighted.**

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## 3.2 The Surrounding Area

### 3.2.1 The General Area

For the following, refer to Figure 41 an aerial photograph over the site and the surrounding area.



**Figure 41: Aerial photograph over the site. Site outlined in red**  
SIX Maps.

The site is located in the Transport Interchange Precinct within Rockdale Town Centre. It is situated on a main arterial road adjacent the railway station within 12km of the Sydney CBD. The draft Urban Design Report for Geeves Avenue Precinct, No. 471-511 Princes Highway, Rockdale provides the following description of the area.

*The Transport Interchange Precinct is a highly significant area within the Rockdale Town Centre. It is nominated as a 'core' area in the Rockdale Town Masterplan and requires the highest level of 'architectural and urban design' as addressed under the proposed Rockdale Town Centre Public Domain Plan.*

*The Transport Interchange Precinct is integral in connecting the areas between the Princes Highway, the Bus Interchange, and the Railway Concourse. It fronts The Seven Ways, the most prominent intersection in Rockdale's Town Centre and has the potential to be the centrepiece of the Town Centre.*

### 3.2.2 Princes Highway

The Princes Highway is a dual carriageway with parallel parking to both sides of the street. The carriageways are separated by a narrow concrete road reserve fixed with a metal fence. There are regularly spaced immature trees planted on both sides of the street. The trees are each protected by metal guard rails around the trunks. Both sides of the street are lined with a continual strip of one and two storey retail and commercial outlets.

The following descriptions of Geeves Avenue have been sourced from the Interchange Precinct, Geeves Avenue, Rockdale, Transport Avenue (31.10.17) by GTA Consultants Office: NSW.

The Princes Highway is a classified State Road (Roads and Maritime Services Road Number 1) and is a major north-south aligned route linking Sydney CBD with Sydney's south- western suburbs and Wollongong. It is a two-way road configured with a six-lane divided road with an 18-metre wide carriageway, set within an approximately 22-metre wide road reserve.

Figures 42 to 46 illustrate the Princes Highway.



**Figure 42: View from Princes Highway looking south. Subject site on the right of the photo.**

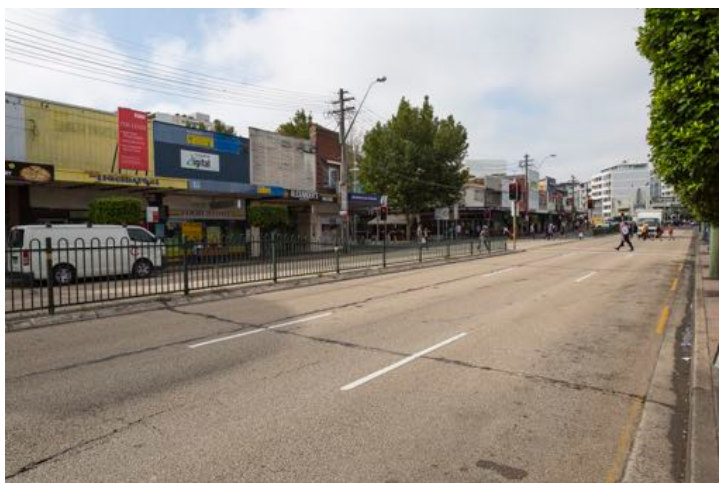




**Figure 43: View from Princes Highway looking north.  
Subject site on the left of the photo.**



**Figure 44: Princes Highway south of the site looking north.**



**Figure 45: Princes Highway from the site looking south.**



**Figure 46: Princes Highway opposite the site.**

### **3.2.2 Geeves Avenue**

The following descriptions of Geeves Avenue have been sourced from the Interchange Precinct, Geeves Avenue, Rockdale, Transport Avenue (31.10.17) by GTA Consultants Office: NSW.

Geeves Avenue is a local road and near the site is aligned in a north-south direction. It is a two-way road configured with a two-lane, 11-metre wide carriageway, set within an 11.5-metre wide road reserve.

Adjacent to the western site frontage, Geeves Avenue includes a bus zone, which is part of the Rockdale Transport Interchange. There is kerbside parking on Geeves Avenue adjacent to the northern site frontage including a loading zone, five-minute and one-hour time restricted parking on both sides of the road.

To the east of the Railway Station, lies Geeves Avenue and Geeves Lane, which are commercial in character and characterised by two storey buildings dating from the early twentieth century onwards. There are bus shelters immediately adjacent to the Railway Station. Further east, towards the site and adjacent to the Station's curtilage, lies car parking and the rear of properties fronting the Princes Highway. These buildings are mixed in date and character.

Figures 47 to 49 illustrate Geeves Avenue.



**Figure 47: Geeves Avenue looking west towards the Rockdale Railway Station.**



**Figure 48: Geeves Avenue looking west towards the Rockdale Railway Station.**



**Figure 49: Geeves Avenue looking north towards the Rockdale Railway Station.**



## 4.0 ASSESSMENT OF SIGNIFICANCE

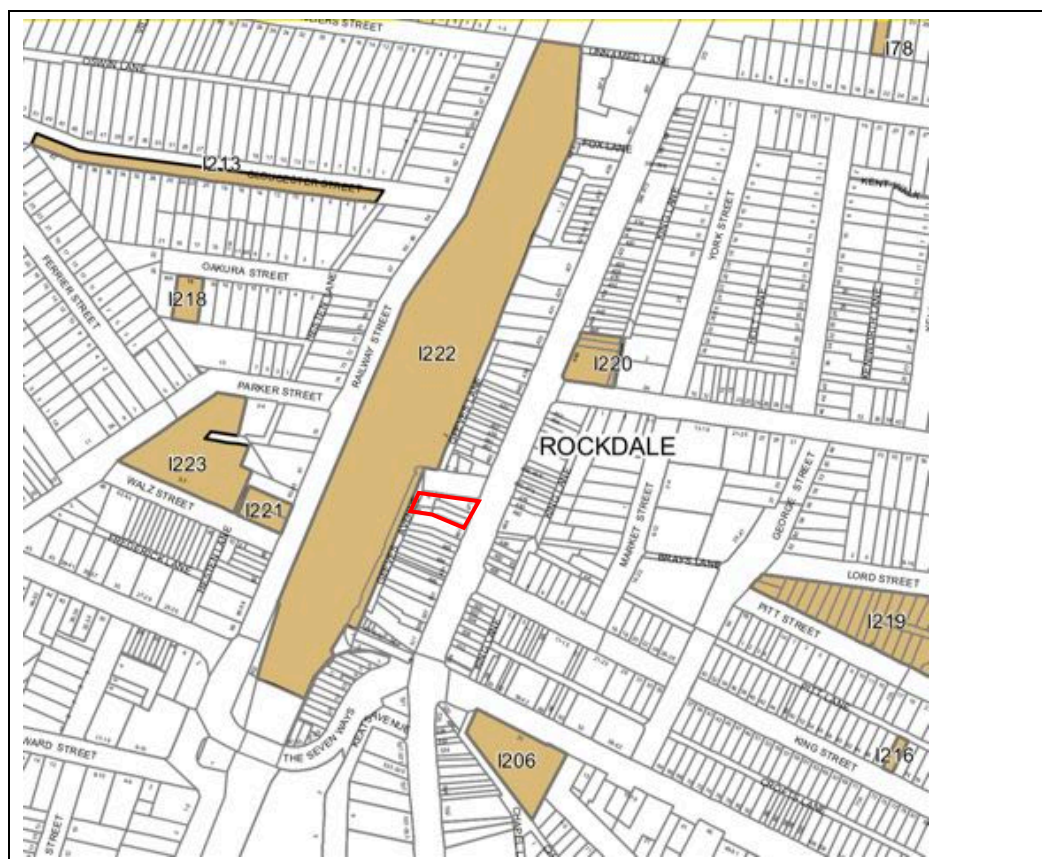
### 4.1 Summary of Statutory Heritage Listings

Nos. 471-477 Princes Highway and Nos. 6-14 Geeves Avenue, Rockdale:

- Is Not listed as a heritage item by Schedule 5 Part 1 of the *Rockdale LEP 2011*.
- Is Not located within a heritage conservation area by Schedule 5 Part 2 of the *Rockdale LEP 2011*.
- Is Not listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977*.
- Is located within the vicinity of a heritage item listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977*.

### 4.2 Heritage Items in the Vicinity of the Site

There is a heritage item listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977* within the vicinity of the site.



**Figure 50: Detail of the Rockdale Heritage Plan.**

*Rockdale LEP 2011*; The site is outlined in red.

For the following, refer to Figure 50, a detail of the Heritage Plan, *Rockdale LEP 2011* which shows the location of heritage items in the immediate vicinity of the site. 'In the vicinity' has been determined by physical proximity to the site, existing and potential view corridors and the nature of the proposed works.

Heritage items are coloured brown and numbered. Conservation Areas are hatched in red and numbered. The site is outlined in red.

The site is located within the vicinity of the following items:

**State Heritage listing - Rockdale Railway Station and Yard Group (I222). SHR 01238.**



**Figure 51: Rockdale Railway**  
*Strathfield LEP 2012; red arrow added by WP Heritage.*

The site adjoins this item to the west.

The State Heritage Inventory Sheet describes this item as follows:

**PRECINCT ELEMENTS**

*Platform 1 (1925) (Type 11)*

*Platform 2/3 building (1908) (Type 11)*

*Platform 4/5 building (1884) (Type 4 with detached separate building)*

*Overhead booking office (1922)*

*Footbridge (1920)*

*Platforms: 3*

*Platform canopies, lifts, ramps, new street entry steps (2005)*

*Signal Box (1923)*

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## CONTEXT

Rockdale Railway Station is located between Railway Street on the west and Geeves Avenue on the east and is accessed from both streets via a footbridge, stairs and modern lifts. The station has three island platforms. Along both Railway Street and Geeves Avenue adjacent to the station are extensive bus shelters. Adjacent and to the south of the western entry to the station (off Railway Street) is a distinctive 2-storey brick Inter-War Functionalist style retail building.

### PLATFORM 1 BUILDING (1925)

*Exterior:* A small brick platform building with an unpainted brick wall on the main west elevation, and painted brickwork on the other elevations. The building is built to the platform edge on the east side. The building has a gabled corrugated steel roof, with gable ends to north and south, and a cantilevered awning on the west side only. The awning is on steel brackets mounted on stucco brackets and features timber valences at each end. The building features rectangular timber louvred vents to the gable ends.

*There are three timber framed double hung windows covered over on the east elevation. The building's west elevation features stucco mouldings, and timber double doors with glazed upper panels. An old telephone is mounted on the west elevation, below the awning.*

### PLATFORM 2/3 BUILDING (1908)

*Exterior:* The island platform building is a painted brick building with a gabled corrugated steel roof, with gable ends at north and south ends. There are no extant chimneys. The building has cantilevered awnings on east and west sides mounted on steel brackets in turn mounted on stucco wall brackets. The building has timber framed double hung windows with 16-pane top sashes with multicoloured glazing and timber 4 panel doors. There are moulded stucco sills to windows. The awnings have timber valences at north and south ends. There is one 8-paned fanlight above a timber 4 panel door which appears original.

*Interior:* (Partially accessed 2009). The interior features timber tongue and grooved, and later gyprock ceilings, and a chimney breast to one room.

### PLATFORM 4/5 BUILDING (1884)

*Exterior:* The island Platform 4/5 building has painted brick walls. The building has a complex gabled corrugated steel clad roof form with two central gables, gables at north and south ends, and pairs of gablets near the north and south ends. There are no extant chimneys. The building features arched openings; one pair of original timber panelled double doors; narrow, tall, timber framed double hung windows and timber 4-panel doors with most fanlights covered over. The building features painted sandstone sills to windows. Both east and west sides of the building have skillion corrugated steel roofed awnings on cast iron posts with cast iron friezes and brackets.

### DETACHED BUILDING ON PLATFORM 4/5

*At the northern end of the platform is a separate small painted brick detached wing with a gabled roof (with the roof ridge in a transverse direction to the main roof ridge of the platform building), with gable ends to east and west. The roof is corrugated steel. The building features timber framed double hung windows. There is a modern awning structure wrapping around the north and west sides of the building. The asphalt platform surface is raised from the original height and partially covers some building vents. There are modern steel security screens to windows and doors.*

*Interior:* (Partially accessed 2009). The Station Managers' office in the Platform 4/5 building (which appears to be converted from a waiting room) has an original fanlight with two vertical glazing bars, an original plaster ceiling with plaster ceiling rose, and an original chimney breast (though no fireplace).

### OVERHEAD BOOKING OFFICE (1922)

*A weatherboard building with a hipped corrugated steel roof with a large gable facing Platform 2/3 to the north. The building features, timber framed double hung windows with 9*

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*paned top sashes featuring multicoloured glazing. A modern awning cuts across the top of the top sashes of the windows on the north side of the building.*

**FOOTBRIDGE (1920)**

*Steel, two sets of taper-haunched girders, one set for street access, the other for platform interchange. The footbridge is located towards the southern end of the platforms. The steel footbridge structure, steps, step railings and posts with star pattern detail, are original, manufactured by Dorman Long & Co., however modern railings have been added to the footbridge. The footbridge supports the weatherboard overhead booking office (1920), and modern corrugated steel clad entry buildings and lifts have been constructed at east and west ends.*

**PLATFORMS (1884-1925)**

*Three island platforms, all with asphalt surfaces and brick faces. Platform 1 abuts the rail tracks on the east side, and has white powder coated aluminium fencing preventing access on the east side.*

**PLATFORM CANOPIES (2005)**

*Various modern platform canopies with steel posts with concrete bases and green corrugated Colorbond gabled roofs. Platform 2/3: A platform canopy structure leads from the platform entry stairs at the southern end of the platform to the platform building. There is also a platform canopy north of the platform building. Platform 4/5: A platform canopy leads from the platform entry stairs at the southern end to the main platform building. There is also a platform canopy wrapping around the north and west sides of the separate small building at the northern end of the platform.*

**LIFTS, RAMPS, STREET ENTRY STEPS, METAL FOOTBRIDGE BUILDINGS (2005)**

**SIGNAL BOX (1923)**

*Two storey signal box with brick ground floor and fibro walls to 1st floor, hipped corrugated steel roof. Windows are timber-framed. Two metal stairs give access to a deck along the west elevation.*

**LANDSCAPE/NATURAL FEATURES**

*Shrub and tree plantings at northern end of platforms.*

**MOVEABLE ITEMS**

*Old telephone attached to west wall of Platform 1 building.*

The State Heritage Inventory Sheet provides the following statement of significance for the item:

*Rockdale Railway Station - including Platforms 1-5 and all platform buildings, footbridge, overhead booking office and signal box - is of State heritage significance. The collection of station structures at Rockdale is considered to be of State significance as a very intact collection dating from 1887, including one of the most intact of five extant 1887 3rd class brick platform buildings on the Illawarra line (Platform 4/5 building) and a rare platform building built for a tramway (Platform 1).*

*Rockdale Railway Station is of historical significance as an important station on the Illawarra line developed from 1884 as a major transport hub to the Rockdale area. The development of the station has included the construction of Platform 1 to service trams (which ceased operation in 1938). The Platform 1 building and platform are of historical significance as structures which demonstrate the role of Rockdale Railway Station from 1885-1938 in connecting trains with steam (and later electric) trams.*



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*The 1884 Platform 4/5 building is of historical significance as one of only five extant 3rd class platform buildings on the Illawarra Line. The platform buildings, overhead booking office, footbridge and stairs and signal box are of aesthetic significance as good representative examples of railway architecture and railway structures of their respective periods. The 1925 Platform 1 building, built to connect to a tram service, is very rare.*

The Rockdale Railway Station is immediately adjacent to the subject site with its eastern boundary aligned to Geeves Avenue. There is a direct view corridor between the Railway station and the subject site along Geeves Avenue. The view corridor has been obscured by the continuous row of Bus shelters on Geeves Avenue.



**Figure 52: View of the Rockdale Railway Station as viewed from Geeves Avenue and the bus interchange.**



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**Local Heritage Listing - Rockdale Town Hall – No. 448 Princes Highway, Rockdale (I220).**

The site is located south of the heritage item. There are no shared view corridors between the item and the site.



**Figure 53: The Rockdale Town Hall, located on the Princes Highway north of the site**

The State Heritage Inventory Sheet describes this item as follows:

*Two storey red brick building with parapets to the street frontages of Princes Highway and Bryant Street. Vertical recessed panels housing windows on two levels emphasising the vertical on the facades. Addressing the corner is a stepped brick clock tower and flagpole. Addressing the Princes Highway is a sandstone portico with balcony and access to the interior. The building behind the two storey front is lower and houses a hall on one level. The walls of the hall are articulated by brick buttresses once again emphasising the vertical. The brick detailing is high quality.*

*The interior of the hall is previously recorded to have elaborate art deco style plaster details to walls and ceiling.*

Due to the distance between the subject site and the intervening buildings the Rockdale Town Hall is not visible to or from the subject site.

The State Heritage Inventory provides the following statement of significance for this item:

The Rockdale Town Hall is historically significant as evidence of local government in Rockdale and southern Sydney. The building is aesthetically significant as a local landmark building on the Princes Highway in Rockdale. The building is a fine representative example of a late inter-war stripped classical building with functionalist influences.

The Rockdale Town Hall is prominent due to its corner location. The principal view corridors towards this item are obtained from directly outside of it on the Princes Highway and Bryant Street. View corridors on approach along Princes Highway from north and south are more significant than those from Bryant Street. There are no significant view corridors between this item and the subject site. This item has a lot boundary curtilage.

#### **4.4 Integrity**

##### **4.4.1 No. 471 Princes Highway, Rockdale**

The building has moderate to low integrity. The following alterations are noted:

- The shopfronts to Princes Highway and awnings have been replaced.
- The external face brickwork and highlight windows have been painted.
- The rear of the site has been infilled with a later two storey building.
- The colorbond roof is a replacement.
- Internally, the retail spaces have been substantially modified over many years of changing commercial fit outs.



**Figure 54: No. 471 Princes Highway**



**Figure 55: No. 471 Princes Highway from Greeves Avenue.**

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#### 4.4.2 No.475-479 Princes Highway, Rockdale

The building has moderate to low integrity

The ground floor of the building is currently occupied by Westpac Bank.  
The first floor is leased by another party and accessed was denied.

- The aluminium shopfront is a replacement.
- The original signage has been removed.
- The ground floor interior has been replaced with numerous commercial fitouts.



**Figure 56: No 475-479 Princes Highway, Westpac Bank Building.**

#### 4.4.2 No.6-12 Geeves Avenue, Rockdale.

The building has moderate integrity

We were not granted permission by the tenant to access the first floor.

- The ground floor shop front to Geeves Avenue is replacement.
- Stone tiles have been applied to the ground level façade on Geeves Avenue.
- The interior of the ground level has a contemporary fitout.
- Some of the first floor windows have been replaced.



**Figure 57: No. 6-12 Geeves Avenue.**

#### **4.4.2 No.14 Geeves Avenue, Rockdale.**

The building displays a moderate degree of integrity

- The first floor windows have been replaced with aluminium frame glazing.
- The ground floor bathroom is contemporary and now forms part of No. 6-12 Geeves Avenue tenancy.
- Permission was not granted for the garage and first floor to be accessed.



**Figure 58: No. 14 Geeves Avenue.**

### **4.5 View Corridors**

The principal view corridors towards the site are obtained from directly outside of it on the Princess Highway and Geeves Avenue. Historically, the view corridors were more significant from the Princes Highway than Geeves Avenue as the Princes Highway, formally Rocky Point Road, was one the first roads in the area and developed as a major artery carrying people north and south. It was renamed the



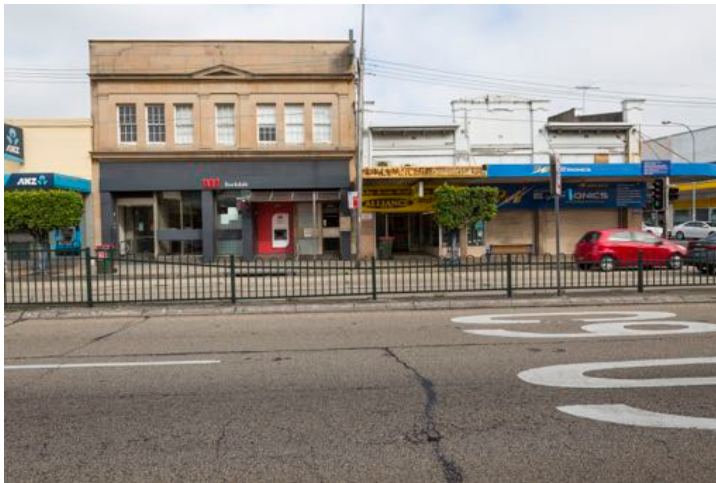
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Princes Highway. This is reiterated in the location of significant buildings on it including the Rockdale Town Hall, The Grand Hotel and the Commonwealth Bank Building, the later forms part of the subject site. The sites has expansive view corridors and is highly visible due to its corner location on the Princes Highway and Geeves Avenue.

Figures 59 to 63 illustrate view corridors towards the site.



**Figure 59: View Corridor towards the site looking south along Princes Highway. Site marked by red arrow.**



**Figure 60: View corridor directly in front of the site on the Princes Highway.**



**Figure 61: View corridor towards the site looking north on Princes Highway. Site marked with red arrow.**



**Figure 62: View corridor from directly in front of it on Geeves Avenue.**



**Figure 63: View Corridor of site looking north on Geeves Avenue.**



## 4.6 Significance

### 4.6.1 The Site

Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue, Rockdale is assessed for heritage significance under the following criterion of the New South Wales Heritage Office, now Division, to assess its heritage significance. The Guidelines for Inclusion/Exclusion are as provided by *Assessing Heritage Significance, NSW Heritage Manual Update*.

### 4.6.2 Criterion (a)

An item is important in the course, or pattern, of New South Wales' cultural or natural history (or the cultural or natural history of the local area)

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"><li>• shows evidence of a significant human activity</li></ul>	<ul style="list-style-type: none"><li>• has incidental or unsubstantiated connections with historically important activities or processes</li></ul>
<ul style="list-style-type: none"><li>• is associated with a significant activity or historical phase</li></ul>	<ul style="list-style-type: none"><li>• provides evidence of activities or processes that are of dubious historical importance</li></ul>
<ul style="list-style-type: none"><li>• maintains or shows continuity of a historical process or activity</li></ul>	<ul style="list-style-type: none"><li>• has been altered so that it can no longer provide evidence of a particular association</li></ul>

Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue, Rockdale is a group of commercial buildings constructed between 1910 and 1939 with no particular link to important activities. Although No. 477 Princes Highway was constructed for the Commonwealth Bank of Australia and is associated to early bank activities in Rockdale it is not a significant or intact example of its type.

The group is not significant under this criteria.

### 4.6.3 Criterion (b)

An item has strong or special association with the life or works of a person, or group of persons, of importance in New South Wales' cultural or natural history (or the cultural or natural history of the local area).

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"><li>• shows evidence of a significant human occupation</li></ul>	<ul style="list-style-type: none"><li>• has incidental or unsubstantiated connections with historically important people or events</li></ul>
<ul style="list-style-type: none"><li>• is associated with a significant event, person, or group of persons</li></ul>	<ul style="list-style-type: none"><li>• provides evidence of people or events that are of dubious historical importance</li></ul>

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> <li>maintains or shows continuity of a historical process or activity</li> </ul>	<ul style="list-style-type: none"> <li>has been altered so that it can no longer provide evidence of a particular association</li> </ul>

Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue, Rockdale is not significant under this criterion. None of the owners or occupiers to date have been found to be of more than ordinary significance. The architect/designer has not been identified. The site is not associated with a significant event.

The group is not significant under this criteria.

#### 4.6.4 Criterion (c)

An item is important in demonstrating aesthetic characteristics and/or a high degree of technical achievement in New South Wales (or the local area).

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> <li>shows or is associated with, creative or technical innovation or achievement</li> </ul>	<ul style="list-style-type: none"> <li>is not a major work by an important designer or artist</li> </ul>
<ul style="list-style-type: none"> <li>is the inspiration for creative or technical innovation or achievement</li> </ul>	<ul style="list-style-type: none"> <li>has lost its design or technical integrity</li> </ul>
<ul style="list-style-type: none"> <li>is aesthetically distinctive or has landmark qualities</li> </ul>	<ul style="list-style-type: none"> <li>its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded</li> </ul>
<ul style="list-style-type: none"> <li>exemplifies a particular taste, style or technology</li> </ul>	<ul style="list-style-type: none"> <li>has only a loose association with a creative or technical achievement</li> </ul>

Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue, Rockdale are recognisable examples of commercial buildings built between 1910-1939. They do not however demonstrate significant aesthetic or technical achievement or the works of an important designer. The site is not significant under this criterion.

The group is not significant under this criteria.

#### 4.6.5 Criterion (d)

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

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> <li>is important for its association with an identifiable group</li> </ul>	<ul style="list-style-type: none"> <li>is only important to the community for amenity reasons</li> </ul>

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> <li>is important to a community's sense of place</li> </ul>	<ul style="list-style-type: none"> <li>is retained only in preference to a proposed alternative</li> </ul>

Public opinion has not been ascertained to assess if Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue, are valued by the local community. None of the information found to date suggests that the site has significance under this criterion.

The group is not significant under this criteria.

#### 4.6.6 Criterion (e)

An item has potential to yield information that will contribute to an understanding of New South Wales' cultural or natural history (or the cultural or natural history of the local area)

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> <li>has the potential to yield new or further substantial scientific and/or archaeological information</li> </ul>	<ul style="list-style-type: none"> <li>has little archaeological or research potential</li> </ul>
<ul style="list-style-type: none"> <li>is an important benchmark or reference site or type</li> </ul>	<ul style="list-style-type: none"> <li>only contains information that is readily available from other resources of archaeological sites</li> </ul>
<ul style="list-style-type: none"> <li>provides evidence of past human cultures that is unavailable elsewhere</li> </ul>	<ul style="list-style-type: none"> <li>the knowledge gained would be irrelevant to research on science, human history of culture</li> </ul>

Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue, is not an important benchmark or reference site. The former Commercial Bank building, the most significant building on the site is one of many examples of Bank buildings constructed throughout Sydney suburbs in the 1920's.

The group is not significant under this criteria.

#### 4.6.7 Criterion (f)

An item possesses uncommon, rare or endangered aspects of New South Wales' cultural or natural history (of the cultural or natural history of the local area)

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> <li>provides evidence of a defunct custom, way of life or process</li> </ul>	<ul style="list-style-type: none"> <li>is not rare</li> </ul>
<ul style="list-style-type: none"> <li>demonstrate a process, custom or other human activity that is in danger of being lost</li> </ul>	<ul style="list-style-type: none"> <li>is numerous but under threat</li> </ul>
<ul style="list-style-type: none"> <li>shown unusually accurate evidence of a significant human activity</li> </ul>	

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> <li>• is the only example of its type</li> </ul>	
<ul style="list-style-type: none"> <li>• demonstrate designs or techniques of exceptional interest</li> </ul>	
<ul style="list-style-type: none"> <li>• shown rare evidence of a significant human activity important to a community</li> </ul>	

Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue, is not significant under this criterion.

The group is not significant under this criteria.

#### 4.6.8 Criterion (g)

An item is important in demonstrating the principal characteristics of a class of New South Wales (or a class of the local areas):

- Cultural or natural places; or
- Cultural or natural environments

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> <li>• is a fine example of its type</li> </ul>	<ul style="list-style-type: none"> <li>• is a poor example of its type</li> </ul>
<ul style="list-style-type: none"> <li>• has the potential characteristics of an important class or group of items</li> </ul>	<ul style="list-style-type: none"> <li>• does not include or has lost the range of characteristics of a type</li> </ul>
<ul style="list-style-type: none"> <li>• has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique of activity</li> </ul>	<ul style="list-style-type: none"> <li>• does not represent well the characteristics that make up a significant variation of type</li> </ul>
<ul style="list-style-type: none"> <li>• is a significant variation to a class of items</li> </ul>	
<ul style="list-style-type: none"> <li>• is part of a group which collectively illustrates a representative type</li> </ul>	
<ul style="list-style-type: none"> <li>• is outstanding because of its setting, condition or size</li> </ul>	
<ul style="list-style-type: none"> <li>• is outstanding because of its integrity or the esteem in which it is held</li> </ul>	

Nos 471-479 Princes Highway and Nos 6-14 Geeves Avenue, is an example of a collection of commercial buildings built between 1910 and 1939 that demonstrate the growth of the Rochdale Town Centre. They are not particularly fine examples and do not represent significant variations of their class.

The group is not significant under this criteria.



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#### **4.7      Assessment of Heritage Significance of Nos 471-477 Princes Highway and Nos 6-14 Geeves Avenue**

The commercial properties on the site were built between 1907 and 1939 and demonstrate the early growth and development of the Rockdale Town Centre. Although the buildings are moderately intact externally, all the interiors, that we were able to access, have been substantially modified. The buildings are neither rare or significant examples of their type. The buildings are not associated with a particular designer or group and do not exhibit particular aesthetic or technical skill. The buildings within the subject site, comprising, Nos 471-479 Princes Highway and Nos 6-14 Geeves Avenue, Rockdale do not meet the criteria for heritage listing under The Guidelines for Inclusion/Exclusion as provided by *Assessing Heritage Significance, NSW Heritage Manual Update*.