

PHOTOGRAPHIC ARCHIVAL RECORDING



Rockdale Town Centre Interchange Precinct
No. 471- 477 Princes Highway &
No. 6 -14 Geeves Avenue, Rockdale.

May 2020 | J4032

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	CONTENTS	PAGE
1.0	INTRODUCTION.....	1
1.1	SITE IDENTIFICATION.....	1
1.2	ARCHIVAL RECORDING DETAILS.....	2
1.3	REPORT REQUIREMENTS AND OBJECTIVES.....	2
1.4	METHODOLOGY.....	2
1.5	REPORT LIMITATIONS.....	2
1.6	EQUIPMENT USED.....	2
1.7	RECORDING DETAILS.....	2
1.8	COPYRIGHT.....	3
2.0	SUBJECT SITE HERITAGE LISTINGS.....	3
2.1	SUMMARY OF EXISTING CITATIONS AND LISTINGS FOR THE SITE.....	3
2.1.1	Statutory Listings.....	3
2.1.2	Non-Statutory Listings.....	3
2.2	ASSESSMENT OF SIGNIFICANCE UNDER NSW HERITAGE DIVISION CRITERIA.....	3
2.2.1	Criterion (a).....	4
2.2.2	Criterion (b).....	4
2.2.3	Criterion (c).....	4
2.2.4	Criterion (d).....	5
2.2.5	Criterion (e).....	5
2.2.6	Criterion (f).....	6
2.2.7	Criterion (g).....	6
2.2.8	Statement of Significance.....	7
2.3	HERITAGE ITEMS IN THE VICINITY OF THE SITE.....	7
2.3.1	Vicinity Heritage Items.....	8
3.0	HISTORICAL DEVELOPMENT OF THE SITE.....	13
3.1	ORIGINAL OCCUPATION.....	13
3.2	EARLY EUROPEAN EXPLORATION.....	13
3.3	EARLY EUROPEAN SETTLEMENT IN THE ROCKDALE AREA AND THOMAS HOLT.....	14
3.4	GROWTH IN ROCKDALE AND THE COMING OF THE RAILWAY.....	16
3.5	HISTORY OF THE SITE.....	17
3.5.1	No. 471 Princes Highway.....	18
3.5.2	No. 475 to No. 479 Princes Highway.....	18
3.5.3	No. 6 - 10 Geeves Avenue.....	18
3.5.4	No. 14 Geeves Avenue.....	19
4.0	SITE ASSESSMENT.....	21
4.1	THE SURROUNDING AREA.....	21
4.1.1	Princes Highway.....	21
4.1.2	Geeves Avenue.....	24
4.2	THE SITE.....	26
4.3	No. 475-479 Princes Highway, Rockdale – Westpac Bank Building.....	29
4.3.1	The Exterior.....	29
4.3.2	The Interior.....	30
4.3.3	Integrity.....	30
4.4	No. 471 - 473 Princes Highway & No. 2 Geeves Avenue, Rockdale.....	30
4.4.1	The Exterior.....	30
4.4.2	The Interior.....	32
4.4.3	Integrity.....	33
4.5	No. 6 – 10 Geeves Avenue, Rockdale.....	33
4.5.1	The Exterior.....	33
4.5.2	The Interior.....	34

4.5.3	Integrity	34
4.6	No. 14 Geeves Avenue, Rockdale	34
4.6.1	The Exterior	34
4.6.2	The Interior	35
4.6.3	Integrity	35
4.6	VIEW CORRIDORS.....	36
5.0	REFERENCES.....	36
5.1	GENERAL REFERENCES	36
5.2	HISTORIC PLANS AND PHOTOGRAPHS.....	36
5.3	HERITAGE LISTING SHEETS.....	37
5.4	NSW LPI DOCUMENTS	37
5.5	PLANNING DOCUMENTS.....	37
6.0	ARCHIVAL RECORDING.....	38
6.1	PHOTOGRAPHIC CATALOGUE	38
6.2	APPENDIX 1 –PHOTOGRAPHIC LOCATION PLANS.....	41
6.3	APPENDIX 2 – PHOTOGRAPHS – CONTACT SHEETS	42
6.4	APPENDIX 3 – LARGE FORMAT PHOTOGRAPHS	43

1.0 INTRODUCTION

1.1 Site Identification

No. 471-477 Princes Highway and No. 6-14 Geeves Avenue, Rockdale is located within the Rockdale Town Centre, adjacent to and directly east of 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.

It is noted that the business occupying the northern half of No. 471 Princes Highway is addressed online as No. 473 Princes Highway. Similarly, the business occupying the first floor rear extension is addressed online as No. 2 Geeves Avenue.

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).

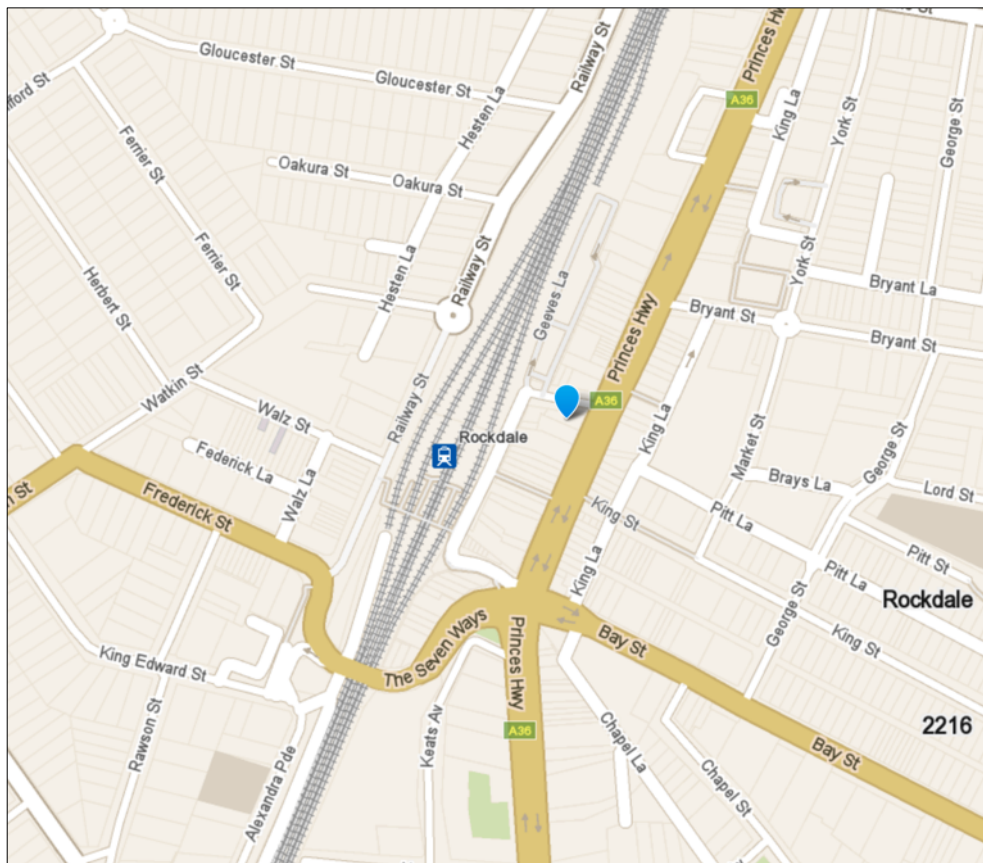


Figure 1: Site Location with the subject site marked by the blue dot.

Whereis.com, accessed March 2020.

1.2 Archival Recording Details

This archival recording has been prepared in conjunction with a Planning Proposal for a Transport Interchange Precinct which includes the demolition of the existing buildings at No. 471 - 477 Princes Highway and No. 6 - 14 Geeves Avenue Rockdale, Sydney, New South Wales.

This archival recording has been prepared at the request of the Bayside Council Local Planning Panel and accompanies documents for the Rockdale Transport Interchange Planning Proposal.

This report has been prepared for Mecone Pty Ltd. The photographs were taken by Suzanne Fuchs of Weir Phillips Heritage & Planning. The archival recording has been compiled by Suzanne Fuchs, B.Arts(Arch), B.Arch., M.Cult.Heritage, of Weir Phillips Heritage & Planning.

1.3 Report Requirements and Objectives

Council's written advice states that the purpose of this report is to:
'make a record of the built history of Rockdale prior to such a dramatic change.'

1.4 Methodology

This report has been prepared in accordance with the guidelines outlined in the current edition of the Australian ICOMOS Charter for Places of Cultural Significance, known as *The Burra Charter*; The NSW Heritage Office guideline – *Photographic Recording of Heritage Items Using Film or Digital Capture*; and in accordance with Bayside Council's requirements.

1.5 Report Limitations

- Archaeological assessment and recording of the subject site are outside the scope of this report.
- Access to all areas was not available.
- A site plan and floor plans were not provided. The photo location plans included in this report are approximate only and should only be used to identify the direction from which photographs were taken.

1.6 Equipment Used

This archival recording was carried out in digital media with the following:

- Canon EOS5D Mark III Digital Camera
- Canon EF 16-35mm f4.0.

1.7 Recording details

The recording comprises the following:

Primary Archival Recording (one digital copy)

The recording includes the following:

- A report which includes:
 - I. Information on the recording;
 - II. Catalogue sheets with information about the images;

-
- III. Contact sheets including all images; and
 - IV. Plans showing the location of all photographs.
 - One full set of large format archival colour photographs.
 - A USB containing a copy of all the items listed above.

1.8 Copyright

Copyright of this report, and the photographs that form part of it, remains with Weir Phillips Heritage & Planning Pty Ltd. The photographer, Suzanne Fuchs, and Weir Phillips Heritage & Planning Pty Ltd grant Bayside Council a perpetual non-exclusive licence to make use of the copyright in all images supplied, including the right to make copies available to third parties as though they were the Council's images. We also confirm that Mecone Pty Ltd has no objection to the above use by Bayside Council.



James Phillips
Weir Phillips Heritage & Planning Pty Ltd



Suzanne Fuchs

2.0 SUBJECT SITE HERITAGE LISTINGS

2.1 Summary of Existing Citations and Listings for the Site

2.1.1 Statutory Listings

No. 471 - 477 Princes Highway and No. 6 - 14 Geeves Avenue:

- 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.

2.1.2 Non-Statutory Listings

The site is:

- Not listed by the Australian Institute of Architect's (NSW Chapter) *Register of Significant 20th Century Buildings in NSW*.
- Not listed by the Register of the National Estate.
- Not listed by the National Trust of Australia (NSW).

2.2 Assessment of Significance Under NSW Heritage Division Criteria

No. 471 - 477 Princes Highway and No. 6 -14 Geeves Avenue, Rockdale is assessed for significance under the following criterion of the Heritage Council of New South Wales. The Guidelines for Inclusion / Exclusion are as provided by *Assessing Heritage Significance, NSW Heritage Manual Update*.

2.2.1 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
• shows evidence of a significant human activity	• has incidental or unsubstantiated connections with historically important activities or processes
• is associated with a significant activity or historical phase	• provides evidence of activities or processes that are of dubious historical importance
• maintains or shows continuity of a historical process or activity	• has been altered so that it can no longer provide evidence of a particular association

No. 471 - 477 Princes Highway and No. 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 criterion.

2.2.2 Criterion (b)

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

Guidelines for Inclusion	Guidelines for Exclusion
• shows evidence of a significant human occupation	• has incidental or unsubstantiated connections with historically important people or events
• is associated with a significant event, person, or group of persons	• provides evidence of people or events that are of dubious historical importance
• maintains or shows continuity of a historical process or activity	• has been altered so that it can no longer provide evidence of a particular association

No. 471 - 477 Princes Highway and No. 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 criterion.

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

No. 471 - 477 Princes Highway and No. 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 criterion.

2.2.4 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"> is important for its association with an identifiable group 	<ul style="list-style-type: none"> is only important to the community for amenity reasons
<ul style="list-style-type: none"> is important to a community's sense of place 	<ul style="list-style-type: none"> is retained only in preference to a proposed alternative

Public opinion has not been ascertained to assess if No. 471 - 477 Princes Highway and No. 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 criterion.

2.2.5 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"> has the potential to yield new or further substantial scientific and/or archaeological information 	<ul style="list-style-type: none"> has little archaeological or research potential
<ul style="list-style-type: none"> is an important benchmark or reference site or type 	<ul style="list-style-type: none"> only contains information that is readily available from other

	resources of archaeological sites
<ul style="list-style-type: none"> provides evidence of past human cultures that is unavailable elsewhere 	<ul style="list-style-type: none"> the knowledge gained would be irrelevant to research on science, human history of culture

No. 471 - 477 Princes Highway and No. 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 criterion.

2.2.6 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"> provides evidence of a defunct custom, way of life or process 	<ul style="list-style-type: none"> is not rare
<ul style="list-style-type: none"> demonstrate a process, custom or other human activity that is in danger of being lost 	<ul style="list-style-type: none"> is numerous but under threat
<ul style="list-style-type: none"> shown unusually accurate evidence of a significant human activity 	
<ul style="list-style-type: none"> is the only example of its type 	
<ul style="list-style-type: none"> demonstrate designs or techniques of exceptional interest 	
<ul style="list-style-type: none"> shown rare evidence of a significant human activity important to a community 	

No. 471 - 477 Princes Highway and No. 6 - 14 Geeves Avenue, is not significant under this criterion.

The group is not significant under this criterion.

2.2.7 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"> is a fine example of its type 	<ul style="list-style-type: none"> is a poor example of its type
<ul style="list-style-type: none"> has the potential characteristics of an important class or group of items 	<ul style="list-style-type: none"> does not include or has lost the range of characteristics of a type
<ul style="list-style-type: none"> has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique of activity 	<ul style="list-style-type: none"> does not represent well the characteristics that make up a significant variation of a type

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> • is a significant variation to a class of items 	
<ul style="list-style-type: none"> • is part of a group which collectively illustrates a representative type 	
<ul style="list-style-type: none"> • is outstanding because of its setting, condition or size 	
<ul style="list-style-type: none"> • is outstanding because of its integrity or the esteem in which it is held 	

No. 471 - 479 Princes Highway and No. 6 -14 Geeves Avenue, is an example of a collection of commercial buildings built between 1910 and 1939 that demonstrate the growth of the Rockdale Town Centre. They are not particularly fine examples and do not represent significant variations of their class.

The group is not significant under this criterion.

2.2.8 Statement of Significance

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 nor 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, No. 471 - 479 Princes Highway and No. 6 - 14 Geeves Avenue, Rockdale do not meet the criteria for heritage listing under The Guidelines for Inclusion/Exclusion as are provided by *Assessing Heritage Significance, NSW Heritage Manual Update*.

2.3 Heritage Items in the Vicinity of the Site

For the following, refer to Figure 2, a detail of the Heritage Plan from the *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 subject site is outlined in red.

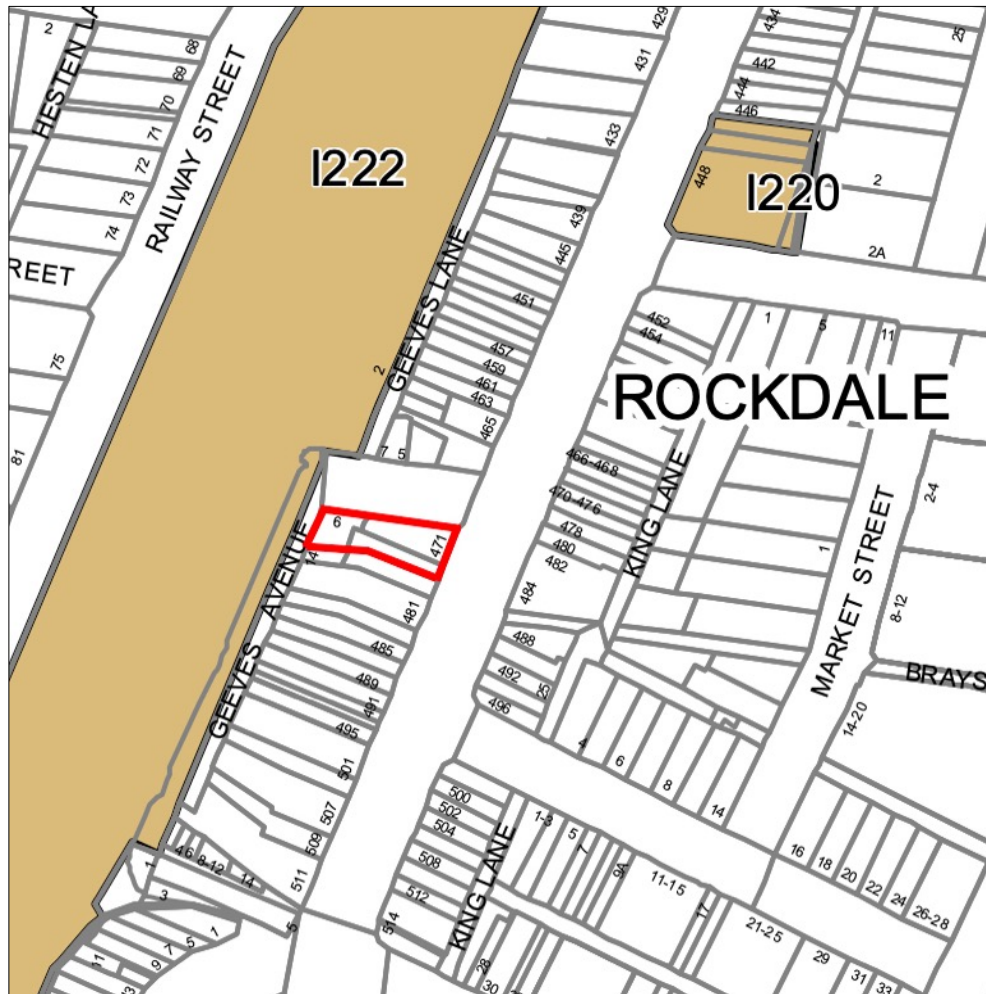


Figure 2: Detail of the Rockdale LEP 2013 Heritage Plan - Sheet HER_004. The subject site is outlined in red.

Rockdale LEP 2011, accessed April 2020.

2.3.1 Vicinity Heritage Items

The following heritage item listed on the State Heritage Register and the Railcorp s170 Register, under the auspices of the *NSW Heritage Act 1977*, is located within the vicinity of the site.

Rockdale Railway Station and Yard Group (SHR) 01238
Schedule 5 Part 1 of the Rockdale LEP 2011 (I222 in Figure 2).

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)

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 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.

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 3 illustrates this item as seen from the subject site.



Figure 3: View of Rockdale Railway Station as viewed from Geeves Avenue and the bus interchange.

The following heritage item listed under Schedule 5 Part 1 of the *Rockdale LEP*

2011 is located within the vicinity of the subject site:

Rockdale Town Hall – No. 448 Princes Highway, Rockdale (I220 in Figure 2).

The subject site is located to the south of this heritage item.

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.’

Intervening buildings and the distance between the sites prohibit view corridors between the Rockdale Town Hall and 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.’

Figure 4 illustrates this item.



Figure 4: The Rockdale Town Hall, located on the Princes Highway north of the subject site.

3.0 HISTORICAL DEVELOPMENT OF THE SITE

3.1 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.

3.2 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.’¹

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.

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

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.²

3.3 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 1797.³

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.⁴ 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.

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.⁵ 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

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

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

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

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

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 along 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 interest 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 raised Rabbits on the land.

In 1861 he came into possession of Kurnell and ultimately almost all the land down to Port Hacking totaling 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.⁶ 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.

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). 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.⁷

Progress in the area continued to be retarded by poor access. By the 1860s, the

⁶ *Ibid*, p.5.

⁷ D.J. Hatton, *op.cit.*, undated, p.9.

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.

3.4 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 sections, 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.⁸

Figure 5 illustrates an early map of the Rockdale area.

⁸ R.W. Rathbone, *op.cit*, 1997, p.43.

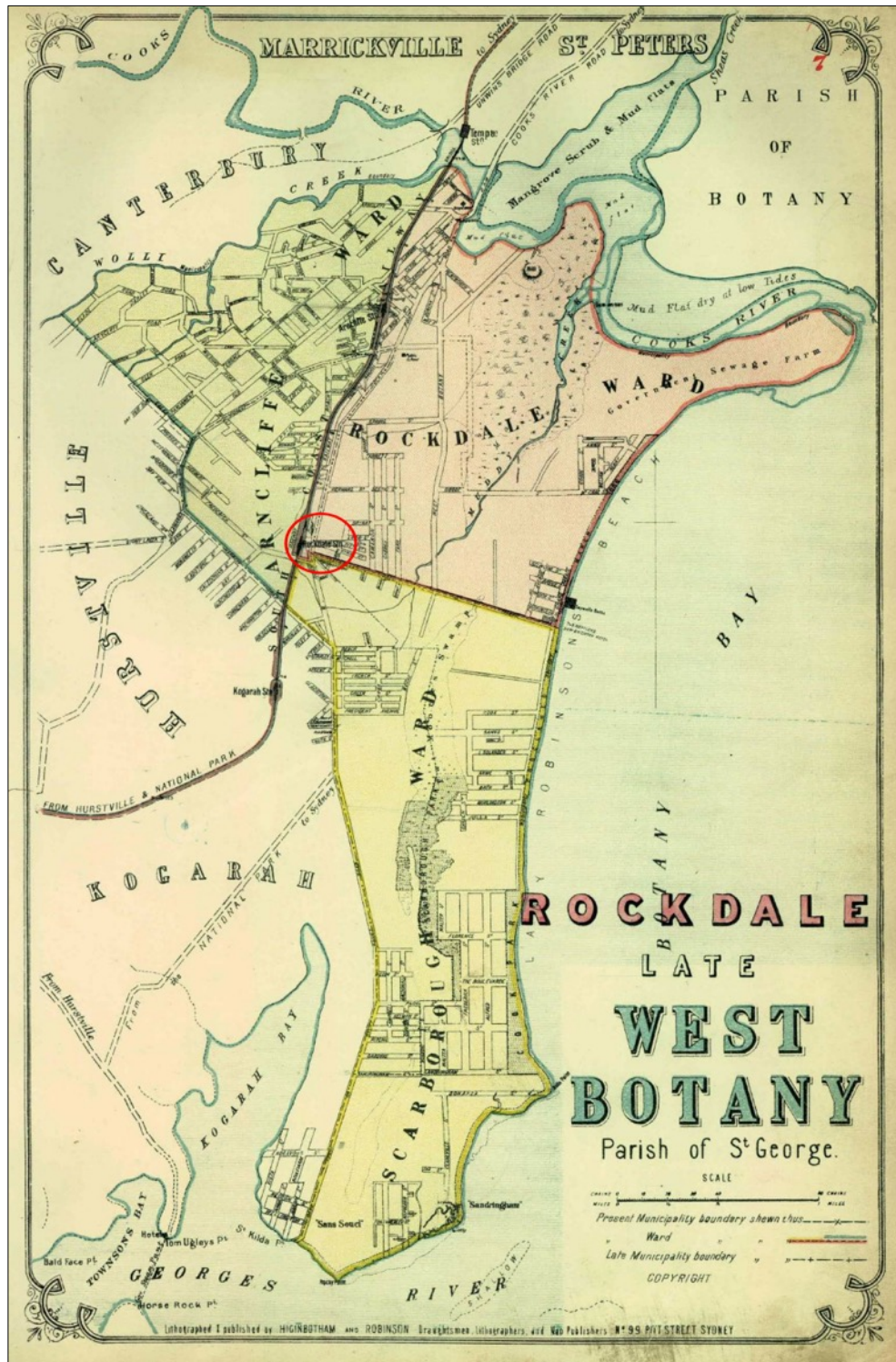


Figure 5: 1890 map illustrating Rockdale Ward and Arncliffe Ward either side of Rock Point Road. The red circle marks the approximate location of the subject site.

State Library of NSW.

3.5 History of the Site

As described above, the subject site was originally part of a series of 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 storekeeper. 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.

3.5.1 No. 471 Princes Highway

In 1911, John Horatio Clayton sold No. 471 Princes Highway to Martin and William McIlrath, Grocers. This aligns with the *Sands Sydney, Suburban and Country Directory* which lists McIlrath Ltd Grocery store and provisions merchant at this 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 a grocery store under the name of McIlrath until at least 1933, as noted by the *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.

The site is currently occupied by three separate commercial tenancies; P and S Electronics on the corner of Princes Highway and Geeves Avenue (No. 471); The Rockdale Adult Superstore on the first floor and accessed from Geeves Avenue (No. 2 Geeves); and Alliance Loan Office on the Princes Highway (No. 473).

Figure 6 illustrates a real estate advertisement of the area in 1921 which shows McIlrath's at the intersection of the Princes Highway (Rocky Point Road) and Geeves Avenue (Station Street).

3.5.2 No. 475 to No. 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.

3.5.3 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, Suburban and Country Directory* first records a commercial premise, McMillan Hall, on the site in 1918 which suggest the building on the site was built around this time. The *Sand 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.

3.5.4 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, Suburban and Country Directory* first records commercial uses for the building from 1919 which also suggests a construction date at this time. A 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 6: Rockdale, Eight Valuable Shops Sites. The subject site is marked by the red circle.

State Library NSW.

4.0 SITE ASSESSMENT

4.1 The Surrounding Area

For the following, refer to Figure 7, an aerial photograph over the site and the surrounding area.



Figure 7: Aerial view over the surrounding area. The subject site is outlined in red.
NSW Lands Department, accessed April 2020.

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

4.1.1 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 8 to 12 illustrate the Princes Highway.



Figure 8: View looking south along the Princes Highway. The red arrow marks the subject site.



Figure 9: View looking north along the Princes Highway. The red arrow marks the subject site.



Figure 10: View looking north along the Princes Highway from near the Bay Street intersection. The red arrow marks the subject site.



Figure 11: View looking south along the Princes Highway from adjacent to the subject site.



Figure 12: View looking across the Princes Highway from adjacent to the subject site.

4.1.2 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 13 to 16 illustrate Geeves Avenue.



Figure 13: View looking south west across the Princes Highway and along Geeves Avenue with the subject site marked by the red arrows.



Figure 14: View looking south along Geeves Avenue with No. 6 - 10 Geeves Avenue marked by the red arrow. Rockdale Railway Station and bus interchange can be seen on the right of the image.



Figure 15: View looking north along Geeves Avenue. No. 6 – 10 Geeves Avenue is marked by the red arrow.



Figure 16: View looking north west across Geeves Avenue toward the railway line and car park.

4.2 The Site

For the following, refer to Figure 17, a recent aerial photograph over the site.



Figure 17: Aerial photograph over the subject site.

NSW Lands Department, accessed April 2020, annotations by Weir Phillips.

The site is comprised of five commercial allotments with an approximate site area of 960m². There is a gentle cross fall to the site along the northern boundary to Geeves Avenue. The Princes Highway, the eastern boundary and the western boundary along Geeves Avenue are near level.

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 18 to Figure 21 illustrate the subject site.



Figure 18: View looking west across the Princes Highway toward No. 475 - 479 (Westpac - left) and No. 471 - 473 Princes Highway (Alliance and P & S Electronics - right).



Figure 19: View of the subject site as seen at the intersection of the Princes Highway and Geeves Avenue.



Figure 20: View of the subject site as seen from Geeves Avenue.



Figure 21: View looking north along Geeves Avenue.

4.3 No. 475-479 Princes Highway, Rockdale – Westpac Bank Building

4.3.1 The Exterior

The two storey commercial building on the site is built to the property boundaries on three sides. The property adjoins No. 6 -10 and No.14 Geeves Avenue along its western boundary and No. 471 - 473 Princes Highway on its northern boundary. The southern boundary adjoins No. 481 Princes Highway and the eastern elevation faces the Princes Highway.

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 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.

Figure 22 illustrates the front elevation of this property.



Figure 22: View of No. 475 - 479 as seen from the Princes Highway.

4.3.2 The Interior

Access to the first floor tenancy that overlooks the Princes Highway was not made available by the tenant.

The ground floor and the rear half of the first floor of the building is currently occupied by Westpac Bank. Fittings and finishes throughout the building are contemporary. The original floor plan has been altered over time. Sections of earlier walls are visible on the ground floor. The majority of the ground floor internal walls are light weight whilst the first floor internal walls are mostly masonry.

4.3.3 Integrity

The building has moderate to low integrity.

The following alterations are noted:

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

4.4 No. 471 - 473 Princes Highway & No. 2 Geeves Avenue, Rockdale

4.4.1 The Exterior

No. 471 - 473 Princes Highway is comprised of one building which addresses the Princes Highway and an attached two storey structure that addresses Geeves Avenue and is known as unofficially No. 2 Geeves Avenue.

The building on the corner of the 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. The building fronting the Princes Highway is divided into two retail tenancies that are accessed from the Princes Highway; No. 473 is currently occupied by Alliance and No. 471 is currently occupied by P & S Electronics. There is a deep recessed entry to each tenancy. Operable roller doors, adjacent to the footpath, separate the recess from the public domain. An awning extends across the footpath. 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 at the rear of the property is a later addition and is accessed via Geeves Avenue. The business that currently tenants the first floor of the building is addressed online as No. 2 Geeves Avenue. 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.

Figure 23 to Figure 25 illustrate this property.



Figure 23: View of No. 473 (left) and No. 471 (right) as seen from the Princes Highway.



Figure 24: View of No. 471 (left) as seen from the intersection of the Princes Highway and Geeves Avenue.



Figure 25: View of the later two storey rear addition known as No. 2 Geeves Avenue, as seen from Geeves Avenue.

4.4.2 The Interior

Access into No.473 Princes Highway was not available. No.473 appears to only extend halfway through the building fronting the Princes Highway.

No. 471 Princes Highway is an L-shaped tenancy that extends behind No. 473 and also extends into the later rear extension. The underside of the entrance stair to No. 2 Geeves Avenue is visible from within No. 473 and there is an access door along Geeves Avenue. The interior comprises a series of open retail spaces. At the back of the tenancy there is a storeroom and bathroom. Fittings and finishes appear

contemporary.

The first floor tenancy at the rear of the property (No.2 Geeves Avenue) is accessed via a single door at street level. A stair provides access to the retail space which comprises one large room and a small storage area accessed from behind the counter. The shop fitout covers the walls and windows. Visible fittings and finishes are contemporary.

4.4.3 Integrity

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.

4.5 No. 6 – 10 Geeves Avenue, Rockdale

4.5.1 The Exterior

The two storey commercial building on the site is built to the property boundaries on all four sides, however, there is a narrow set back along the eastern boundary. 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 comprise four sets of double hung windows 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.

Figure 26 illustrates this property.



Figure 26: View of No. 6 – 10 Geeves Avenue.

4.5.2 The Interior

Access to the first floor of this building was not made available by the tenant.

The ground floor comprises a series of office spaces that have contemporary fittings and fixtures throughout. The reception area is entered via Geeves Avenue(north). A central hallway provides access to office spaces to the east and west of the building. Openings in the south of the building provide access to No. 14 Geeves Avenue. No original or significant fabric was sighted. The original floor plan has been altered over time. Sections of earlier walls are visible and existing internal walls are light weight.

4.5.3 Integrity

The building has moderate integrity. The first floor was not made available for inspection. The following alterations are noted:

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

4.6 No. 14 Geeves Avenue, Rockdale

4.6.1 The Exterior

The two storey commercial building on the site is built to the property boundaries on three sides. It adjoins No. 6 - 10 Geeves Avenue along its northern boundary, No. 481 Princes Highway on its southern boundary and No. 475 - 479 Princes Highway on its eastern boundary. The western boundary and primary elevation are 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 carpark. The rear eastern elevation is a blank wall of brickwork.

Figure 27 illustrates this property.



Figure 27: No. 14 Geeves Avenue with the rear elevation of No. 475 – 479 Princes Highway visible on the right.

4.6.2 The Interior

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

Only part of the ground floor was accessed. A bathroom, located along the northern boundary of this site, is now accessed from No. 6 – 10 Geeves Avenue. The bathroom comprises modern fittings and fixtures.

4.6.3 Integrity

The building displays a moderate degree of integrity. The following alterations are noted:

- The first floor windows have been replaced with aluminium framed sections.
- The ground floor bathroom is contemporary and now forms part of No. 6 - 10 Geeves Avenue tenancy.
- Permission was not granted for the garage and first floor to be accessed.

4.6 View Corridors

The principal view corridors towards the subject site are obtained from directly outside of it on the Princes 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 of the first roads in the area and developed as a major artery carrying people north and south. It was renamed the 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 latter forms part of the subject site.

The subject site has expansive view corridors and is highly visible due to its corner location on the Princes Highway and Geeves Avenue.

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 - Australian Dictionary of Biography, Thomas Holt (1811-1888). Philip Geeves.
 - Kurnell Birthplace of Modern Australia. Thomas Holt.

5.3 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.

5.4 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

5.5 Planning Documents

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

6.0 ARCHIVAL RECORDING

6.1 Photographic Catalogue

IMAGE FOLDER: CONTEXT PHOTOGRAPHS	
Photographer: Suzanne Fuchs	Camera: Canon EOS5D Mark III Digital Camera
Comments: Access into all areas was not available.	Lens: Canon EF 16-35mm f4.0

Location	Image No.	Date	Plan Reference
Princes Highway	EXT_001	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_002	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_003	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_004	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_005	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_006	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_007	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_008	18.03.2020	AR_01 – Site Plan
Crn Princes & Geeves	EXT_009	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_010	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_011	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_012	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_013	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_014	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_015	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_016	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_017	18.03.2020	AR_01 – Site Plan
Geeves Avenue	EXT_018	18.03.2020	AR_01 – Site Plan
Crn Princes & Geeves	EXT_019	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_020	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_021	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_022	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_023	18.03.2020	AR_01 – Site Plan
Princes Highway	EXT_024	18.03.2020	AR_01 – Site Plan
IMAGE FOLDER: No. 475 - 477 PRINCES HIGHWAY PHOTOGRAPHS			
Room 1	INT_101	18.03.2020	AR_02 – Ground
Room 1	INT_102	18.03.2020	AR_02 – Ground
Room 1	INT_103	18.03.2020	AR_02 – Ground
Room 1	INT_104	18.03.2020	AR_02 – Ground
Room 1	INT_105	18.03.2020	AR_02 – Ground
Room 1	INT_106	18.03.2020	AR_02 – Ground
Room 1	INT_107	18.03.2020	AR_02 – Ground
Room 2	INT_108	18.03.2020	AR_02 – Ground
Room 2	INT_109	18.03.2020	AR_02 – Ground
Room 2	INT_110	18.03.2020	AR_02 – Ground
Room 3	INT_111	18.03.2020	AR_02 – Ground
Room 3	INT_112	18.03.2020	AR_02 – Ground
Room 4	INT_113	18.03.2020	AR_02 – Ground
Room 5	INT_114	18.03.2020	AR_02 – Ground
Room 5	INT_115	18.03.2020	AR_02 – Ground

IMAGE FOLDER: No. 475 - 477 PRINCES HIGHWAY PHOTOGRAPHS cont'd	
Photographer: Suzanne Fuchs	Camera: Canon EOS5D Mark III Digital Camera
Comments: Access into all areas was not available.	Lens: Canon EF 16-35mm f4.0

Location	Image No.	Date	Plan Reference
WC	INT_116	18.03.2020	AR_02 – Ground
WC	INT_117	18.03.2020	AR_02 – Ground
Kitchen	INT_118	18.03.2020	AR_02 – Ground
Kitchen	INT_119	18.03.2020	AR_02 – Ground
Room 2	INT_120	18.03.2020	AR_02 – Ground
Safe	INT_121	18.03.2020	AR_02 – Ground
Room 2 / Safe	INT_122	18.03.2020	AR_02 – Ground
Room 2	INT_123	18.03.2020	AR_02 – Ground
Room 2	INT_124	18.03.2020	AR_02 – Ground
Stair	INT_125	18.03.2020	AR_02 – Ground
Stair	INT_126	18.03.2020	AR_03 – First Floor
Hall 1	INT_127	18.03.2020	AR_03 – First Floor
Room 6	INT_128	18.03.2020	AR_03 – First Floor
Room 6	INT_129	18.03.2020	AR_03 – First Floor
WC 2	INT_130	18.03.2020	AR_03 – First Floor
Hall 1	INT_131	18.03.2020	AR_03 – First Floor
Room 7	INT_132	18.03.2020	AR_03 – First Floor
Room 7	INT_133	18.03.2020	AR_03 – First Floor
Hall 2	INT_134	18.03.2020	AR_03 – First Floor
Hall 2	INT_135	18.03.2020	AR_03 – First Floor
WC 3	INT_136	18.03.2020	AR_03 – First Floor
WC 3	INT_137	18.03.2020	AR_03 – First Floor
WC 3	INT_138	18.03.2020	AR_03 – First Floor
WC 3	INT_139	18.03.2020	AR_03 – First Floor
Room 8	INT_140	18.03.2020	AR_03 – First Floor
Room 8	INT_141	18.03.2020	AR_03 – First Floor
IMAGE FOLDER: No. 473 - 471 PRINCES HIGHWAY PHOTOGRAPHS			
Entry 1 – No. 471	INT_201	18.03.2020	AR_02 – Ground
Entry 1 – No. 471	INT_202	18.03.2020	AR_02 – Ground
Entry 1 – No. 471	INT_203	18.03.2020	AR_02 – Ground
Room 1 – No. 471	INT_204	18.03.2020	AR_02 – Ground
Room 1 – No. 471	INT_205	18.03.2020	AR_02 – Ground
Room 1 – No. 471	INT_206	18.03.2020	AR_02 – Ground
Room 2 – No. 471	INT_207	18.03.2020	AR_02 – Ground
Room 2 – No. 471	INT_208	18.03.2020	AR_02 – Ground
Room 2 – No. 471	INT_209	18.03.2020	AR_02 – Ground
Room 3 – No. 471	INT_210	18.03.2020	AR_02 – Ground
Room 3 – No. 471	INT_211	18.03.2020	AR_02 – Ground
Room 3 – No. 471	INT_212	18.03.2020	AR_02 – Ground
Room 3 – No. 471	INT_213	18.03.2020	AR_02 – Ground
Entry 2 – No. 473	INT_214	18.03.2020	AR_02 – Ground
Entry 2 – No. 473	INT_215	18.03.2020	AR_02 – Ground
Entry 2 – No. 473	INT_216	18.03.2020	AR_02 – Ground
Entry 2 – No. 473	INT_217	18.03.2020	AR_02 – Ground

IMAGE FOLDER: No. 473 - 471 PRINCES HIGHWAY PHOTOGRAPHS cont'd	
Photographer: Suzanne Fuchs	Camera: Canon EOS5D Mark III Digital Camera
Comments: Access into all areas was not available.	Lens: Canon EF 16-35mm f4.0

Location	Image No.	Date	Plan Reference
Room 4 – No. 473	INT_218	18.03.2020	AR_02 – Ground
IMAGE FOLDER: No. 2 GEEVES AVENUE PHOTOGRAPHS			
Room 1	INT_301	18.03.2020	AR_03 – First Floor
Room 1	INT_302	18.03.2020	AR_03 – First Floor
Room 1	INT_303	18.03.2020	AR_03 – First Floor
Room 1	INT_304	18.03.2020	AR_03 – First Floor
Room 1	INT_305	18.03.2020	AR_03 – First Floor
Room 1	INT_306	18.03.2020	AR_03 – First Floor
Room 1	INT_307	18.03.2020	AR_03 – First Floor
Room 1	INT_308	18.03.2020	AR_03 – First Floor
Room 2	INT_309	18.03.2020	AR_03 – First Floor
Room 1	INT_310	18.03.2020	AR_03 – First Floor
Room 1	INT_311	18.03.2020	AR_03 – First Floor
IMAGE FOLDER: No. 6 - 10 GEEVES AVENUE PHOTOGRAPHS			
Reception	INT_401	18.03.2020	AR_02 – Ground
Reception	INT_402	18.03.2020	AR_02 – Ground
Room 1	INT_403	18.03.2020	AR_02 – Ground
Reception	INT_404	18.03.2020	AR_02 – Ground
Reception	INT_405	18.03.2020	AR_02 – Ground
Room 2	INT_406	18.03.2020	AR_02 – Ground
Room 2	INT_407	18.03.2020	AR_02 – Ground
Room 3	INT_408	18.03.2020	AR_02 – Ground
Room 3	INT_409	18.03.2020	AR_02 – Ground
Room 3	INT_410	18.03.2020	AR_02 – Ground
Room 3	INT_411	18.03.2020	AR_02 – Ground
Room 4	INT_412	18.03.2020	AR_02 – Ground
Room 4	INT_413	18.03.2020	AR_02 – Ground
Room 4	INT_414	18.03.2020	AR_02 – Ground
Hall/ Room 6	INT_415	18.03.2020	AR_02 – Ground
Room 5	INT_416	18.03.2020	AR_02 – Ground
Hall	INT_417	18.03.2020	AR_02 – Ground
Room 7	INT_418	18.03.2020	AR_02 – Ground
Room 7	INT_419	18.03.2020	AR_02 – Ground
IMAGE FOLDER: No. 14 GEEVES AVENUE PHOTOGRAPHS			
WC	INT_420	18.03.2020	AR_02 – Ground
WC	INT_421	18.03.2020	AR_02 – Ground

6.2 Appendix 1 –Photographic Location Plans

- AR_01 – External Photographs - EXT_001 – EXT_024
- AR_02 – Ground Floor Photographs – INT_101 – INT_125
Ground Floor Photographs – INT_201 – INT_218
Ground Floor Photographs – INT_401 – INT_419
Ground Floor Photographs – INT_420 – INT_421
- AR_03 – First Floor Photographs – INT_301 – INT_311
First Floor Photographs – INT_126 – INT_141

6.3 Appendix 2 – Photographs – Contact Sheets

- Contact Sheet No. 1 – External Photographs – EXT_001 – EXT_024
No. 475 - 477 Princes Hwy – INT_101 – INT_141
- Contact Sheet No. 2 – No. 471-473 Princes Hwy – INT_201 – INT_218
No. 2 Geeves Avenue – INT_301 – INT_311
No. 6-10 Geeves Avenue – INT_401 – INT_419
No. 14 Geeves Avenue – INT_420 – INT_421

6.4 Appendix 3 – Large Format Photographs

- External Photographs – EXT_001 – EXT_024
- No. 475 - 477 Princes Hwy – INT_101 – INT_141
- No. 471-473 Princes Hwy – INT_201 – INT_218
- No. 2 Geeves Avenue – INT_301 – INT_311
- No. 6-10 Geeves Avenue – INT_401 – INT_421
- No. 14 Geeves Avenue – INT_420 – INT_421