

CONSERVATION MANAGEMENT DOCUMENT

WICKHAM WOOLSTORES

ANNIE STREET, WICKHAM NSW 2293

57 Annie Street, Lot 1 DP 346352

49 Annie Street, Lot 2 DP 346352

33 Annie Street, Lot 3 DP 346352



Wickham Woolstores c1978. Image Newcastle Herald

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1. INTRODUCTION

EJE Heritage has been requested to provide a Heritage Assessment and subsequent Conservation Management Strategy to cover the potential future use of the buildings and overall site containing the three wool store buildings at 33-57 Annie Street, Wickham NSW 2293.

A proposal inclusive of a Masterplan which prescribes the reuse of the three buildings, plus additional buildings and public open spaces to provide a mix of uses and opportunities across the precinct is being considered and this Conservation Management Document is intended to both inform the Masterplan and assess any subsequent individual development proposals so that there is a consistent conservation and reuse methodology applied across the whole of the Annie Street site.

The Heritage Assessment forms the investigative stage of the report; it places the site within an historical context, and includes the history of the site. The physical condition and context of the current building(s) also informs the initial stage of the Heritage Assessment. With the history and physical condition and context of the building(s) understood, an assessment of the site can be completed using the NSW Heritage Branch guidelines encompassing the Australia ICOMOS Burra Charter heritage values: historical significance; aesthetic significance; scientific significance; and social significance.

The heritage significance of the place is determined by the analysis and assessment of the documentary, oral and physical evidence. An understanding of this significance allows decisions to be made about the future management of the place. It is, however, important that these do not endanger the cultural significance of the place. Places and items of significance are those which allow an understanding of the past and enrich the present. Their survival will allow them to be re-interpreted by future generations.

The Conservation Management Strategy for the items is derived from the Assessment of Significance which will then guide the development of the first and subsequent stages of the proposal to ensure that consistent action is undertaken upon the three Heritage Items so that their significance is best maintained, their interpretation is best derived and the survival is best facilitated.

Future stages of work proposed for the site will be able to seek design guidance from the Conservation Management Document and assess all design decisions for the future proposed works against the clauses within this document.

The Historical Research for this report was prepared by David Campbell.

This Statement of Heritage Impact was prepared by EJE Heritage. The project team consisted of:

- ❑ Barney Collins – (Director), Conservation Architect
- ❑ David Campbell – Heritage Consultant
- ❑ Stephen Batey - Architect

1.1 METHODOLOGY

This report has been undertaken in accordance with the guidelines for Assessing Heritage Significance and Statement of Heritage Impact as issued by the NSW Heritage Branch, and the Australia ICOMOS Burra Charter (1999).

1.2 HERITAGE LISTINGS

The site and building are listed as Heritage Items of Local significance in the Newcastle Local Environment Plan 2012, Schedule 5 Part 1.



**Figure 1: Extract from Newcastle LEP 2012 Heritage Map
5900_COM_HER_004FA_005_20190520. Subject Site Outlined in Red**

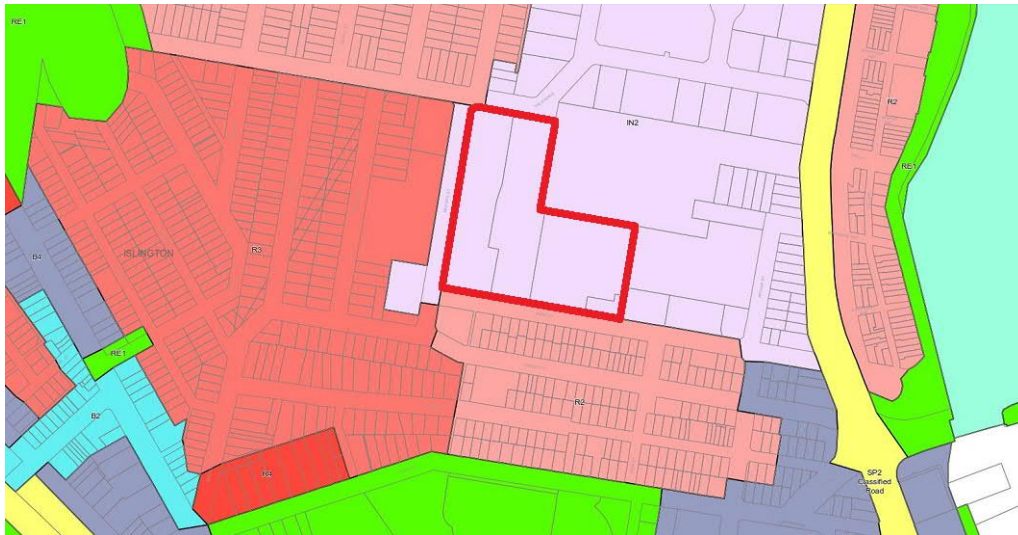
The site is not within a Heritage Conservation Area. The site and buildings are not listed on any known non-statutory registers such as the Register of the National Estate, National Trust NSW or the Australian Institute of Architects.

1.3 SITE IDENTIFICATION

The site is identified as 33-57 Annie Street, Wickham NSW 2293. The subject site is located within the Newcastle Local Government Area. The real property description is: Lot 1 DP 346352; Lot 2 DP 346352; and Lot 3 DP 346352. The zoning for the site is IN2 Light Industrial



Figure 2: Location Image. The site boundary is marked in red. The Avenue, Islington, is to the north; Milford Street, Islington, is to the west; Annie Street, Wickham, is to the south; the California Texas (Caltex) oil terminal is to the east. SIX Maps



**Figure 3: Extract from Newcastle LEP 2012 Zoning Map
5900_COM_LZN_004FA_005_20140509. Subject site outlined in Red**

1.4 CONSTRAINTS AND LIMITATIONS

EJE Heritage is not qualified to offer structural opinions and this report is not intended to convey any opinion as to the structural adequacy or integrity of the structure, nor should it be construed as doing so in any way. Similarly, the author's observations were limited to the fabric only and he does not comment on the capacity, adequacy, or statutory compliance of any building services.

1.5 ABBREVIATIONS

Abbreviations used throughout the text are as follows:

LEP	Local Environmental Plan
SOHI	Statement of Heritage Impact

2. HISTORICAL CONTEXT

2.1 Introduction

The suburb of Wickham was once one of Newcastle's most desirable residential localities. By 1869 a village had been established to the north of what is now the Bank Corner, and this continued to spread along what became Hannell Street. Although conveniently close to Newcastle, accommodation at Wickham quickly became sought after by householders working in a variety of industries around the township itself. The amenity of the area fluctuated in accordance with economic circumstances, and was badly affected by the economic depressions of the 1890s and 1930s. Between the 1950s and 1980s Wickham was subjected to the incursion of light industries, warehousing and road building: whole streets of houses were swept away. More enlightened attitudes toward inner city areas initially slowed and eventually reversed these trends; from the early 1990s the Honeysuckle redevelopment provided the necessary catalyst. The suburb has once again become attractive to residents, businesspeople and consumers who appreciate its harbour side location, convenience and medium-density character.

2.2 An Ancient Culture: The Awabakal

Indigenous people are thought to have lived in the Hunter River district for at least 30,000 years BP (Before the Present).¹ The formerly serpentine waterway now known as Cottage Creek flowed for thousands of years into a much larger area of shifting tidal flats where Throsby Creek met the Hunter River at Wickham. Their interface appears to have been made up of a body of sand in the form of a beach and low dunes.² Parts of this place, the extent of which cannot be closely defined, were long occupied and utilised by the people now known as Awabakal, not only for subsistence but for the manufacturing of stone tools, including hammer stones, anvils, grinding stones, chopping tools, scrapers and backed blades. Production of these blades appears to have begun around 3 500 years BP, after which it became the primary local activity.³ Manufacture involved the heating of stone by fire before the stone was chipped; the finished product was not simply stockpiled, but removed for use or to supply the demand for trade goods.⁴ Raw materials included not only tuff from the areas between Nobby's and Merewether Beach but, from about 2 480 years BP, exotic stone such as silcrete, sandstone and quartzite. Some of these may have been brought from over 11km away.⁵ It is thought that such tool making began some 6 700 years BP and continued without significant interruption until an unknown date after European incursion.⁶

Harvesting of shell fish appears to have begun in earnest some 1 933 years BP; considerable deposits of their shells gradually built up along the creek banks.⁷ The estuarine waters were rich in potential harvests of eels and fish,⁸ and the fresh water available in the area attracted animals suitable for hunting.⁹

¹ John Heath, 'Muloobinbah: The Contribution of Aboriginal People to the Resources of the Hunter Region', in *Riverchange: Six New Histories of the Hunter*. Newcastle: Newcastle Region Library, 1998, p.41.

² AHMS, Section 87/90 Aboriginal Heritage Impact Permit No. 1098622, Excavation Report for SBA Architects, Final Report 13 May 2011. Sydney: AHMS 2011, Appendix 4, Ground Truth Consulting Pty Ltd Geomorphological Report.

³ AHMS, Excavation Report, p.82.

⁴ Ibid, p.85.

⁵ Ibid, p.82.

⁶ Ibid, p.85.

⁷ Ibid, p.81.

⁸ James Grant, *The Narrative of a Voyage of Discovery, Performed in His Majesty's Vessel The Lady Nelson, of Sixty Tons Burthen, With Sliding Keels, in the Years 1800, 1801 and 1802, to New South Wales*. London: T. Edgerton, Military Library, Whitehall, 1803, p.154.

⁹ Ibid, p.153; Grant notes that Surgeon Harris and Ensign Barrallier during their travels saw many kangaroos in the area.

It is known that this estuarine area at Wickham has over the past 7,000 years been characterised by shifting landforms subject to various influences: intense flooding from the creek itself; storm surges; a possible increase in sea level; erosion and deposition of dune structures; and creation and depletion of lagoons and back-swamps.¹⁰ When Lieutenant John Shortland, R.N., first saw the place in 1797 he noted that it contained “A Lagoon”, while some parts of it were “Mostly Dry at Low Water”.¹¹ It was not until the 1890s that Europeans began permanently to stabilise the area, which as part of the site of Newcastle is today still called Mulubina (alternately Mulubinba¹² or Muloobinba) by its traditional owners.¹³

A glimpse of Indigenous activities in the vicinity is provided by two surviving paintings by Joseph Lycett, a convict artist and repeat offender banished from Sydney to Newcastle from 1815 to 1818 or 1819. *Aborigines Resting by a Campfire Near the Mouth of the Hunter River, Newcastle, N.S.W.* and *Corroboree at Newcastle*. These were, of course, executed from a European perspective; yet they show a sympathetic and sharp eye, and are an invaluable insight into a way of life that was later swept away.¹⁴



Figure 4. Joseph Lycett, *Aborigines Resting by a Campfire Near the Mouth of the Hunter River, Newcastle, N.S.W.* From John Turner, *Joseph Lycett: Governor Macquarie's Convict Artist*. The accuracy of Lycett's perspective work suggests that the view is from Honeysuckle Point, later obliterated, or the area now called Wickham. Nobbys is the focal point, while Signal Hill is shown with its lookout post and smoking coal-fired navigational beacon. Here Lycett has captured some of the details of everyday life, including the close relationship between humans, animals and landscape. European sensibilities have forced him to dress his subjects in loincloths, which the Awabakal were far too sensible to wear.

¹⁰ AHMS, Excavation Report, pp.91-93.

¹¹ Lieutenant John Shortland, R.N., 'An Eye Sketch of Hunter's River, 10 September 1797. Hydrographic Department, Ministry of Defence, Taunton UK, C642/1.

¹² This is the spelling used by Rev. Lancelot Threlkeld in his *An Australian Grammar, Comprehending the Principles and Natural Rules of the Aborigines in the Vicinity of Hunter's River, Lake Macquarie &c., New South Wales*. Sydney: Stephens and Stokes, 1834, p. 82.

¹³ Ibid, Appendix 2, Awabakal Descendents Traditional Owners Aboriginal Corporation, Statement of Significance of this Area to Awabakal Traditional Descendents.

¹⁴ For details of Lycett's life and work at Newcastle, see John Turner, *Joseph Lycett: Governor Macquarie's Convict Artist*. Newcastle: Hunter History Publications, 1997, pp. 79-94.

There is a tradition that Wickham was also known to the Awabakal people, its original inhabitants, as Derringaba.¹⁵ A boree ground seems to have been located near Honeysuckle Point,¹⁶ but European incursions into that area appear to have forced the Awabakal to relocate the ground to Wickham, an area long used by them for hunting and gathering. John Askew, a traveller, witnessed what he supposed to be a corroboree near James Hannell's house,¹⁷ Maryville, in what was later called Hannell Street after its owner; the bora ground is said to have been located at or near the site on which St James' Church of England, now demolished, was later built.¹⁸ A plentiful supply of fresh water was available in the shape of streams supplied by runoff and aquifers. Fish could be caught in Coonanbarra (the Hunter River, also known as Coquun), while eel traps were set in swampy ground on the banks of Throsby Creek near the foot of Bingle's Hill, later known as Tighe's Hill. In June 1801 Lieutenant James Grant, R.N., of the Lady Nelson, found on the banks of a local creek, probably Throsby Creek, part of a net and indications of a camp site together with the remains of a weir used to trap eels or fish.¹⁹ Shell middens extended along the length of Throsby Creek, and were used in the 1870s to provide foundations for the railway from Hamilton that was laid through Wickham to the Bullock Island (Carrington) coal loading facilities.²⁰ Two paintings by Joseph Lycett feature Indigenous people, presumably Awabakal, alternately at corroboree and resting; both feature Nobby's in the background, and both depict either Honeysuckle Point or Wickham.

2.3 European Activity

Wickham has been bisected by the Great Northern Railway since 1857. Residential and commercial development initially took place in easily accessible places along the Maitland Road, which was known as Blane Street as far as the Australian Agricultural Company's tramway bridge at Newcastle. Europeans had hunted in the area from the 1820s, and a Government farm and cottage had been established near the Cottage Creek ford while Newcastle was a convict station.²¹ A bridge later constructed at this locality became known as the Cottage Bridge. While travellers had long passed along the Maitland Road in travelling between Newcastle, western colliery townships and Maitland, the area to the north of the railway was liable to tidal inundation and flooding, which of course discouraged permanent settlement. While several people had purchased land in the area, it was Henry Dangar, former Crown surveyor, who over time became the dominant landholder.²² In 1849 his brothers Richard and William opened a meat cannery on a site Blane Street. Markets fluctuated, although it was probably the inflation, wage increases and labour shortages induced by the gold rushes that led to the closure of the works in 1855.²³

¹⁵ See Edwin Braggett (ed.), *Wickham Public School Centenary, 1878-1978*. Wickham: Wickham Public School, 1978, p.3.

¹⁶ Public Journal of Rev. Lancelot Threlkeld, Wednesday 11 May 1825, 16 May 1825, in Niel Gunson (ed.), *Australian Reminiscences and Papers of L.E. Threlkeld, Missionary to the Aborigines*, vol. 1. Canberra: Australian Institute of Aboriginal Studies, 1974, pp. 88, 91-92.

¹⁷ John Askew, *A Voyage to Australia and New Zealand, including a Visit to Adelaide, Melbourne, Sydney, Hunter's River, Newcastle, Maitland, and Auckland*. London: Simpkin Marshall and Company, 1857, p. 292.

¹⁸ The last corroboree at Wickham is claimed to have been witnessed by Miss Janet Farnham in 1830; see Edwin Braggett (ed.), *Wickham Public School*, p.3.

¹⁹ James Grant, *Journal at Hunter River*. *Historical Records of Australia*, vol. I, pp. 171-174, in Helen Brayshaw, *Aborigines of the Hunter Valley*. Scone: Scone and Upper Hunter Historical Society, 1987, p.52.

²⁰ Ibid; see also Damaris Bairstow, 'Hydraulic Power and Coal Loading at Newcastle Harbour, New South Wales'. *4 Australian Historical Archaeology*, 1986, p.59.

²¹ Evidence of Brevet Major Morrisset, Commandant at Newcastle, 17 January 1820, in John Turner, *Newcastle as a Convict Settlement: The Evidence Before J.T. Bigge in 1819-1821*. Newcastle: Newcastle Public Library, 1973, pp.49-50.

²² Return Showing the Number of Government and Private Cottages on the Settlement at Newcastle [1820], in John Turner (ed.), *Newcastle as a Convict Settlement*, p.222.

²³ Buildings Completed at Newcastle, 1818, in John Turner (ed.), *Newcastle as a Convict Settlement*, p.221.

²⁴ Cynthia Hunter, 'Henry Dangar, Surveyor and Pastoralist'. University of Newcastle Social and Cultural Conflict Research Group, 27 November 2008, pp.4-5.

²⁵ Ibid, p.5; John Turner, *Manufacturing in Newcastle, 1801-1900*. Newcastle: Newcastle City Council, 1980, pp. 34-35.

2.4 Residential Development

By the late 1860s development along Blane Street had encouraged settlement on the northern side of the railway. In 1851 Peter Oliver Fleming, a Scots butcher who had commenced business in Newcastle as early as 1838,²⁴ bought land in the vicinity of what are now Annie, Fleming and Robert Streets. Between the 1880s and the 1900s this area was gradually subdivided by Fleming and his heirs, the streets being named after his surviving children. His family home, a modest weatherboard dwelling called Linwood Cottage, stood on the eastern side of Hannell Street, opposite its intersection with Annie Street. James Hannell, son of convicts, a former policeman and the proprietor of the Ship Inn, recognised the beauty of the area and built a large home on the banks of Throsby Creek. Hannell became the first Mayor of Newcastle as well as that of Wickham, and also served two Parliamentary terms. A track, the genesis of Hannell Street, extended from the Great Northern Railway to the house which Hannell named Maryville after his wife. The suburb of Maryville is named for that house, which was eventually demolished for a petrol station.²⁵ The so-called Tree of Knowledge in Hannell Street is said to be the last survivor of an avenue planted along the track by Mrs Hannell.²⁶

The settlement itself had humble beginnings, but the establishment in 1868 of the Wallaroo Mining and Smelting Company's Port Waratah copper smelter brought increased opportunities.²⁷ The smelter was accessible along Hannell Street; and although the tidal nature of the area sometimes created difficulties the future looked bright.

Wickham is the name given to a village that has lately sprung up on the piece of ground lying a little to the North of Cottage Creek; several people have built cottages, and the nucleus of a township destined at no far off day to become larger, may be said to have been already laid.²⁸

It is claimed that the village may have been called 'Whickham', after a town near Newcastle-upon-Tyne: whatever the truth of this assertion, the spelling must soon have been corrupted.²⁹ In 1871, largely through James Hannell's influence, the locality was proclaimed as the Municipality of Wickham; this encompassed Wickham itself and later the villages of Maryville, Smedmore, Linwood and The Marshes and included some 250 inhabitants.³⁰ The small Anglican church of St James was built in Hannell Street in 1872 and was later much extended.

The area surrounding the intersection of Hannell Street and Blane (later Hunter) Street had long been known as the Cottage Bridge, so called after the bridge, built before 1830³¹ and replaced in iron in 1871,³² that carried Blane Street across Cottage Creek. When this land was subdivided into Lots of some 20 acres each, the original purchasers included Captain Richard Tasker Furlong and Francis Mitchell. Furlong had commanded the Newcastle detachment of the 80th Regiment in guarding and superintending the local convict gangs, together with the stockade in which they were housed. He had also been Assistant Engineer for construction works.³³ Henry Dangar later purchased Furlong's Paddock, as it was known, as well as several other parcels of land around what is now Wickham. Dangar died in 1861, leaving his Newcastle properties to his son Albert Augustus. Peter Fleming and James Hannell also took up land in the vicinity, and all three men soon sought to further subdivide these properties so as to capitalise on the maritime, mining and industrial development occurring nearby. These

²⁴ W. Frederic Morrison, *The Aldine Centennial History of New South Wales*, vol. II. Sydney: The Aldine Publishing Company, 1888, Biographical Sketches: Newcastle; Wickham; Linwood.

²⁵ Newcastle Morning Herald, 26 September 1944.

²⁶ Edwin Braggett (ed.), *Wickham Centenary*, p.2.

²⁷ John Turner, *Manufacturing*, p. 76.

²⁸ Newcastle Chronicle, October 1869.

²⁹ Edwin Braggett (ed.), *Wickham Centenary*, p.3

³⁰ Ibid.

³¹ Sydney Gazette, 27 March 1830.

³² Sydney Morning Herald, 15 June 1871.

³³ Sydney Gazette, 10 February 1836, 11 October 1838.

subdivisions formed the genesis of the villages of Wickham, Linwood and Maryville, which in 1871 were proclaimed a municipality.³⁴ Another village, known as Smedmore, was subdivided from 1878,³⁵ shortly after James Hannell's death.

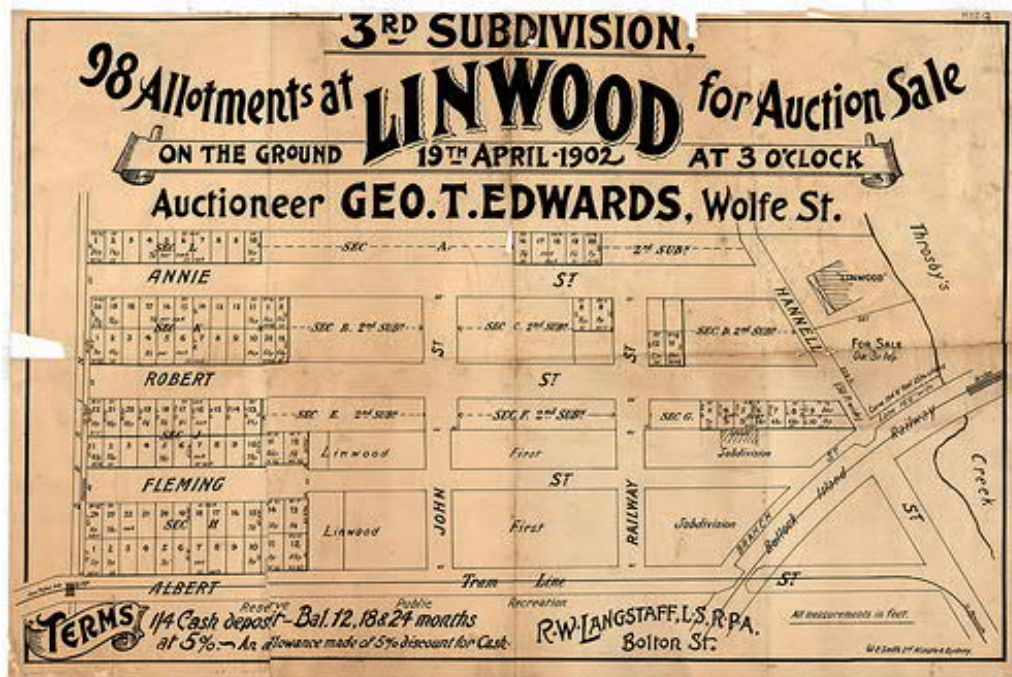


Figure 5. A plan of the third subdivision of the Linwood estate. The eventual location of Wool Row is situated above the lettering identifying Annie Street. Note the drain at extreme left, which was later to trouble the development of the AML&F wool store.
University of Newcastle Cultural Collections

2.5 Industrial Development

After closure of the meat cannery, the associated slaughter yard in Hannell Street became the site of a soap and candle factory. Some 5,000 cattle and 50,000 sheep were annually killed and processed into meat, bone and tallow.³⁶ In 1879 John Moyes and Andrew Donald won a contract to supply rolling stock for the expanding Great Northern Railway for a period of five years. The partners built a large works at Wickham adjoining the Bullock Island railway, but they had over committed themselves: the mortgagee foreclosed and sold the plant to R.A. Ritchie and Sons, of Sydney. This firm later amalgamated with the Sydney firm of Hudson Brothers, under whom the works became for a time Newcastle's most important manufacturing enterprise.³⁷ A steam saw mill, for which logs were floated down the Hunter River, was opened in Hannell Street, while Maryville Colliery near Hannell Street was opened in 1885.³⁸

Henry Lawson for some time worked for Hudson Brothers in Sydney as a painter of rolling stock. In or about 1885 he was seconded to the Wickham works, during which time he lived locally and often visited the School of Arts, which building still stands in Hannell Street. Lawson greatly disliked his work and some of the sub-contractors but bore no ill will toward his employers. Although one of his bitter-sweet short stories of industrial life was entitled Two Boys at Grinder Brothers and set in a rolling stock workshop, he later wrote that

³⁴ Cynthia Hunter, Henry Dangar, pp.6-7.

³⁵ Plan of 71 Building Sites, Smedmore Estate, Wickham, Adjoining the Property of the Late Jas. Hannell, Esq., for Sale on the Ground, Tuesday August 27th 1878. University of Newcastle Cultural Collections, M2868.

³⁶ John Turner, Manufacturing, p.50.

³⁷ Ibid, pp.53-54.

³⁸ Maryville Colliery Company (Ltd) Railway Act 1886 (NSW).

Hudson Brothers were not grinders. If they had been they mightn't have failed. Their work was Australian. They imported the best mechanics they could get, treated and paid them well...Their work for Australia deserves to be looked up a bit and credited to them.³⁹

The area formerly known as the Cottage Bridge was transformed by the construction, in 1885, of an impressive branch of the Australian Joint Stock Bank, a company later absorbed into the Australian Bank of Commerce and subsequently into the Bank of New South Wales, designed by Sir John Sulman.⁴⁰ The locality has ever after been known as the Bank Corner, although the 'Pepper Pot', as the Sulman building was generally known, was replaced in 1939 by the present building designed by Gordon Wynyard Lee.⁴¹

By 1880 the population of the municipality had increased to 2,000; there were also 11 hotels, plying their trade to locals and workers at the nearby industries.⁴² Eight years later the population had risen to about 2,500.⁴³ Wickham Public School, founded in 1877 on the site of the soap and candle factory, by 1892 accommodated 1,168 pupils in crowded buildings with a playground that, like much of Wickham, flooded in wet weather.⁴⁴ The economic Depression of the 1890s, however, devastated local industry; and in 1893 the Hudson Brothers works closed with the loss of over 200 jobs.⁴⁵ The smelter at Port Waratah closed in the same year.⁴⁶

2.6 Depression

The 1890s was a difficult decade for Wickham. While some well-to-do families were evident, most households depended for subsistence upon coal mining, labouring, coal loading, coal trimming and stevedoring work available in the general vicinity. Loss of markets and industrial disputation provided a foretaste of some of the poverty, lack of sanitation and anti-social activity with which Wickham was later to be associated. The economic recovery that followed the Depression was symbolised by both commercial and governmental investment at Wickham, particularly in relatively dry areas of Hannell Street. John Saunders, for instance, in 1906 constructed an impressive two storey commercial and residential building with high parapets addressing the corner itself.⁴⁷ This contrasted with less substantial buildings and shops further to the south east.

The public school, still severely overcrowded, was provided with a new two-storey Infants' Department in 1893; in early 1906 an extensive Primary Department and Superior School was opened across the road on the site of the soap and candle works. Construction had commenced many months earlier. Many of its features, such as cavity brick construction, ventilation, lighting and furniture, were dictated by the findings of a recent Royal Commission on Education.⁴⁸ The Superior School educated pupils who would otherwise have left at the end of Fourth Class, and was considered a showpiece for the Department of Public Instruction.

2.7 The Great War

The coming of the Great War provided some further opportunities even as it suppressed others.

³⁹ Sydney Morning Herald, 4 September 1922; Colin Roderick, Henry Lawson: A Life. Ryde: Angus and Robertson, 1991.

⁴⁰ Les Reedman, Early Architects of the Hunter Region: A Hundred Years to 1940 (2nd ed.). Newcastle: Boraga Academic, 2010, p.41.

⁴¹ Ibid, p.210.

⁴² Edwin Braggett, School Centenary, p.7.

⁴³ W. Frederic Morrison, Aldine Centennial History, vol. I, p. 619.

⁴⁴ Newcastle Morning Herald, 21 September 1978.

⁴⁵ John Turner, Manufacturing, p.65.

⁴⁶ John Turner, Manufacturing, p.77.

⁴⁷ Photographs taken and dated by Ralph Snowball provide these details.

⁴⁸ Newcastle Morning Herald, 3 March 1906.

The Broken Hill Proprietary Company opened its Port Waratah steelworks in 1915, and for some continued to expand it. The vast Port Waratah and Bullock Island railway and shipping facilities, too, provided fairly steady employment after the collapse of the General Strike of 1917. Yet not all was well. As the Girl's Mistress of Wickham school, Gertrude Willard, in that same year wrote in the New South Wales Education Gazette:

The school stands in dingy surroundings, the streets being narrow and dirty, the houses poor, and the whole aspect grimy and grey. The children belong to homes where the fathers are coal-trimmers, wharf labourers, coal-miners, labourers with just a few business men and an occasional professional man. In appearance the children are poorly clad, and in many cases neglected. Mentally they are narrow, and often dull. They reflect the homes in many ways – not very tidy, not very clean, haphazard in style.⁴⁹

By the mid-1920s, however, all of the local sources of employment had been affected by downturns in trade. While many steel-based industries were established, the opening of the Panama Canal and the disruption of the Great War led to the loss of much of the coal export market.⁵⁰ Oil depots, symbolising the growth of motor traffic, continued to grow, and inflammable liquids berths for the necessary deliveries were provided for tankers moored in Throsby Creek opposite the public school. All this involved yet more pollution, atmospheric and aquatic and aural. In 1930 a tanker moored very close to the school burst into flame; an explosion, although narrowly averted, would certainly have claimed the lives of many of its pupils.⁵¹

2.8 The Great Depression

The Northern district was the first in Australia to be affected by the depressed economic conditions that were to blight the country for a decade. The 1929 Coal Miners' Lockout stemmed from attempts by mine owners to lower their employees' wages in the face of falling markets. Wickham was badly affected, to the extent of closure through lack of funds of the local Methodist church in Dangar Street, which from 1925 to 1927 was leased to the Department of Education for junior technical classes.⁵² It was then occupied by the Newcastle City Mission for the provision of food and clothing to local residents.⁵³

2.9 A New War, and New Plans

While the entry of Japan into the Second World War involved submarine attacks on Newcastle-based shipping, as well as the shelling of the city itself, it did temporarily solve the unemployment problem. The continuing war against Germany, in particular, stimulated a greatly increased demand for coal and wool, both of which were handled at the nearby wharfs.

2.10 The Wool Trade in Newcastle

Despite the general gloom, there were some hopeful developments, such as the recapture from Sydney of much of the Northern wool trade lost in the 1890s. The decisive shift of the international wool auction market from Britain to Australia⁵⁴ greatly benefited the port of Newcastle; extensions to Lee Wharf, at which wool was loaded, were authorised by an Act of Parliament in 1923 and completed in 1927. This involved not only the provision of berths, but the construction of steel and concrete bridges over a canalised extension of Cottage Creek to

⁴⁹ Ian Lyons (ed.), *From Slaughter Yard to School Yard: Wickham Public School NSW*. Newcastle: Newcastle Family Historical Society, 1994, p.23.

⁵⁰ John Turner, *A Pictorial History of Newcastle*. Crow's Nest: Kingsclear Books, p.67.

⁵¹ Ian Lyons (ed.), *From Slaughter Yard to School Yard*, p.25.

⁵² *Ibid*, p.25.

⁵³ *Newcastle Morning Herald*, 20 September 1941.

⁵⁴ Simon Ville, 'The Relocation of the Market for Australian Wool, 1880-1939'. Working Paper 02-14, Department of Economics, University of Wollongong, 2002.

connect them by road and rail with the a new inflammable liquids berth to the west, completed in 1925.⁵⁵ The old road bridge to Carrington, opened in 1876,⁵⁶ had been demolished to make way for these works. A further extension, in concrete and incorporating railway and road connections, was authorised in 1936.⁵⁷ The attendant railway sidings provided access to the comparatively modest wool stores of The New England, North & North-West Producers' Company Ltd, known as NENCO. Established in 1927, NENCO re-established in Newcastle the wool auctions that had long since been lost to Sydney. Auctioned wool was dispatched directly from Port Hunter, defying vested interests that sought to concentrate such exports at Darling Harbour and had deliberately disrupted the Newcastle and Morpeth wool trade.⁵⁸ In 1929, NENCO sold some 4,000 bales of wool at its newly-opened⁵⁹ store, which it soon had to extend; in 1940 this increased to over 38,000.⁶⁰ John Reid (Wool and Merchandise) Ltd, too, in had in 1931 to extend its wool store near Lee Wharf.⁶¹ Several other firms were thereby encouraged to enter the local market and to establish wool stores nearby.⁶² NENCO leased its site until 1940, when it was able to purchase it,⁶³ yet only ten years later the land was resumed by the State government for Throsby Basin, a new development involving dredging and new berths with rail connections.⁶⁴ The wool stores were then demolished, along with the storage tanks of the Commonwealth Oil Refineries Ltd, the dangers of which had been demonstrated in late 1939 when an explosion claimed the life of an engineer and threatened to engulf the suburb.⁶⁵

2.11 The Impact of War on the Wool Industry

With the outbreak of the Second World War, the prosperity of the wool trade was increased by the British government's offer to purchase the entire Australian wool clip at an agreed price. As a result, wool handling at the port of Newcastle continued to expand. By 1942 the city was the biggest centre for the marketing and shipping of wool in the State outside the metropolis, the number of bales handled having grown from 38,247 in 1938-1939 to 173,865 for 1942-1943, despite the reluctance of the Sydney government to provide adequate railway transshipment facilities.⁶⁶

In addition to NENCO, five well-known wool broking firms with international profiles quickly commenced to build new wool stores valued at hundreds of thousands of pounds.⁶⁷ The majority were built in 1940-1, the largest being a store in Darby Street for Pitt Son and Badgery, built by John Grant and Sons to a design by Sydney architects John Reid and Sons.⁶⁸ They also included a second store for John Reid (Wool) Pty Ltd,⁶⁹ and a store in Centenary Road, Newcastle, for the Australian Agricultural Company. Built by William Stronach, the well-known Hamilton builder and contractor, this store was leased to the Graziers' Co-operative Shearing Company Ltd. Extra storage was needed, too, for wool which had been auctioned but had not yet reached the wharfs. In November 1940, therefore, the NSW Wool Board engaged the Stuart Brothers, a publicly listed firm that specialised in wool stores and industrial buildings but

⁵⁵ Lee Wharf Extension Act 1923 (NSW).

⁵⁶ Maitland Mercury, 22 January 1876.

⁵⁷ Lee Wharf Further Extension Act 1936 (NSW).

⁵⁸ 'The New England, North & North-West Producers' Company Limited'; 'Wool Sales at Newcastle', in Newcastle City Council, Souvenir of Civic Week 1929. Newcastle: NCC, 1929.

⁵⁹ Sydney Morning Herald, 29 August 1928; the store officially opened in December 1928.

⁶⁰ Newcastle Morning Herald, 27 April 1943.

⁶¹ Singleton Argus, 16 October 1931.

⁶² The Argus, 2 May 1941.

⁶³ Public Works (Sale of Wickham Lands) Act 1940 (NSW).

⁶⁴ Sydney Morning Herald, 9 December 1950; Wickham Wharf (Construction) Act 1954 (NSW).

⁶⁵ Sydney Morning Herald, 18 December 1939.

⁶⁶ Newcastle (N.S.W.) Chamber of Commerce, Fifty-Eighth Annual Report and Business Directory, 1943-1944. Newcastle: Reg. C. Pogonoski, 1944, pp. 57-58, 111.

⁶⁷ 'More Wool Stores in Newcastle', Newcastle Morning Herald, 4 June 1941.

⁶⁸ Newcastle Morning Herald, 17 August 1940, 13 July 1940.

⁶⁹ Newcastle Morning Herald, 23 November 1940; 12 April 1941.

which was perhaps best known as the builder of Sydney's Luna Park, to design and construct a long row of timber-framed and asbestos-roofed wool stores on the eastern side of Hannell Street.⁷⁰

Over the next two decades the wool industry in Newcastle expanded, further increasing the need for storage accommodation. Sited away from the city centre but close to Honeysuckle goods yard, the Wickham area offered building sites by which this demand might be met. In June 1940, representatives of the wool broking firm of Winchcombe, Carson Ltd. visited Newcastle with a view to establishing a wool store in the city.⁷¹ A site at Islington, just across the drain that separated it from Wickham, was chosen despite the fact that it was surrounded on three sides by established homes. Concerns were expressed that the newly-formed Council of the City of Greater Newcastle ran the risk of "jumbling shops, dwellings and industries in hopeless confusion, with interminable arguments about the rights of those who were first to build in a particular locality".⁷² Winchcombe, Carson Ltd, together with the companies that followed its lead, seems accordingly to have made a special effort as to the quality building design and fabric within the streetscape. Stuart Bros. Ltd was commissioned as designer and builder. The firm also built Industries House, Dalgety's Newcastle headquarters;⁷³ the freestone facade of Newcastle Town Hall;⁷⁴ and Scottish House in Hunter Street,⁷⁵ better known today as the T & G Building.

Following the opening of the wool store on 1 May 1941, the Singleton Argus remarked that

The new store ranks as one of the most up to date in Australia. Its show floor is a matchless example of architectural design and construction in providing natural, interior lighting.⁷⁶

The Winchcombe, Carson building, therefore, set a new standard for a burgeoning industry, emblematic of the Australian economy "riding on the sheep's back", as the popular but exaggerated saying then went.⁷⁷ Nevertheless, a government promise to build a transshipment shed at Honeysuckle good yard to protect both wool and workmen was not acted upon until some years after the war ended. In 1944 the Newcastle Chamber of Commerce complained that

on Monday, 18th October, there were about 4,000 bales of wool in the [Honeysuckle] yard...the Railway and the contractors are doing their best to shift the wool from the trucks to the stores, but the work is impeded because this is a wet season and rain falls practically every day. The result is that the carriers unsheet the wool and have frequently to sheet it up again...we understand, also, that the woolbrokers have made claims of the Department [of Railways] for wet wool. The delay and the ground for the claims would be avoided if the shed were erected.⁷⁸

While 161,559 bales were shipped in 1943, some 278,051 bales were loaded in 1947. By 1953 there were three dumping companies and eight brokers operating in Newcastle.⁷⁹

⁷⁰ Newcastle Morning Herald, 26 July 1940, 3 April 1941.

⁷¹ Newcastle Morning Herald, 11 June 1940

⁷² Newcastle Morning Herald, 13 June 1940.

⁷³ Sydney Morning Herald, 14 October 1927.

⁷⁴ Ibid, 30 August 1929.

⁷⁵ Ibid, 16 February 1924.

⁷⁶ Singleton Argus, 5 May 1941.

⁷⁷ Paul Cashin and John C. McDermott, *Riding on the Sheep's Back: Examining Australia's Dependence on Wool Exports*. Department of Economics Research Paper No. 585. Parkville: University of Melbourne, 1997.

⁷⁸ Newcastle Chamber of Commerce, 1943-1944, p.58

⁷⁹ 'Clippers': Wool and the Port of Newcastle. Newcastle: Newcastle City Council, 1988, p.9.

2.12 The Building of 'Wool Row'

Winchcombe, Carson's investment persuaded three of its competitors to enter into an agreement to build a similar but larger wool store on a large expanse of vacant land in Annie Street, just to the east. These were the New Zealand Loan and Mercantile Agency Company Ltd ('NZLMA'); Dalgety and Company Ltd ('Dalgety's') and the Australian Mercantile Land and Finance Company Ltd ('AML&F').⁸⁰ Until the completion of all three buildings, wool was to be stored for each company on an 'as needed' basis regardless of nominal ownership of each structure.⁸¹ This was a physical demonstration of a controversial collaboration between wool selling companies that was, at the time, sometimes described as a cartel.⁸² Stuart Bros. Ltd was once again asked to design and build all three wool stores,⁸³ which have long remained the most impressive buildings in the area. Each store would contain approximately 2,000 Imperial squares⁸⁴ of space, providing space enough for some 27,000 bales of wool. Lighting arrangements were similar to those of the Winchcombe, Carson building, with extensive fenestration by way of timber windows, together with sky lighting in the saw-toothed steel-trussed roofs.⁸⁵ Further refinements included the extensive use of reinforced concrete load bearing frames, steel columns and trusses to support the bonded asbestos-sheeted roofs, although timber was employed for floors and the columns and joists supporting them.

The first of the three imposing buildings, that of the NZLMA, was opened in 1942; this became known as the No. 1 Joint Store.⁸⁶ Wartime and post-war materials, labour shortages, and the need to divert the drainage culvert running through the AML&F site and Council's subsequent insistence that the footprint of the building be moved back from the street boundary⁸⁷ prevented the completion of the other two buildings, those of Dalgety and Company and the AML&F, before 1956⁸⁸, although their commencement was announced in August 1954:

Two new wool stores, the most modern of their kind, will be built shortly for Dalgety and Co. Ltd. and the Australian Mercantile Land and Finance Co. Ltd. There was a record clearance of 260,249 bales in Newcastle last year.⁸⁹

By this time the Korean War and its subsequent economic effects had greatly stimulated the industry; new storage space was also needed because of the demolition for harbour purposes the C.M. Bentley stores near the waterfront, in addition to the NENCO facility earlier mentioned.⁹⁰ Annie Street, originally a narrow residential street forming part of the village of Linwood, had to be substantially widened to cope with the motor lorries by which the wool was transported from to and from the goods yard and the port.⁹¹ The imposing nature of the three buildings soon became colloquially known as 'Wool Row'. These joined those serving other firms, such as the Country Producers' Selling Company Ltd that had leased two stores at nearby Carrington.⁹²

⁸⁰ 'Sister Buildings in Wool Row', Newcastle Morning Herald, 17 November 1956.

⁸¹ Singleton Argus, 20 August 1954.

⁸² See David Merrett and Simon Ville, 'Markets, Trade Associations and Cartels: Centralised Wool Sales in Australia Before 1939'. www.apebhconference.files.wordpress.com/2009/08; see also John Bailey, A Hundred Years of Pastoral Banking: a History of the Australian Mercantile Land & Finance Company, 1863 – 1963. Oxford: Clarendon Press, 1966.

⁸³ Newcastle Morning Herald, 17 November 1956.

⁸⁴ 10 feet x 10 feet.

⁸⁵ Newcastle Morning Herald, 17 November 1956.

⁸⁶ Singleton Argus, 20 August 1954.

⁸⁷ Information supplied by the late Mr Clifford Jenkins, a long-term employee at Wickham.

⁸⁸ Singleton Argus, 20 August 1954.

⁸⁹ Sydney Morning Herald, 20 August 1954.

⁹⁰ Sydney Morning Herald, 9 December 1950.

⁹¹ Newcastle Morning Herald, 17 November 1956.

⁹² Newcastle Morning Herald, 11 September 1957.



Figure 6. Widening Annie Street, November 1956. From right: the NZLMA building of 1942; the Dalgety and Co. building, almost completed; and the AML&F building under construction. *Newcastle Morning Herald*



Figure 7. The AML&F building from Milford Street, November 1956. Close examination of the photograph reveals details of construction methods and the use of materials. *Newcastle Morning Herald*



Figure 8. A south-eastern perspective of Wool Row from the corner of Milford Street and The Avenue, November 1956. From left to right: the NZLMA building; the Dalgety and Company building; and the AML&F building. The roof of the older NZLMA building has faded over time. *Newcastle Morning Herald*

2.12.1 Post-War Developments

The post-war period brought new challenges for the people of Wickham. The unexpected collapse of part of the northern parapet of the Criterion Hotel provided evidence that even commercial premises were not being properly maintained.⁹³ During this time a small number of weatherboard cottages were built around the suburb as residents struggled to upgrade domestic standards. The Northumberland County Council, formed in 1948, sought through its Planning Scheme a physical separation of land uses: inner suburbs were to be used for commercial, maritime and industrial purposes; their residents were to be encouraged to move to new, clean but car dependent outer suburbs.⁹⁴ The scheme became effective in 1960.⁹⁵ That portion of Wickham lying south of the railway was zoned for commercial pursuits, while the northern section was zoned for light industry. While this transition was never completed, residential occupation in the southern area went into a decline from which it has never recovered. The northern portion, where the majority of people had lived, was blighted by noisy and polluting light industry for which parking and amenities were not provided. Families lived cheek by jowl with panel beating works, scrap receiving depots and even chemical manufacturers.⁹⁶ A new oil bunkering facility for motor ships was provided at Throsby Basin in 1957, bringing more pollution and danger.⁹⁷

In 1960 the AML&F wool store was bought by Elder Smith and Company Ltd, which later became Elder Smith Goldsborough Mort Ltd, which as Elders IXL took over AML&F from

⁹³ Ibid, 9 August 1948.

⁹⁴ Peter Newman, Wickham Urban Village: A Concept and Strategy Study. Newcastle: Newcastle City Council for Building Better Cities Program, 1995, p.9.

⁹⁵ Northumberland County District Planning Scheme Ordinance 1960 (NSW).

⁹⁶ Ibid, p.9.

⁹⁷ Australian Coal, Steel, Shipping and 'The Harbour', 1 January 1958.

Woodhall Trust plc (UK) in 1982.⁹⁸ In September 1961, Dalgety and Company was delisted from the Stock Exchange; two months later it merged with the NZLMA to form the Dalgety and New Zealand Loan Ltd.⁹⁹ The new company thereby acquired ownership of two of the three Annie Street wool stores.

In 1964 the Northumberland County District Planning Scheme was abolished by the State government, control being assumed by the Sydney-based State Planning Authority. This brought no relief for local residents. The thousands of workers who had once used bicycles, public transport or their own locomotion to move between their inner-city homes and 'The Industries' at Port Waratah and Mayfield now needed motor cars to convey them to and from the newer suburbs. The streets around the Bank Corner, designed for pedestrians, sulkies and trams, had now to accommodate thousands of motor vehicles. Wickham, like Mayfield, would become a place to be avoided at change of shift. An 'Industrial Drive', locally called the Industrial Highway, was built between these two suburbs. While it was comparatively easy to build multiple carriageways over Crown land, extensive resumptions were needed in Wickham.¹⁰⁰ The sharply-angled Bank Corner and the Hannell Street level crossing were major obstacles to motor traffic, including the semi-trailers that were increasingly replacing goods trains.

Newcastle City Council, which had two decades earlier absorbed the suburban municipalities, announced in 1968 that a very large multi-lane railway overbridge would be built to connect Stewart Avenue with Hannell Street. This would bypass the Bank Corner, but would necessitate resumption of dozens of homes and commercial premises such as the Criterion Hotel. Bishopsgate Street and Station Street would have to be widened to allow traffic to flow on and off the bridge.¹⁰¹ Many of these resumptions took quick effect. The terraces of Station Street were cleared by the late 1970s, leaving vacant land on which rubbish was often dumped. Much of the eastern end of Bishopsgate Street was similarly treated.



Figure 9. The NZLMA wool store in late 1961. Not the stylised lettering over the decorative pediment. Dalgety's building is just visible at extreme left. *Newcastle Sun*

⁹⁸ Guide to Australian Business Records, 'Australian Mercantile Land and Finance Co. Ltd, www.gabr.net.au

⁹⁹ Guide to Australian Business Records, 'Dalgety Australia Ltd', www.gabr.net.au

¹⁰⁰ Sam Laybutt, Highway to the Industries: A History of Industrial Drive (2nd ed.), ozroads.com.au/nsw 2011, pp. 2-7.

¹⁰¹ Peter Newman, Wickham Urban Village, p.29.

2.13 A Blighted Suburb

In 1976, an election year, James Clough, Minister for Youth, Ethnic and Community Affairs, announced that a Youth Club was to be provided at Wickham. This was a rare concession to the continuing needs of the local population. The Minister stated that

Unfortunately, in the past, the Wickham area has been marked by a high incident [sic] of delinquency, pre-marital pregnancy and youth unemployment.¹⁰²

Clough, however, soon lost office; the Youth Centre was never built, and the demolitions continued. St James Church, a century old, was demolished for warehousing in 1973. Shops and houses adjoining the Criterion Hotel were cleared by the mid-1970s. The hotel itself, the many bedrooms of which had long been home to the elderly and unemployed, was purchased by Council in 1980 for \$48 000, costs being met by the Department of Main Roads.¹⁰³ It was demolished in or about 1988. Closure of the Criterion Hotel had encouraged an extension of hours at The Albion Hotel, which came under the influence of the Waterside Workers' Federation and the Seamen's Union.¹⁰⁴ Some houses in Dangar Street and Charles Street survived until 1999, but most had disappeared a decade earlier. Twenty years of resumptions destroyed local confidence that Wickham would ever again be anything but a noisome slum, the housing stock of which would eventually completely disappear.

2.14 Further decline

Public facilities were not immune to the effects of demographic change. Wickham Girls' High School, into which the Superior School had evolved, closed in 1976 in favour of the new Waratah High School. The Infants Department of the public school, a victim of falling enrolments, vacated its building in favour of the 1906 Primary building across the road. By 1978 only 120 pupils were enrolled at Wickham.¹⁰⁵ The Newcastle School for Autistic Children was opened in the 1906 building, providing accommodation for pupils whose behaviour was characterised as "bizarre" or "offensive".¹⁰⁶ A marginalised suburb seemed an ideal location for marginalised students. State government funding for the project was, however, soon cut, but the school somehow survived until the 1989 Earthquake.¹⁰⁷ The Infants' building was given over to community groups, but in 1980 a mysterious fire forced them to move elsewhere.¹⁰⁸ In 1984 the building was leased to the Awabakal Newcastle Aboriginal Co-operative,¹⁰⁹ and was later the subject of a successful land claim by the Awabakal Local Aboriginal Land Council.

Bales of wool for many years continued to be transported by truck from all three Annie Street wool stores for dumping elsewhere. Containerisation led to the gradual movement of local wool handling from the rail-served sheds of Lee Wharf to new facilities at No. 4 Western Basin, Carrington.¹¹⁰ By the mid-1980s this was performed at the nearby sheds of Newcastle Cargo Services Pty Ltd.

¹⁰² Newcastle Morning Herald, 'Wickham to get Youth Centre', n.d., 1976.

¹⁰³ Newcastle Morning Herald, 7 May 1980.

¹⁰⁴ Ibid, 3 May 1986.

¹⁰⁵ Ibid, 21 September 1978.

¹⁰⁶ Ibid, 10 February 1979.

¹⁰⁷ Newcastle Herald, 22 August 1983.

¹⁰⁸ Ibid, 19 December 1978.

¹⁰⁹ Aboriginal Newsletter NSW, March 1984.

¹¹⁰ 'Clippers', pp. 14-17.

Wickham by this time was popularly held to be a bastion of poor quality, low-cost housing, an unsightly relic of the past that symbolised urban decline.¹¹¹ Newcastle planning maps as recent as 1987 reveal residential areas shared boundaries with heavy industry and 'Port Related Uses'¹¹². Yet increasing interest in inner cities, as symbolised by the transformation of Fremantle in Western Australia during the 1980s, was to bring great change.

2.15 Earthquake and renewal

The 1989 Earthquake damaged many buildings in Wickham, including the prominent school buildings. It served, however, as something of a change agent in attracting public attention to Wickham's plight. Wickham in 1900 had boasted some 7,000 residents; by the late 1980s it had around 600.¹¹³

The Honeysuckle Development Corporation, now renamed the Hunter Development Corporation, was established in 1992 to coordinate redevelopment of Crown land in and around Civic Railway Workshops, Lee Wharf, Carrington and Wickham. Funded by the Commonwealth government's Building Better Cities Unit, the body coordinated the development of medium density housing as well as road improvements and rehabilitation of Throsby Creek. Throsby Basin, from which the tanker and bunkering facilities were removed,¹¹⁴ was rehabilitated to host a yacht club as well as the commercial fishing fleet.

The Wickham Urban Village concept, formulated in 1995, involved a reorientation away from road schemes and light industry in favour of medium density residential development within an atmosphere friendly to pedestrians. The overpass scheme, preparations for which had so affected the area, was to be abandoned. Hannell Street was still to be diverted away from the Bank Corner and the existing Hannell Street level crossing, but the new crossing was to be at grade.¹¹⁵ These proposals were accepted, probably because of the potential savings to the Sydney government, together with abortive plans to close the Newcastle railway to allow development of its corridor. The Hannell Street road works were completed in December 2000.

Adjacent to the Wool Row buildings, a new road reserve, an extension of 'The Avenue' residential street was cut through the site of a former petroleum depot and established a direct link from Islington Park to Hannell Street. The former substantial petrochemical storage site was subdivided into smaller light industrial lots which were quickly populated with tilt-up concrete office / warehouse buildings.

Beside Hannell Street, what had been a relentless row of port storage warehouses was progressively demolished to make way for the medium density residential use envisaged in the Wickham Urban Village concept. Lanes and walkways with names drawn from the historical uses of the precinct enabled new residents unparalleled access to the previously inaccessible waterfront. The new image of living in Wickham was far from the stigma that had dominated a decade earlier.

State government and corporate policy, had long been directed toward the centralisation of wool exports at the Yennora Wool Centre and Port Botany.¹¹⁶ The gradual decline of wool production and the formation by Elders Ltd of Australian Wool Handlers Pty Ltd, together with doubt over the future of wool sales and exports in Newcastle, led Elders Ltd (formerly Elders

¹¹¹ Joanne Hanley, *The Honeysuckle Redevelopment: Experiences of Place and Belonging in the Inner Newcastle Neighbourhood of Wickham*. University of Newcastle: Unpublished BA (Communications Studies) (Hons) Thesis, 1996, pp. 49-57.

¹¹² Newcastle Local Environmental Plan, 1987 Zoning Map sheet no. 457

¹¹³ Joanne Hanley, *The Honeysuckle Redevelopment: Experiences of Place and Belonging in the Inner Newcastle Neighbourhood of Wickham*. University of Newcastle: Unpublished BA (Communications Studies) (Hons) Thesis, 1996, p.1.

¹¹⁴ Newcastle Herald, 20 November 1989.

¹¹⁵ Peter Newman, *Wickham Urban Village*, pp.2-3.

¹¹⁶ Parliament of New South Wales, Hansard, Questions Without Notice, Hon. R.D. Dyer MP, 24 October 1996.

IXL) to sell its wool store in 1997. Elders continued to lease part of the former AML&F building for wool storage until, in August 2002, Australian Wool Handlers opened a consolidated wool storage, testing, sampling and auction facility adjacent to Throsby Creek in Hannell Street, Wickham. Elders Premier Wool, Wesfarmers Landmark and Shute Bell Badgery Lumbly all moved their activities to the new site.¹¹⁷ This facility, too, has since been closed in favour of a new site at Rutherford.

While the Urban Village concept has been modified over time,¹¹⁸ Wickham is increasingly popular as a residential locality. This is in no small part due to Newcastle City Council planning policies such as the gazettal of the Wickham Redevelopment Area, in addition to continuing urban renewal projects managed by the Hunter Development Corporation.¹¹⁹ In 2001 the residential population was only 647; in 2006 it had increased to 893, and then continued to grow until in 2011 it reached 952 persons. Demographics, too, are changing, with the movement of young single people and families into the area.¹²⁰ These factors continue to support changes of use of commercial premises to take advantage of the requirements of inner-city residents.

2.16 Conclusion

The history of Wickham bears many similarities to that of other inner city suburbs. The morphology of a small village into an important municipality, followed by a long period of decline before urban renewal, is a theme familiar in both an Australian and an international context. Planning authorities have acknowledged the need for infill development to define the urban edge in the context of inner city areas such as Wickham while achieving a high level of streetscape values. This will further encourage recognition of the advantages of the inner city within the parameters of local constraints and opportunities.

The Annie Street wool stores, three substantial buildings with similar design characteristics, symbolise these changes. While Wickham has always been characterised by a varying mixture of industrial and residential land use, the stores of Wool Row are survivors of the long period in which wool-related commerce was prominent. The relative decline of wool production, in addition to the forces of centralisation by which Newcastle has long been affected, has now led the industry to substantially reduce its presence in Wickham. It is indeed fortunate that the Annie Street wool stores are suitable for adaptive re-use within an increasingly popular inner-city locale.

¹¹⁷ The Land, 15 August 2002.

¹¹⁸ Newcastle City Council, Wickham Development Control Plan 2007.

¹¹⁹ John Turner, 'Honeysuckle Historical Study', January 1994, p.18; Newcastle Local Environmental Plan 2012, Clause 7.8.

¹²⁰ Australian Bureau of Statistics, www.censusdata.abs.gov.au

3. PHYSICAL CONDITION AND CONTEXT

3.1 THE SITE

The site is bounded by Annie Street, Wickham, to the south; Milford Street, Islington, to the west; The Avenue, Islington, to the north, and the Caltex oil terminal to the east. The AML&F building at 57 Annie Street straddles the suburban boundary between Wickham and Islington.

Each building contains an area of approximately 17,740m². The entire site has an area of 31,277m².

3.2 THE BUILDINGS

The three four-storeyed buildings, known as the AML&F building, the Dalgety's building, and the NZLMA building, are all former wool stores built between 1942 and 1956. All three conform to an almost identical internal and external design, the main differences being the deliberate variation in the stylistic treatment of facade treatments above and around the main pedestrian entrances addressing Annie Street. The buildings have massive load-bearing frames of reinforced concrete engaged with their facades; in some places the reinforcing is corroding and exploding the concrete. The frames support cement mortared stretcher bond brick walls. Windows are timber framed and double hung with additional ventilation provided by regularly placed timber vents. Internal floors are of timber, massively supported by hardwood timber columns supporting similarly timbered joists extending to concrete-encased corbelled steel columns. The third floors feature steel columns supporting a saw-toothed roof composed of steel trusses and sheeted in bonded asbestos.

The buildings are located within the established Wickham industrial precinct; they include storage areas totalling approximately 53,000m² with street frontage to Annie and Milford Streets, together with approximately 9,200m² of vacant land north of the Woolstores, currently used for minor stockpiling and storage.

The Dalgety and Co. building has retrofitted internal ramp access, allowing the movement of wool bales by modern methods, hence its suitability for a continuing wool-related role.

All three buildings originally featured treatments identifying their corporate owners. 57 Annie Street, the westernmost structure, includes the large and bold letters 'A.M.L. & F.' above its stepped entrance. The parapet signage of the NZLMA store, which originally featured the 1930s-styled letters 'NZL', has been removed. The Dalgety and Company building has long since lost its above-pediment signage, which originally read 'Dalgetys', together with the later, larger and more modern signage backed by concrete render, although weathering of brickwork has allowed the pattern of the lettering to remain. The passenger lift motor rooms are visible above all three facade parapets, a utilitarian and original but not aesthetically pleasing feature.

3.3 CURRENT USE

In recent years the NZLMA store has been leased to Associated Wools Newcastle, Newcastle Auctions, Normans Superior Auctions, Wickham Self Storage and Asset Storage Solutions. The Dalgety's store has been leased to Shute Bell Badgery Lumley and Australian Wool Network for wool storage and sales, and has also been used as serviced offices, artists' space and self-storage. The AML&F building has been leased to Hynthom Pty Ltd (House and Garden Warehouse), Newcastle Auctions and Kruse Clothing, and has also been used for artists' space and self-storage. Parts of the hard stand area were leased by Rapid Metal Developments (Australia) Pty. Ltd. and R & R Steel Fabrications Pty. Ltd. Parts of the eastern hard stand, galvanised iron shed and unimproved area within Lot 3 have been leased a storage and workshop space.

As at 2020, parts of the NZLMA and Dalgety buildings are used for office space and also for self storage. The NZLMA building is still partially used by Associated Wools Newcastle. The AML&F building is currently vacant due mainly to its installed fire sprinkler system being inadequate to meet current requirements for storage uses.

3.4 BUILDING LAYOUT

As mentioned above, the three buildings are almost identical in internal and external design. Their layouts are typically as follows

Level 1 (Ground Floors)

Entry to the buildings on this level is via the foyer entries addressing Annie Street, and by the loading docks and ramps that can be accessed from Milford Street and Annie Street. Each building has the following features on this level:

- Approximately 4,435 square meters of warehouse office.
- Two offices.
- Individual air conditioning to some offices.
- A passenger lift, goods lift and staircase providing access to upper floors.
- Loading bays, inclined ramps and roller shutters.
- Ceiling heights of approximately 3.1 m.
- Fluorescent lighting in some sections.
- Separate amenities.
- Formal entry foyer.



Figure 10: Ground Level of AML&F Woolstore, note partitioning for storage units.

Level 2

For each building, this level comprises a large warehouse area and amenities providing a total floor space of approximately 4, 435 m². Additional features include:

- Level 2 is reached via passenger lift, goods lift and staircases.
- Height clearance of approximately 3.1 metres.
- Prominent heavy duty supporting timber columns.
- Amenities include urinals, hand basin and low down suites, ladies toilet and separate low down basins.
- Fluorescent lighting in some sections.

Level 3

This level comprises of office and warehouses with additional features of a kitchen and separate lunchroom totalling 4,435 square metres. The AML&F building has a large function room adjacent to the kitchen to which the signage declares 'Wool Buyers Only'. This level also includes:

- Vinyl and carpet floor covering in office.
- Kitchen with sink, stove and cupboard space.
- Amenities include tiles shower, urinals, hand basins and low down suites and hand basins.
- Warehouse contains numerous heavy duty supporting timber columns.
- Level 3 access via a passenger lift, goods lift and staircases.
- 3.1 metre height clearance.



Figure 11: Typical Level 2 and 3 of AML&F Woolstore



Figure 12: Typical Level 2 and 3 of AML&F Woolstore

Level 4

This level comprises a clear span warehouse space and showroom with good natural lighting sunlight; there is a total space of approximately 4,435 m². Additional features include:

- 4.3 metre height clearance.
- Level 4 is accessed via passenger lift, goods lift and staircases.



Figure 13: Typical Level 4 of AML&F Woolstore looking South with sky visible through the south lights. Abundant natural light is provided to the entire floor plate whilst avoiding direct sunlight. Note beside the south light glazing, the vertical and diagonal members of the trusses which support the sawtooth roof.



Figure 14: Typical Level 4 of AML&F Woolstore facing north.

3.5 SURROUNDING CONTEXT

Milford Street

After Annie Street, to which all the buildings direct their main entrances, Milford Street is the next most prominent streetscape to which the buildings present. Milford Street runs north – south in direction and forms the western boundary of the subject site.

Milford Street is notable for containing large Woolstore buildings to either side of it and established street trees on both verges. On the western side of Milford Street is the former Winchcombe Carson Woolstore which has already been successfully adaptively reused to create residential apartments. The zoning of the land on which the Winchcombe Carson building is located is now zoned R3 Medium Density Residential similar to the residential streets of Islington to the west.

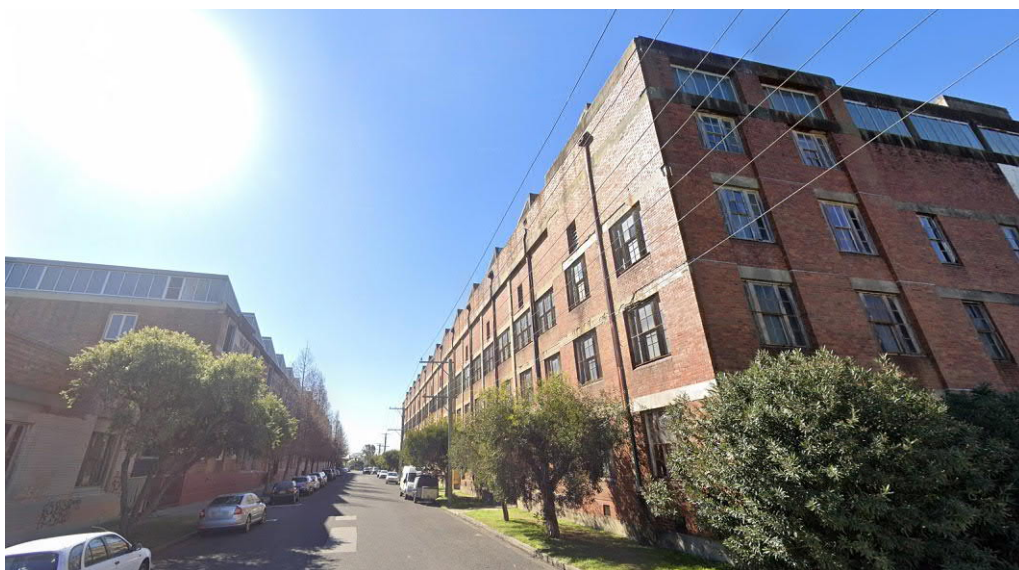


Figure 15: Milford Street looking north. Note the streetscape of brick facades and street trees. Source Google Streetview captured August 2019

Bitumen Driveway Between AML&F and Dalgety's buildings.

The space between these two buildings has been surfaced in bitumen and previously provided vehicular access to the ground level of the building. Roller shutters opened to Loading / Unloading bays located near the base of the wool drop chutes. The bitumen surface and large openings remain at the ground level.

Overhead, a wool bale chute and covered walkway link the AML&F wool store at left with the Dalgety wool store at right. An overhead water pipe is also evident. The obvious connections between these buildings show the previous interdependency of the operations. Awnings covering the loading dock openings are also attached to the building facades.

Due to the industrial former use of the building and expectation for truck movements to and from the buildings, large metal palisade gates, a boom gate and a chain-link fence currently prevent access onto the site from Annie Street.



Figure 16: Driveway between AML&F and Dalgety looking north. Overhead walkway (horizontal) and wool chute (diagonal) are apparent. There is a horizontal water pipe between the two buildings just visible near the north end.

Bitumen Driveway between Dalgety and NZLMA Building

The space between these two buildings has been surfaced in bitumen and previously provided vehicular access to the ground level of the building. Roller shutters opened to Loading / Unloading bays located near the base of the wool drop chutes. There still exists an entrance to reach the office of the self storage facility within the Dalgety building. The bitumen surface and large openings remain at the ground level.

Overhead, three horizontal walkways (one at each upper level) and two diagonal wool chutes connect the two buildings. Fewer awnings exist within this driveway.

Due to the industrial former use of the building and expectation for truck movements to and from the buildings, large metal palisade gates, a boom gate and a chain-link fence currently prevent access onto the site from Annie Street.



Figure 17: Driveway between the Dalgety to left and NZLMA to right buildings looking north. The multiple building connections are apparent. The entry to the current Self Storage Facility Office occurs partway along on the left. Source Google Streetview captured August 2019

Bitumen Driveway east of NZLMA building

The easternmost driveway of the site is also finished in bitumen with an area of approximately 886m². It is different from the other driveways in that it is devoid of cantilevered awnings, suspended walkways and chutes. The eastern facade of the NZLMA building is exposed and visible from Annie Street from a distance of approximately 40 metres away. The southeast corner of the NZLMA building is visible however all the way from Hannell Street.



Figure 18: Driveway east of the NZLMA building looking north. Note absence of attachments to facade.

East of the bitumen driveway but south of the former shed location (described below) is a grassed yard area approximately 30x45m which is used for informal parking of shipping containers, some wheeled vehicles and a number of boats on trailers.

Along the southern boundary, a pair of chain-link gates and a chain linked fence all topped with three strands of barbed wire secure the Annie Street frontage and prevent entry into the site. On the eastern boundary of the grassed yard a row of three large eucalypts shield views to the tilt-up concrete industrial building located on the adjacent allotment.



Figure 19: The Yard east of the NZLMA building which contains informal parking space. Source Google Streetview captured August 2019

Location of former shed building

Permission was granted on the by the City of Newcastle to remove a large shed building along the eastern boundary of the site. (DA2019/01157 – Determined 30th January 2020). Similar to two of the Woolstores, this shed had been purposed for Self-Storage. The former shed, a single storey saw-tooth roofed structure clad in corrugated bonded asbestos, was removed after consent was granted. A wide concrete slab with upturned kerbs around the edges which was the former floor slab of the shed building remains insitu in this location. A concrete wall on the boundary separates this portion of the site from the Caltex depot on the adjacent site.



Figure 20: The former shed on the right of the image has now been demolished. The image is looking east toward the Caltex site adjacent.



Figure 21: Looking north from the rear of the NZLMA building toward the Caltex site adjacent.



Figure 22: Looking northwest from the rear of the NZLMA building. The extent of the bitumen apron is apparent. The Caltex site adjacent continues beyond.

Yard Area north of buildings

Located at the rear of the AML&F and Dalgety's buildings is a yard area of approximately 3718m², comprising two tenancy areas with frontage to Milford Street and The Avenue. Three iron-clad sheds stand upon this land along with shipping containers and piles of industrial goods. Three laybacks provide vehicular access between Milford Street and the yard area as well as one layback to The Avenue on the north of the yard. Chain-wire fences currently exist along the boundaries of this yard.



Figure 23: Looking east from Milford Street across the subject site north of the three buildings.



Figure 24: Looking northeast across the yard from Milford Street. The yard is currently used for storage.



Figure 25: Looking northeast across the yard from slightly further north on Milford Street. The yard is currently used for storage. Other laybacks currently provide additional access points into the site.



Figure 26: Looking southeast across the yard site toward the AML&F building.

The Avenue

The Avenue is the next street to the north of the site and forms the northern edge of the Yard site. It is bounded typically by buildings of industrial usage though west of the site is a residential street befitting of its name. Near the site The Avenue has a wide grass verge and substantial width of carriageway which improve the outlook of the adjacent properties.



Figure 27: Looking east along The Avenue from the northwest corner of the site.



Figure 28: Looking south from The Avenue to the north facade of the AML&F building. Due to the low scale of the sheds and storage on the land, the northerly aspect for all three Woolstore buildings is left open to solar access.



Figure 29: Looking Southeast from The Avenue to the north facades of the Woolstore buildings. Due to the low scale of the sheds and storage on the land, the northerly aspect for all three Woolstore buildings is left open to solar access.



Figure 30: Looking southwest from the corner of The Avenue and Portside Cres.

Caltex site adjacent

Bounding the subject site on the east and the north is a large industrial site owned by Caltex. While it does not affect the heritage fabric of the subject site, designing to provide protective fences and infrastructure between the sites has the potential to impact views to the heritage items. Due to the nature of the use of the Caltex Site this outcome is somewhat inevitable for the successful adaptive reuse of the Woolstores site.



Figure 31: looking northeast from the rear of the NZLMA building toward the Caltex site.



Figure 32: Looking north from the rear of the NZLMA building to the Caltex site beyond.

Wickham

Wickham has long been a sought after business area due to its proximity to the city and port facilities. Wickham is an established industrial and residential area of Newcastle, located approximately 3kms from Newcastle CBD. Port facilities and Newcastle Harbour waterfront are located close by. The character of the area is best described as mixed. The southern side of Annie Street is predominantly residential, while its northern side is industrial. The Newcastle Cruising Yacht Club, marina and Fishermen's Co-operative are situated some distance to the east, as are modern waterfront residential complexes.

Nearby Hannell Street, now a dual-carriageway arterial road, links the site with the Industrial Highway and access roads to Newcastle CBD. Wickham railway station is situated to the south.

The southern part of Wickham is currently identified for Urban Renewal fuelled by the introduction of the Newcastle Interchange and the relocation of the City CBD toward Stewart Avenue. The Wickham Master Plan planning document was published by the City of Newcastle in 2017. The area it covers does not extend as far north as Annie Street however the influence of the Master Plan and the successful reuse of the Winchcombe Carson building provide strong evidence for the development of the subject site.

4. PHYSICAL ASSESSMENT OF FABRIC

4.1.1 FLOORS

Timber flooring is used throughout the buildings and the bare boards form the finished surface in nearly all areas; the only exceptions being amenities areas, offices and the foyers. The timber boards are generally sound though extensively worn through use. There are localised areas of more severe damage or distortion through wear or impact or moisture. Water staining is visible on the underside of many sections of the floor and especially evident on the ground level. The incidence of borer or termite damage is very minor. Gaps between the floorboards and other building elements e.g. columns or external walls occur in many locations. Some in the Northeast corner in each building have been closed with expanding foam, many gaps remain open and daylight beyond is visible through them.

The Southwest corner of the AML&F building on all but the upper floor contains toilets and amenities on a concrete slab floor. The other buildings are similar though the exact position varies. The sewer plumbing penetrates these slabs on those levels with what appears to be cast iron plumbing pipes and fittings. Smaller toilet and amenity areas with concrete floors occur approximately halfway along the AML&F building on the East side of levels 1, 2 and 3. The concrete slabs and penetrations appear to be in sound condition. Position of the amenities in each building is identifiable by the smaller bathroom style windows exposed on the facade.



Figure 33: Ground Floor at Northern end of AML&F building shows uneven gaps, some cupping and warping from wear. Other areas have had sections cut out and replaced.

4.1.2 INTERNAL TIMBER STRUCTURE

The internal timber structure consists of adze finished heavy hardwood columns which rise storey by storey from the ground to the underside of Level 4. The columns appear to be in good condition with very few showing splits in the grain. Most have been paint finished, though have not been refinished in a long time and the paint is worn especially on the corners of typical columns. The Draft Structural Condition Report notes that some columns have been replaced with new timber which is recognisable by its saw-finished surface rather than adze-finished. Connected to these columns are adze finished hardwood bearers which run east to west across the width of the building in single spans between the columns and are bracketed to each column on a bracket made from a length of Steel Universal Beam. At the external walls, the concrete columns engaged into the facade have cast-in corbels upon which the internal timber

bearers rest and are bolt fixed. The bearers are also typically in good condition. The Draft Structural Condition Report notes that some have been replaced at some stage and can be identified by their saw finished surface, not adze finished.

Above the level of the bearers are the joists which run north south along the length of the building spanning between bearers. Herringbone blocking at the mid span of the joists prevents twisting of the joists under load. The joists and blocking appear to be in sound condition throughout though some evidence of water ingress and staining is evident at many locations around the building.



Figure 34: Bearer sitting on concrete corbel at external facade, paint finish deteriorated. Joists and herringbone blocking visible above left.



Figure 35: Floor joists (intersecting with an internal wall) water staining is visible on the floorboards and has extended to the joists also.

4.1.3 EXPOSED CONCRETE FRAME

All three buildings are currently in a poor external condition. Reinforcing steel has corroded after the intrusion of salt, a hazard of the proximity of the harbour and Throsby Creek. This has caused some sections of concrete to explode and some brickwork to become displaced. This is particularly evident in so far as the AML&F building is concerned, as it alone continues to exhibit an unpainted concrete frame. The amount of spalling varies throughout the exterior of the building as some columns or beams appear mostly intact with cracking or spalling only along the bottom edge while other elements display multiple square metres of surface have sheared away and exposed the reinforcing underneath. The exposed concrete frame of the building provides a good deal of the structure to the envelope of the building allowing the brickwork to act as infill only. The Dalgety and NZLMA building both display sections of the concrete frame which have been repaired previously and the structure then painted.



Figure 36: Some of the worst visible damage to the existing concrete structure, spalling on the West side of the AML&F building.

4.1.4 EXTERNAL BRICK WALLS

Built between 1941 and 1956, the buildings features some typical design elements of the Inter War Free Classical style, with some classical revival details being incorporated in association

with the formal Annie Street public entrances. This detail is executed almost solely within the brickwork of the facades. These are varied so as to provide each building with an individual identity. The NZLMA building, in particular, is differentiated by Georgian Revival elements, particularly in the use of a fan light reflecting a dominant arched entrance surmounted by a faux keystone in gauged and rendered brickwork. The Dalgety and Company and NZLMA buildings feature examples of simple but symmetrical entablature, which the AML&F wool store seems always to have lacked. Even though the remainder of the buildings lack formal decorative features, the use of bays and pilasters breaks up the massing of the external walls, which must otherwise have been severely plain in contrast with the Annie Street facades with their break fronts and prominent pilasters. The continuation of facade brickwork to bookend the Annie Street roof skylights is a distinct adaptation of the earlier Federation Warehouse style. The painting of the decorative entrances not only identifies them to the public but enhances the classical elements. The general treatment of the Annie Street facades does much to overshadow the earlier warehouse of corporate rival Winchcombe, Carson. This is not likely to have been accidental.

Dominant Inter War features include a repetitive vertical fenestration with window sashes treated with horizontal glazing bars. Each façade is broken up by a horizontal string course which is created by the concrete floor beams and regularly placed bookend features consisting of two slightly recessed bays.

All three buildings were originally identified by the inclusion of corporate identities below the Annie Street parapets, underlined by decorative friezes to which the eye was drawn along the vertical facade axes. These friezes are individually varied. Only the A.M.L & F retains this identification in large raised lettering, although their effect and that of the facade treatment in general, has been rather spoiled by the painting of the surrounding brickwork.

The condition of the brickwork is generally good. The Draft Structural Condition Report noted the following:

The bricks appear to be uniform, well fired, durable, dry pressed bricks with little sign of degradation.

The mortar appears to be a cementitious mortar (rather than a pure lime mortar) in good condition with joints filled and pointed and little mortar loss.

There are areas of brick joint cracking associated with differential in-plane movement in the external walls. Crack width is generally small (less than 2mm). It appears likely that the movement is settlement related.

There are also areas of vertical brick cracking near the building corners which may have a brick growth component or may be the result of impact damage. These appear to be relatively minor.

The cavities were not inspected. Bearing in mind the condition of adjacent concrete and the proximity to the harbour, there is the potential for cavity ties to have corroded and this should be checked. Installation of remedial cavity ties is a relatively straightforward process if necessary, although maybe a little more complicated if there are wide cavities at the upper floor.¹²¹

¹²¹ Mott MacDonald, Wickham Woolstores DA Report Structural Engineering, pp3-4



Figure 37: Annie Street Facade of AML&F building displaying detail of pilasters, cornices and friezes. Also visible is rust staining which washes down from the protective screens over the windows.



Figure 38: Annie Street Facade of Dalgety building displaying detail of quoining, cornices and friezes. A clear outline of the Dalgetys wording is still apparent on the rendered upper facade.



Figure 39: Annie Street Facade of NZLMA building displaying detail of pilasters, cornices dentils and friezes. Applied spandrel panels between the windows either side of the central door and the terracotta tiles over the entrance are unique to this building. There is a shadow of former NZL signage at the top of the building above the tiles.

4.1.5 WINDOWS

Windows on the lower floors are typically double hung suites. On the north side and on level three of the stores, multiple double hung sashes are grouped together and stretch between the concrete external columns. On the South side, on the East and West sides of the first and second floors, and in the corners of the buildings single double hung windows are generally flanked by fixed panes of glazing. Beside these are brickwork jambs which infill between the concrete columns.

The fourth floor only has windows along the southern facade which allow a view over the residential area of Wickham, Wickham Park and towards the ridge at Merewether. The rest of the facades on the fourth floor are punctuated only by narrow panels of timber louvers for ventilation. Light on this level comes from the southlight glazing of the sawtooth roof above which provides even light levels throughout the expanse of the floor.

The timber window frames, originally painted have seen very little maintenance since that time. The paint has almost all flaked off and the timber underneath has greyed with age and exposure. Some windows show evidence of dry rot, particularly along sills though very few have holes exposed or are visibly coming apart.

The glazing on the other hand has seen more attention with most of the broken panes having been replaced or at least re-sealed though this has most often been executed with clear perspex or polycarbonate instead of glass. The windows of the Southern and Eastern facades of the AML&F building have nearly all been protected with cyclone wire screens. The wire in these screens shows various amounts of corrosion with the southern screens particularly allowing rust stains to wash down the facade above the main entrance door to the building.



Figure 40: Window layout of AML&F building showing wider windows with spandrels on North side and third floor with narrower windows on corners and lower floors. Timber louvre vents on fourth floor.



Figure 41: Western Facade of AML&F Building from Milford Street; note smashed windows, dry rot to sills, and rusted downpipes.

4.1.6 DOORS

There are very few doors within the building except around the foyers and offices on the Southern side of the buildings. These are typically in reasonable condition and vary in size and style, some having glazed panels and some having integrated signage upon them. Some doors have glazed lights above them, some of which open to let the corridor borrow light and ventilation from the rooms at the facade.

The primary entrance doors to the AML&F building are heavy timber sliding doors which have a deadlock catch. They appear to be sagging somewhat on the runners and form an uneven gap at the meeting stile of the two door leaves making locking and unlocking difficult.

The main entrance doors to the other buildings are of similar configuration and condition.



Figure 42: Main entrance (sliding) doors to AML&F building



Figure 43: Inside the Annie Street Entrance door of one of the Woolstores. Note the main doors slide into the wall either side of the doorway.

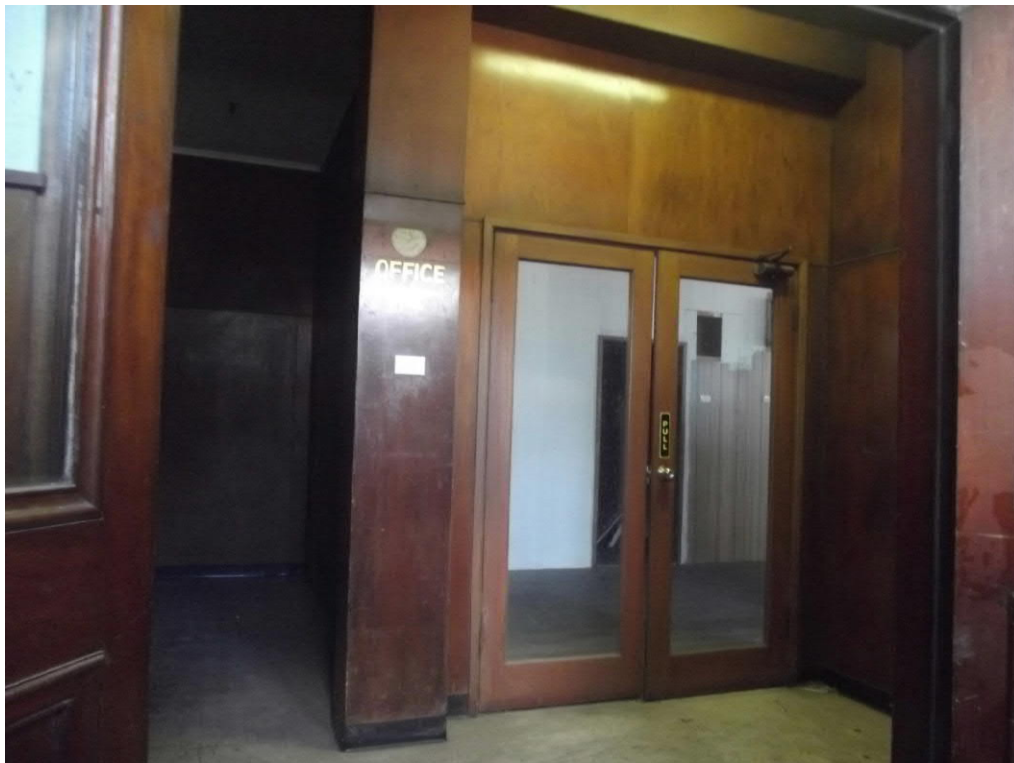


Figure 44: Internal doors to public and office areas are often finely finished with glazed Half-lites or Full-lites.

4.1.7 CEILINGS

There are very few ceilings within the building except in the foyers, offices and meeting rooms. These ceilings appear to have been fixed to the underside of the floor joists above and are in reasonable condition.

Most areas of the building leave the floor joists exposed above the working space. The underside of the floor boards above form what there is of a ceiling. In the amenities rooms, the painted underside of the floor slabs above form the ceiling. In some of the office spaces, otherwise exposed timber structures have been boxed in with battens and plywood panelling to form smooth crisp-edged elements within those spaces.



Figure 45: One of the rare ceilings in the AML&F building in the offices on the third floor. Ceiling appears to be lined with expressed jointed fibre cement. The Bearer and columns have been boxed in and lined with timber panelling.

4.1.8 SAWTOOTH ROOF

The saw-toothed roofs are made up of steel trusses with concealed wooden battens sheeted in corrugated bonded asbestos. The half gables are aligned from east to west to provide natural lighting via glass skylights while avoiding the full northern sun. The steel trusses span East to West across the building in line with the south-lights and are propped mid-span by a row on steel columns and trusses the shape of the sawtooth spanning North to South.

At the sill of each southlight window is a box gutter running East to West across the building and draining to rainwater heads on both sides. The AML&F and Dalgety and Company buildings have roof ventilators.

Most of the glazing to the south-lights remains intact. Some panels have been replaced with polycarbonate or other cladding. There is evidence of recent damage where towards the north of the building smashed glass lies across the floor. The framing for the glazing varies in condition with some parts of it still supporting and sealing the glazing while other parts are clearly corroded and are leaking.



Figure 46: Small section of Sawtooth roof demonstrating internal linings, mixed infill to glazing frames, water leak damage to ceiling (centre right) and existing fire sprinkler services.

4.1.9 DRAINAGE

Drainage from the sawtooth roofs of the three woolstores is collected in box gutters at the sill of each sawtooth. Each box gutter drains East and West to rainwater heads on the facades. The rainwater heads are drained down surface mounted pipes to the ground below. The three buildings have had varying amounts of work applied to the rainwater systems and the rainwater heads and downpipes of the Dalgety and NZLMA have been replaced at some stage.

The drainage from the AML&F building is in poor condition. Box gutters have been leaking and damaging the roof linings before leaking down to lower levels causing the water staining on the floorboards and joists. Some of the rainwater heads have been bent or displaced and aren't collecting the water effectively and contributing to further leakage into the building. Downpipes show rust and rust holes in various locations as well as physical damage constricting the flow of water through them all exacerbating leakage into the building. At the foot of the downpipes, some are offset to grooves in the plinth of the building which also constricts the disposal of water.

It is not known what condition the underground stormwater services are in. At every level, there appears to be weaknesses in the drainage system which will all require attention to regain the water-tightness of the AML&F building.



Figure 47: West facade of AML&F building showing rusted rainwater head and downpipe with offset and water staining on the concrete column caused by water escaping the downpipe.



Figure 48: Base of same downpipe showing physical damage to downpipe as well as offset and constriction all contributing to water staining on the column. Downpipe does not appear to be connected to underground services, discharging onto the ground adjacent to the building's footings.

4.1.10 INTERNAL ELEMENTS

There are many intriguing internal elements within the buildings which contribute to the understanding of the function of the building. They are located in many places from the working floors of the handling, grading and selling areas to the front end lobbies and public spaces. The items in the front of house spaces are generally in good condition while in the back-of-house spaces the elements display much evidence of hard use.

Internally, timber staircases and wool drop rails reflect the extensive use of timber columns and joists to support the massive hardwood flooring. The staircases providing access from the public entrances to the administration and amenities areas addressing Annie Street feature turned, formally-treated balustrades. The steps leading from the footpaths are of terrazzo; lobbies are panelled in a quietly formal manner and include patterned vinyl flooring, while internal lobby doors are similarly treated and feature large clear glass lights. The adjoining public lifts are utilitarian, with door finishing approximating to that of the surrounding panelling.



Figure 49: Main Entrance to the AML&F building, with timber panelling and vinyl floor covering. Note the terrazzo steps with integrated mat well.



Figure 50: Main Entrance Foyer of the AML&F building, with timber panelling and vinyl floor covering, passenger lift servicing upper floors.



Figure 51: Joinery items such as the timber panelled public phone booth provided for wool buyers punctuate the public spaces of the buildings.



Figure 52: beautiful timber hat and coat rails provided for clients on the third floor of the AML&F building.



Figure 53: Gold leaf signage appears in numerous places through the public areas of the building.



Figure 54: Kitchen on Level 3 of the AML&F Building sits between two dining rooms, the larger of which bears the signage 'Wool buyers only'



Figure 55: The large range in the kitchen of the AML&F building is connected to electrical power and has an equally large range hood above.



Figure 56: Amenities on ground floor of AML&F building display timber partitions and elevated cisterns. Level 3 amenities have terrazzo partitions which were likely to be an upgrade for the level that wool buyers would have frequented. Low level cisterns which extant on level 3 were probably installed in the 1980s.



Figure 57: Porcelain Urinals throughout are almost certainly original fitments.



Figure 58: Washbasins throughout are also expected to be original fitments.



Figure 59: In various locations exist electrical fittings and switchgear which date back to the earliest days of the building.



Figure 60: In the ground floor office of the AML&F building is a fully built-in safe.



Figure 61: Loading Docks sunken below the floor level and fronted by roller doors demonstrate how wool bales arrived at and left the buildings. Some examples have been fitted with ramps up to the floor level.



Figure 62: Trapdoors in the floor link between levels and to shafts demonstrate elements of the operation of the buildings.



Figure 63: Wool Drops link most levels and demonstrate the operation of the buildings. They are constructed of heavy timbers with thick steel hinges and catches.



Figure 64: On level 4 some Wool drops are distinguished by having winch mechanisms with painted casings.



Figure 65: Winch mechanisms can be discovered inside some of the drop shafts.



Figure 66: Other Wool drops, clearly only for dropping only have trapdoors on level 4.



Figure 67: Weighing Scales are located in a few positions in the NZLMA building and should be retained for interpretation.



Figure 68: Doors to bridges and chutes occasionally punctuate the external facades.



Figure 69: Chutes and bridges to other buildings will need to be removed for building compliance reasons, however provide an interesting perspective on the former operation of the woolstores.



Figure 70: A wool bale chute and covered walkway link the AML&F wool store at right with the Dalgety wool store at left. An overhead water pipe which appears to be part of the fire sprinkler system is also evident.

5. HERITAGE SIGNIFICANCE

The NSW heritage assessment criteria encompass four generic values in the Australian ICOMOS Burra Charter, which are historical, aesthetic, scientific, and social significance.

An item will be considered to be of State or local heritage significance if, in the opinion of The Heritage Council of NSW, it meets one or more of the assessment criteria listed in the NSW Heritage Act, effective April 1999.

These criteria will be used in assessing heritage significance of the property/site.

The basis of assessment used in this report is the methodology and terminology of the Burra Charter 1999, The Conservation Plan and the criteria of the NSW Heritage Branch. Article 26.1 of the Burra Charter states that:

“Work on a place should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.”

Once the place has been studied, the cultural significance can be assessed. Cultural Significance philosophically aids the establishment of value. Places and items of significance are those which display an understanding of the past and enrich the present. They allow values to be continually interpreted for future generations.

The significance of the place is determined by the analysis and assessment of the documentary, oral and physical evidence presented in the previous sections of this document. Having an understanding of significance allows decisions to be made about the future management of the place. However, it is important that these future decisions do not endanger the cultural significance of the place.

The NSW Heritage Manual prepared by the NSW Heritage Branch and Department of Urban Affairs and Planning, outlines the same four broad criteria and processes for assessing the nature of significance, along with two criteria for assessing comparative significance of an item.

Since the preparation of the Heritage Manual, the Heritage Act 1977 (NSW) was amended in 1999. As part of this amendment, the NSW Heritage Council has adopted revised criteria for assessment of Heritage significance. The evaluation of cultural significance in the following section is based on the approach adopted by the Burra Charter and the NSW Heritage Manual, but considers whether and, if so, the study site meets the current (revised) criteria.

Heritage Significance Criteria

The NSW assessment criteria listed below encompass the following four values of significance:

- ☐ Historical significance
- ☐ Aesthetic significance
- ☐ Research/technical significance
- ☐ Social significance

Listed below are the relevant Heritage Assessment Criteria identified in the Heritage Act:

- Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).
- Criterion (d) An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.
- Criterion (e) An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (g) An item is important in demonstrating the principle characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural places; or cultural or natural environments).

An Assessment of Significance requires that a level of significance be determined for the place. The detailed analysis uses the levels of significance below:

LOCAL	Of significance to the local government area.
STATE	Of significance to the people of NSW.
NATIONAL	Exhibiting a high degree of significance, interpretability to the people of Australia.

5.1 ANALYSIS OF SIGNIFICANCE

Historical Significance

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

The growth of the wool pastoral industry in Australia in the nineteenth century to the middle of the twentieth century was central to the development of the Australian economy. Wool Row is historically significant for its association with the expansion of the wool industry in Newcastle before and after the Second World War, when Newcastle became a centre for the marketing and shipping of Northern wool.

The buildings contribute to the semi-industrial and ever-changing character of Wickham, renewed after the opening of the BHP Steel works at Port Waratah in 1915. Despite the interrupted development of Wool Row, the two more recent buildings reflect in all particulars the design brief developed over 14 years beforehand, so composing a unified whole differentiated mainly by facade treatments. The wool stores remain a dominant presence in the area, being visible over a long distance. The continued legibility of the purposes for which they were built provides evidence of the once very important role played by local wool sales, storage and shipping activities.

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

Wool Row is strongly associated with three market-leading companies, all of which had readily recognisable corporate presences in various Australian rural and urban centres and overseas. Although the proprietorship of the stores changed after 1960, and particularly the 2002 reorganisation of local wool storage and marketing arrangements, identifying signs are still legible for two of the three buildings. A portion of the Dalgety and Company building remains in use for wool-related purposes.

All three buildings were designed and built by Stuart Bros. Pty Ltd, a very active New South Wales building firm formed in 1886 and responsible for some of the State's best-known buildings. Stuart Bros. has only recently lost its corporate identity.

Wool Row is significant for being a centre for local employment in the Wickham area. As Australia was 'riding on the sheep's back' many individuals within the Wickham community were employed in various roles within the buildings of Wool Row.

Aesthetic And Technical Significance

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

In its form and fabric, Wool Row exemplifies the broad class of wool stores which were built in ports around Australia and, in a State context, in Sydney. Elements of the Inter-War Free Classical and Colonial Georgian Revival styles are incorporated into the Annie Street facades, with individual variations reflecting the different corporate identities of their owners. The AML building is perhaps the most significant in this regard. Nevertheless, the similar, dominant proportions of all three buildings create a unified whole declaring not only a strong sense of purpose but also the understated prosperity and self-assurance of both their owners and the wool industry as a whole.

The form and layout of the wool stores demonstrate the nature of goods handling technology of the mid-twentieth century, which required considerable physical force on the part of employees, assisted by the efficient layout of loading docks and extensive use of natural and artificial light. Existing docks, lifts, chutes, ramps and trapdoors all demonstrate evidence of the technology available at that time.

The location of Wool Row within close proximity to Maitland Road and the Railway is significant to demonstrate the methods for transporting wool from the producer to the end user.

The timber structure of the building also demonstrates the technology of the mid twentieth century employing hand finished hardwood members of sizes that are uneconomical, if not unachievable to produce nowadays.

Social Significance

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

The buildings retain a strong association with the economic activity stemming from the storage, sale and shipping of wool. They are expressive as a significant local manifestation of periods of expansion of the industry before the widespread use of artificial fibres. Wool Row forms a definite physical presence by which the location of Wickham and eastern Islington can be identified from considerable distances, and has provided a variety of employment for large numbers of people, particularly males, for whom it may continue to have a special cultural and social association. Wool sales and their associated infrastructure are still represented in the lower Hunter Valley.

Research Significance

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

Wool Row provides evidence of the very important role that the sale, storage and shipping of wool formerly played in the economy of New South Wales, particularly in that of the Northern district. Despite the decline of the industry, all three buildings continue to be legible as wool stores, and to provide physical evidence of ways and means by which local activity was sustained. Wool Row also provides evidence of the continuous process of physical, social and economic changes to which the community of Wickham has been subjected since its inception.

Rarity Significance

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

Wool Row is now locally uncommon as a wool-related complex not yet converted for purposes quite different to those for which it was built, that is, those having nothing to do with storage. Surviving comparable wool stores in Sydney and Newcastle have, in general, been converted for residential and other non-related uses.

Representative Significance

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

Wool Row is representative of the development of the wool industry in Newcastle, and remains a prominent example of the type of multi-storey masonry walled and timber floored wool stores formerly at the leading edge of New South Wales wool-related sales, storage and shipping activities. The now much smaller industry today makes use of single-storey wool complexes to which modern transport and storage technology is adapted.

5.2 SIGNIFICANCE OF FABRIC

5.2.1 FLOORS

The floors of the woolstores demonstrate historical significance, being the working and trading floors upon which the wool deliveries, classing and sales were undertaken. They are also technically significant demonstrating the honest wear of this laborious work and are likely to contain the oils and lanolin of the fleeces within them. They are also rare, being constructed of large section seasoned timbers no longer readily available.

5.2.2 INTERNAL TIMBER STRUCTURE

The timber structures of the buildings are historically and technically significant and have research potential as they demonstrate and are able to contribute to the understanding of construction and material technologies which existed in the period post World War II and which were used in industrial situations. There is aesthetic significance displayed by the structure which is imposing to behold and encounter. The ability to come close to and appreciate the timber structure will be a significant aid to the interpretation of the buildings' significance. The structure has rarity significance also as structural timber the size and grade of these members is near impossible to achieve nowadays. Steel or concrete is far more likely to be used in these situations. Members laminated together from smaller pieces of timber are the only economic solution if timber is the desired structural material.

5.2.3 EXPOSED CONCRETE FRAME

The exposed concrete frame has technical and research significance in that it demonstrates and can provide understanding of the technologies and materials available in the mid twentieth century in Newcastle. The exposed concrete frame is also the prime defining factor in the breakup and rhythm of the facade fenestration thus contributing to the aesthetic significance also.

5.2.4 EXTERNAL BRICK WALLS

The external brick walls bear significance under multiple criteria as they contribute to the definition of the form, function and detail of the buildings. They both demonstrate the monolithic industrial scale, solidity and permanence of the building and are utilised to demonstrate the period details of the facades. They demonstrate the available technology of the mid twentieth century as applied to industrial buildings, and are representative of the typical Woolstore type of building.

5.2.5 WINDOWS

The windows which punctuate the facades are aesthetically and technically significant demonstrating the technology and materials available at the time. The windows and their glazing bars provide a significant amount of the intricacy in detail expressed on the facades which are otherwise overwhelmingly monolithic. The retention of that intricacy will be important both outside and inside where users of the buildings are able to encounter them.

5.2.6 DOORS

There are very few doors in these largely open plan edifices. The front entry doors demonstrate aesthetic significance, contributing to the detail of the Annie Street facades and the architectural style of the building. They also demonstrate social significance being the first point of entry for workers and clients alike.

5.2.7 CEILINGS

There are very few ceilings in these buildings except in the office and public spaces at the south end of the buildings. They are simple white-painted linings with no decorative details or cornices and bear little significance. Retention of the ceiling fabric is not necessary.

5.2.8 SAWTOOTH ROOF

The form of the sawtooth roof is significant externally in defining the form of the building and internally for the character it provides to the space on the topmost floor. It is technically significant due to the quality and amount of daylight it provides to the space while avoiding direct sunlight.

5.2.9 DRAINAGE

The drainage is purely a function of the sawtooth roof. It bears some technical significance demonstrating the building systems and material technologies that were common at the time of construction, but the existing installation is not viable for retention as it is in a poor state and does not meet current legislated requirements.

5.2.10 INTERNAL ELEMENTS

Many internal elements of the building demonstrate significance under multiple criteria. The Conservation Management Document identifies and lists items which can be retained or incorporated to maintain significance and enhance interpretation.

5.3 STATEMENT OF SIGNIFICANCE

Wool Row, Annie Street, Wickham NSW, is made up of three very substantial buildings, all of which are of similar design, originally constructed as wool stores. They are differentiated only by separate stylistic treatments of the central portions of their facades, and by the increased setting back from the road of the AML&F building as a consequence of drainage requirements. The facade, lobby, staircase and office treatments, together with the use of double-hung sash windows, lend a pleasing quality to what would otherwise be large but quite utilitarian industrial buildings. The basic similarity of the design, fabric and appearance of the wool stores is the result of a successful collaboration between three competing firms that sought to reduce competition between one another so as to advance their collective market position. While such arrangements may today be illegal, they were commonplace in the burgeoning wool industry of the pre- and post-war period.

The buildings of Wool Row, therefore, demonstrate the social and industrial progress of New South Wales in the pre- and post-war periods.

6. CONSTRAINTS AND OPPORTUNITIES

It is recognised that the buildings cannot be used long term for their original purposes. Two of the buildings have been upgraded to an extent so that they can continue in use though the AML&F cannot be upgraded economically to meet current building standards for an industrial type use. The use of the NZLMA and Dalgety buildings as Self Storage is a low intensity use of the buildings which assists with their survival though is of little benefit in the interpretation of the buildings and the enhancement of their significance. The unoccupied AML&F building makes economic losses of hundreds of thousands of dollars per year for the owner which precludes its upgrading to current standards without a major development being undertaken upon it and creates great difficulty in regards to the regular repair and maintenance of the building. Without the injection of funds the building will continue to deteriorate, with the concrete structure of the building being of particular concern, and will become unviable for conservation.

An adaptive reuse which intensifies the use of all three of the existing buildings and enables more people to access and interpret the site will provide great opportunity for interpretation and enhancement of significance as well as injection of funds to practically conserve the structures.

There are many factors which will affect the success of an adaptive reuse and numerous forms of legislation and guidelines which will affect the way an adaptive reuse proposal can be designed.

6.1 FEASIBLE USES

The funds which will be required to repair and conserve the building are expected to be to an extent that the entire building will be affected and a wholesale reuse option is the only likely way to make such an effort feasible.

The site is still zoned for Industrial uses, and while there may be substantial profits in Industrial uses, there are two main heritage disadvantages to a new industrial use:

1. the heritage impact to the building is likely to be extensive once the building is upgraded to the current Building Code Requirements, and
2. the small opportunity for community visitation to an industrial site resulting in very few interpretation opportunities.

A Change-of-Use is the most likely feasible option for adaptive reuse. Residential reuse, Commercial reuse or a combination of the two forming Mixed Use are the most likely feasible uses for the site which will have positive benefit to the heritage significance of the buildings.

Changes of Use such as those described above have been successfully carried out in many locations such as Pyrmont / Ultimo / Darling Harbour in Sydney, Teneriffe in Brisbane and even in Newcastle such as the Earp Gilliam Bond Store in Telford Street and the David Cohen Bond Store on Stevenson Place. The buildings of Pitt Son and Badgery; Elder Smith and Goldsborough Mort in Newcastle have also been converted though have sacrificed some significance in the process.

6.2 STATUTORY CONSTRAINTS

Current legislation will impact many factors such as the potential use and the way in which an adaptive reuse may be designed.

6.2.1 NSW HERITAGE ACT 1977

As the item is not listed in the State Heritage Register, so many of the requirements under this legislation are not applicable to this site. There are yet some requirements should there be any excavation proposed in areas known to have archaeological potential upon the site. An excavation permit and/or an application for an exception to a permit will be required for all work in the area of demolished buildings and other items. The following clause applies for all work requiring excavation:

139 Excavation permit required in certain circumstances

- (1) A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.
- (2) A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.
- (3) This section does not apply to a relic that is subject to an interim heritage order made by the Minister or a listing on the State Heritage Register.
- (4) The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:
 - (a) any relic of a specified kind or description,
 - (b) any disturbance or excavation of a specified kind or description,
 - (c) any disturbance or excavation of land in a specified location or having specified features or attributes,
 - (d) any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates that there is little likelihood of there being any relics in the land.

The Heritage Act 1977 (NSW), s.146, mandates that any historical relic unearthed during site excavations be immediately reported to the Heritage Council of NSW:

146 Notification of discovery of relic

A person who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with a permit) must:

- (a) within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic, notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and
- (b) within the period required by the Heritage Council, furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.

The Heritage Act 1977 (NSW), s. 4(1) defines a relic as follows:

relic means any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of State or local heritage significance.

Should such a relic be discovered, the Heritage Council of NSW should be immediately contacted via the Heritage Division of the NSW Office of Environment and Heritage, Level 6, 10 Valentine Avenue, Parramatta NSW 2150, telephone: 02 9873 8500, and by email at heritage@heritage.nsw.gov.au

6.2.2 NEWCASTLE LEP 2012

The following uses are permissible under the Newcastle LEP 2012 within an IN2 Light Industrial zoning with Council consent:

Boat building and repair facilities; Boat launching ramps; Car parks; Centre-based child care facilities; Community facilities; Crematoria; Depots; Flood mitigation works; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Helipads; Heliports; Industrial retail outlets; Industrial training facilities; Jetties; Kiosks; Landscaping material supplies; Light industries; Mortuaries; Neighbourhood shops; Oyster aquaculture; Passenger transport facilities; Places of public worship; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Respite day care centres; Restricted premises; Roads; Service stations; Sex services premises; Signage; Storage premises; Take away food and drink premises; Tank-based aquaculture; Timber yards; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Warehouse or distribution centres; Wholesale supplies

Other uses of the site and buildings that are not permissible under the zoning may be permissible under LEP clause 5.10(10) Conservation Incentives only where such land use will facilitate the conservation of the heritage item.

Clause 5.10 (10) Conservation Incentives:

The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

- (a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and
- (b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and
- (c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and
- (d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and
- (e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.¹²²

6.2.3 NEWCASTLE DCP 2012 – SECTION 5.05 HERITAGE ITEMS

More Site specific than the Newcastle LEP 2012, the DCP 2012 prescribes objectives and controls in relation to site specific matters such as open space, setbacks, car parking etc. Which sections of the DCP 2012 that are appropriate to the design of any proposals will be determined by the use to which the site is put. Section 5.05 of the Newcastle DCP 2012 will be

¹²² Newcastle LEP 2012 Part 5 Clause 5.10(10)

applicable to the site no-matter which use is proposed because this section relates to development to a heritage item or within the vicinity of a heritage item.

6.2.3.1 NEWCASTLE DCP 2012 – SECTION 5.05 HERITAGE ITEMS

Aims of this section:

1. To provide controls based on best practice that support the adaptation, alteration and modification of structures and buildings that are listed as heritage items in Schedule 5 of Newcastle Local Environmental Plan 2012.
2. To ensure that development has a positive effect on the heritage significance of each heritage item.
3. To support development activity that is commensurate with the heritage significance of heritage items and produces good design and liveable streetscapes.
4. To maximise the adaptive re-use of heritage items.

Clauses to this section elaborate on the aims and provide objectives and controls by which proposals may be designed. The objectives have been listed below and have been used as a primary factor in the drafting of the Conservation management Guidelines in this document.

Clause 5.05.01 General Principles

Objectives

1. Encourage the retention of existing heritage items.
2. Demonstrate an understanding of the heritage significance of items.
3. Encourage heritage items to be used for purposes that are appropriate to their heritage significance.
4. Maintain a suitable setting for the heritage item.
5. Encourage the removal of unsympathetic alterations and additions and reinstatement of original features and details.
6. Support ongoing maintenance, care and use of heritage items.
7. Encourage the whole of the building to be re-used.

Clause 5.05.02 Integrating heritage items into new developments

Objectives

1. Ensure the heritage significance of heritage items is the starting point of design development.
2. Support innovation in the design process.
3. Minimise insensitive contrasts between new development and heritage items by encouraging
4. customised solutions that integrate old and new.
5. Ensure that new work provides for the long term preservation of the heritage item.

5.05.03 Changing the use of a heritage item

Objectives:

1. Ensure the heritage significance of heritage items is the starting point for the change of use and design development.
2. Support innovation and new ideas in the selection of an appropriate use for a heritage item.
3. Encourage recycling of heritage items and significant internal fabric where the original design use is redundant.
4. Ensure heritage items may be utilised for a range of uses to promote occupation and ownership of heritage items.

5. Ensure heritage significance is retained while ensuring compliance with the Building Code of Australia.

5.05.05 Subdividing or amalgamating land on which a heritage item is situated

Objectives:

1. Ensure that subdivision and amalgamation of land involving a heritage item is commensurate with the heritage significance of the item and conserves the important characteristics of the subdivision pattern and allotment layout.
2. Ensure that subdivision and amalgamation of land involving a heritage item is appropriate with the setting of a heritage item.
3. Ensure that subdivision and amalgamation of land involving a heritage item maintains an appropriate curtilage for the conservation of heritage significance of the item.
4. Allow for the interpretation of the original pattern of the subdivision pattern in any development proposal.

6.2.4 NEWCASTLE LOCAL PLANNING STRATEGY 2015

The Newcastle Local Planning Strategy is a document that both underpins the Newcastle LEP 2012 and aligns with the relevant State and Regional Planning Strategies to steer land use planning toward a more liveable and sustainable City of Newcastle. The end date for the strategy document targets 2030. The clauses of the strategy which directly relate to heritage items in the LGA are given below.

Clause 4.1.7 Heritage Strategic Directions and Actions

Local Planning Strategy Principles:

Principle 8. Development will protect culture, heritage and place.

Principle 12. The built environment will maintain and enhance the City's identity by protecting and enhancing heritage buildings, streetscapes, views and key features as well as encouraging building innovation that respects the scale and bulk of the existing urban fabric.

Strategic Directions:

Apply a flexible approach to development provisions in order to support the adaptive reuse of heritage items where it achieves their ongoing preservation and use. Review DCP provisions for heritage adaptive reuse. The DCP should specify that a flexible approach will be taken to provisions such as parking and open space where demonstrated that this will facilitate ongoing preservation.

6.2.5 WICKHAM MASTER PLAN

The subject site lies beyond the boundaries of the Wickham Master Plan area and does not need to comply with the requirements of this document. The Master Plan however is intended to guide the redevelopment of the nearby north-western part of the Newcastle City Centre up until circa 2021. It again provides guidelines as to land use planning and how it will integrate into the fabric of the city.

6.2.6 NATIONAL CONSTRUCTION CODE / BUILDING CODE OF AUSTRALIA

The NCC contains technical provisions for the design and construction of buildings and other structures, covering such matters as structure, fire resistance, access and egress, services and equipment, and certain aspects of health and amenity.

Understandably, when the Woolstore buildings were constructed, the rules for building were different. The materials and technologies available were also different. Numerous factors and events have over the years caused the rules to be updated and the regulations increased.

For the building just to continue being used for the purpose it was designed multiple upgrades would be required to meet the deemed to satisfy conditions of the National Construction Code e.g. the fire sprinkler system has already been identified.

For the building to be adaptively reused to accommodate a purpose it was not designed for will require a large number of alterations to meet the deemed to satisfy conditions of the National Construction Code e.g. fire separation and compartmentalisation, fire egress travel distances and number of exits etc.

It is not uncommon for the requirement of the National Construction Code to be in conflict with the heritage and conservation requirements of the item. This is especially noticeable in terms of the deemed-to-satisfy requirements for Fire Safety, Energy Efficiency, Servicing and Equitable Access. Alternate solutions based on performance outcomes are possibilities for investigation in these cases so as to avoid impacting upon fabric of high significance. Professional advice should always be sought in these events.

6.2.7 DISABILITY DISCRIMINATION ACT

Access to premises for people with disabilities, as well as being covered by the National Construction Code, is also controlled by the Commonwealth Disability Discrimination Act 1992 (DDA 1992). Compliance with the NCC does not necessarily signify compliance with DDA 1992, the operation of which is triggered by a complaint lodged with the Australian Human Rights Commission. In 2010 the Commonwealth published the Disability (Access to Premises - Buildings) Standards, compliance with which is intended to meet the requirements of the Act.

Heritage buildings are not exempt from the requirements of DDA 1992. The preparation of an action plan for access assists in preventing or defending a complaint under the Act. A defence of unjustifiable hardship is also available, and the Australian Human Rights Commission has advised that heritage significance may be taken into account when considering unjustifiable hardship. In NSW, the Building Professionals Board has established an Access Advisory Committee to consider referred applications for exemptions to the Premises Code on the basis of unjustifiable hardship.

The Commonwealth Disability Discrimination Act 1992 makes it illegal to discriminate on the basis of a person's disability. The Act applies to buildings that are expected to be used by the general public.

None of the Woolstore buildings were designed, or intended, for wheelchair access and thus are all expected to pose difficulties in this regard. The ground floor level of each Woolstore is elevated substantially above the ground level outside. The ramp access used for vehicular deliveries previously will be used for access to the car parking capacity of the building, thus an Accessible Path of Travel from an accessible parking space to an apartment will be achievable for residents and guests if there is an accessible compliant visitor's parking space. Wheelchair Access to Annie Street or the landscaped external areas is going to require significant design input balanced against the Heritage Conservation of the items.

6.3 NON-STATUTORY CONTEXT

6.3.1 BURRA CHARTER 2013

The Burra Charter, recently re-issued in a new edition, codifies best practice conservation processes, as well as the principles and procedures that should be followed in looking after important places. The nature and import of this document is as earlier explained.

Conservation guidelines within the DCP of most Government entities are directly derived from the principles and procedures in the Burra Charter.

The Burra Charter 2013, Article 1, provides the following definitions:

- Conservation means all the processes of looking after a place so as to retain its cultural significance.
- Maintenance means the continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair which involves restoration and reconstruction.
- Preservation means maintaining a place in its existing State and retarding deterioration.
- Restoration means returning a place to a known earlier State by removing accretions or by reassembling existing elements without the introduction of new material.
- Reconstruction means returning a place to a known earlier State and is distinguished from restoration by the introduction of new material.
- Adaptation means changing a place to suit the existing use or a proposed use.

Adaptation is further defined in the Burra Charter 2013, Article 21:

- Adaptation is acceptable only where the adaption has minimal impact on the cultural significance of the place. Adaptation should involve minimal change to significant fabric, achieved only after considering alternatives.
- Setting means the immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character.
- Interpretation means all the ways of presenting the cultural significance of a place.

7. CONSERVATION MANAGEMENT STRATEGY

The manner in which the building(s) demonstrates significance is classified into six categories. The categories analyse and describe the level at which each element contributes to the significance of the building. In terms of elements of fabric, each category compares the significance of the fabric with the current condition of the fabric and the relative ease to which the fabric can be incorporated into the adaptive reuse of the building.

The categories are as follows:

Critical Items: Elements and fabric that contribute to the significance of the building within multiple criteria and are critical to the future interpretation of the building. It is critical not to alter these items beyond what may be necessary for repair.

Important Items: Elements and fabric which contribute to the significance of the building within multiple criteria though are dominant or numerous enough to withstand slight alteration, or alteration is essential in order to make the adaptive reuse possible. Any alteration to these items must be minimised and carefully considered to maintain the contribution they make to the significance of the building.

Retention Items: Elements and fabric which contribute to the significance of the building within one or more criteria and which occur in numerous places around the building and select examples are able to be retained for the interpretation of the building. Selected examples, particularly those which might occur within the proposed common areas of the building are to be retained in their original position while those which occur in private Sole Occupancy Units may be removed.

Interpretation Items: Elements and fabric which for one reason or another are not able to be incorporated into the adaptive reuse of the building. Select examples of these items should be removed from their current location and moved to a common area within the building or the landscaping design where they are able to be interpreted for their contribution to the building.

Alterable Items: Elements and fabric which either do not contribute to the significance of the building, or are identified hazardous material which must be removed, or due to its condition must be altered in order to preserve the building.

Intrusive Items: Elements and fabric which have clearly been added at a later date, are unsympathetic to the design and style of the building and either do not contribute to or confuse the interpretation of the building. It should be noted that there are very few intrusive items identified within the buildings. NSW Heritage Office Guidelines and the Newcastle DCP 2012 recommend the removal of Intrusive items in order to enhance the significance of items in their setting and improve the understanding of their original detail and use.

7.1 CRITICAL ITEMS

1. Form of building – rectangular block form of building is significant under multiple criteria and must remain.
2. Form of roof – the sawtooth roof form is significant under historical, technical, aesthetic and representative criteria. It is mostly viewed from ground level as the surrounding landscape is predominantly flat. Therefore, as visible from the ground adjacent to the building the sawtooth roof form must remain.
3. External brickwork walls and detailing – the external face brickwork also demonstrates significance under multiple criteria. It must not be rendered or painted. The three blocks must

- remain in original form colour and finish together. All three buildings must continue to be perceived as former wool stores. Their historical use should be clearly understood.
4. The perceived scale of building is significant historically, technically and representatively. It should not be changed. Opportunities inside and out to interpret the length and height / massive scale of the building should be preserved

7.2 IMPORTANT ITEMS

1. Annie street facades are significant historically, socially and aesthetically – each contain elements of Inter War Free Classical and Colonial Georgian Revival styles, each is individually varied reflecting the different corporate identities of their original owners, each contribute to the composition of three and to the streetscape.
2. Existing building signage relating to the former use and historical corporate identity is significant historically, socially and aesthetically – existing original (or near original) signage must remain to identify each building.
3. Entry Foyers – socially significant to a large number of former workers and customers, entry spaces were a first and regular point of contact with the building and should remain as close to original as possible. (While understanding that compliance with egress now needs to be taken into account)
4. The rhythm of fenestration is significant aesthetically and relates closely to the external face brickwork - windows to be added (or removed) as long as the established rhythm of the fenestration is consistent along the length of the facade.
5. Proportions of fenestration are significant aesthetically and relate closely to the external face brickwork – dominant existing proportions and breakup of windows and doors in the facades must be maintained.
6. Structural columns, beams, floors and roof members are significant aesthetically and technically - original structure should remain visible and legible as much as possible.
7. Original timber floors and herringbone bracing – as the working surfaces, they are significant historically and technically, the bracing is significant historically and aesthetically.

7.3 RETENTION ITEMS

1. Internal Elements – e.g. Wool Chutes, trapdoors, stairs, wet areas, timber panelling, signage etc. These items are significant historically and technically. Examples of these items should be retained and preserved where they occur within the public space for the purpose of interpreting the heritage significance of the building.
2. Structural connections are significant historically and technically – examples of details of structural joints should be expressed where possible even where redundant.
3. Inside of External facades are significantly aesthetically and tie in with the external face brick facades – opportunity in the public area as well as the private areas should be given to experience the original facades, brickwork and windows of the existing buildings. This would of course be within the apartments and in the proposed recessed balconies, but opportunity should exist in the common areas also.

7.4 INTERPRETATION ITEMS

1. The ramps and bridges which span between the buildings can clearly not be kept in their locations as they will be incompatible with the building use and construction code. They are significantly technically and provide insight into the similarity and interdependence of the three Woolstores and their respective operations.
2. Examples of building structure - e.g. columns and beams

3. Internal Elements – e.g. small fixtures and fittings, electrical fittings, telephone booths, hat and coat rails and other items useful in the understanding of the wool handling and commercial use of the building.

7.5 ALTERABLE ITEMS

1. Asbestos roof sheeting and other asbestos containing products may be removed and replaced with modern equivalents of that material.
2. Glazing (individual panes – not window suites) in the windows can be replaced without issue though it is recommended that the glazing to each facade facing be consistent throughout that side.
3. Damaged Concrete Frame – the structural condition inspection report confirms it is necessary to undertake major remedial work upon the concrete structure in order to enable the preservation of the building.
4. Roof Drainage – the current drainage of box gutters, rainwater heads and downpipes is in need of augmentation to rectify leaks and repair damage.
5. Ceilings to southern offices – the only ceilings in the building are plain and simple ceilings with no detail and may be removed to expose the floor structures above.
6. The Yard Area north of the buildings – this area is useful for providing longer and wider views to the existing Wool Row buildings from the north side and The Avenue. The existing use of the area for sheds and informal storage is not significant and may be altered.
7. The location of the former shed building – similar to the Yard Area above, this space is useful for providing longer and wider views of the Wool Row Buildings though particularly of the NZLMA building. The former shed was set back and low so did not obstruct the primary view of the NZLMA from Annie Street.

7.6 INTRUSIVE ITEMS

1. There are some partitions and items of joinery which clearly date from later internal fitouts from the 1970s or 80s using materials and styles which are obviously contrary to the style and date of the building. These items are classed as intrusive and consequently damaging to the heritage significance of the item. They should be removed from the building to reveal original fabric behind.

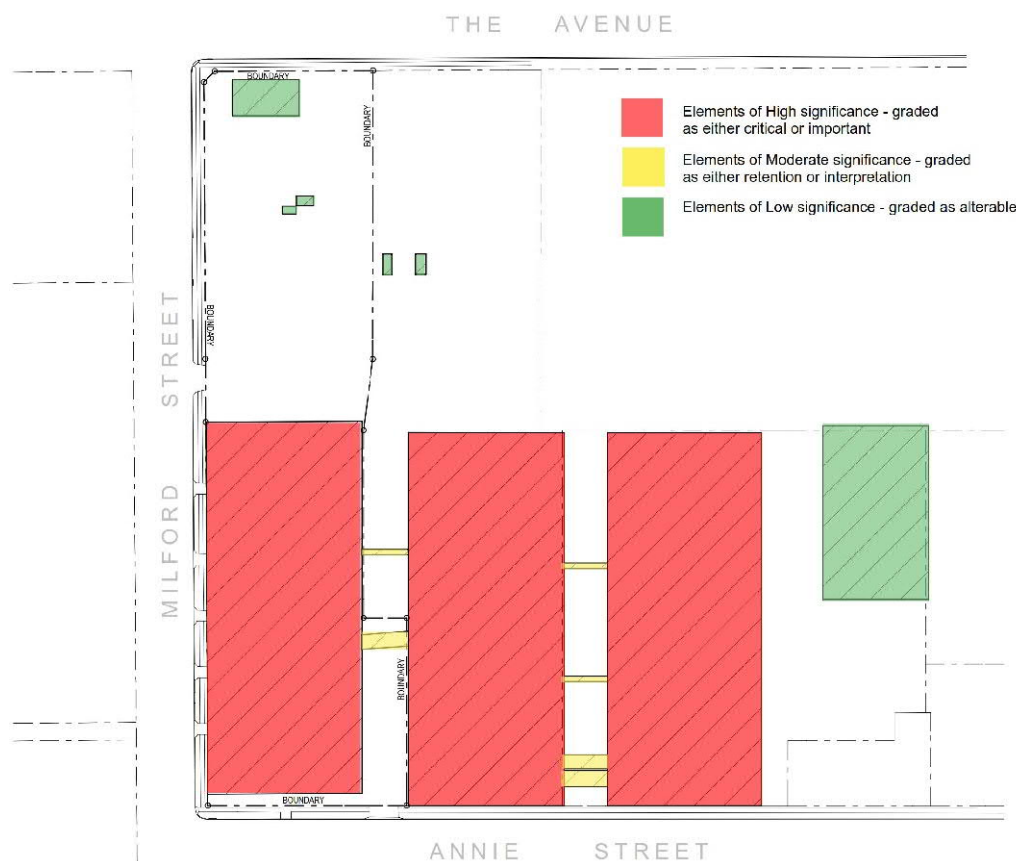


Figure 71: Graphic representation of element grading. The red portions of high significance will demand more care and attention in design and intervention so as to conserve significance. The green or clear areas are less significant and will tolerate more change provided that change does not impact the setting or significant views to the elements of high significance.

7.7 IDENTIFIED CONSERVATION WORKS

Existing investigations into the Wool Row buildings have identified the need for remedial works to be carried out to parts of the building which are graded as critical or important, for retention or interpretation. The works described below are listed in priority order.

Element	Grading	Condition
Structural Concrete frame	Important	Poor. The condition of the concrete structure to the AML&F building is clearly worse than the other two and will require attention at the first priority. That said the structural report prepared by Mott MacDonald shows that the structure, while deteriorated, is not causing major deflections or cracking in the buildings.
Sawtooth Roof	Critical	Hazardous. As the roof sheeting is bonded asbestos, it is of high priority to be removed and replaced. The sheeting itself is listed as being an alterable element.
Roof Drainage	Alterable	Poor. Water staining is evident in many parts of the interior of the buildings signifying failures of the roof, the sawtooth glazing and the box gutter system of drainage. It is of high priority to rectify these faults in order to protect the inside of each building.

Element	Grading	Condition
External Brick Walls	Critical	Fair to poor. The structural report indicates that there is only very minor cracking in the brickwork which is expected to be from settlement or brick growth. The pointing of the brickwork is also described in the same report as having little mortar loss. The structural engineer does however indicate that the cavity ties are highly likely to have corroded away and will require replacement.
External Windows and Louvres	Important	Fair to Poor. The condition of the windows varies throughout the buildings and the facades. Identified deterioration includes broken glass, rotted timberwork, broken or mission timber components, seized and corroded mechanisms, damaged seals and flashings, corroded external screens.
External doors	Important	Fair. The deterioration of these elements is similar to that described for the windows above though there are far fewer examples throughout the buildings.
Internal Timber Structure	Important	Good. There is only minor cracking identified in the timber structure, though the structural engineer has identified some structural members have been replaced.
Internal Elements	Retention	Good. Numerous items which relate to the design or Woolstore use of the building have been identified for retention and more may be identified during future detailed design work
External Building Signage	Important	Fair to good. The signage or evidence of it typically remains though has lost its prominence on the facades.

8. IMPLEMENTATION OF STRATEGY

Many steps go into the task of implementing a Conservation Management Strategy and many decisions are required before any of the fabric can be altered. The Burra Charter 2013 encourages the full understanding of a place and its cultural significance before making any decisions on how to affect changes. The appropriate understanding of the place and its cultural significance will be assisted by following the process below.

8.1 STRATEGY TO BE AVAILABLE FOR REFERENCE

This Conservation Management Document provides a history of the site and detail of both the materials and the context in which the Wool Row buildings were constructed. It is a primary source of reference for understanding the place and should be made available for anyone who is engaged to work on the building during design, documentation, construction and maintenance of the building(s).

8.2 CONSULTANTS WITH SUITABLE EXPERIENCE

When proposing changes and alterations to the buildings and the site, a designer with heritage experience and preferably experience with adaptive reuse projects. Such designers will already have awareness of the issues which arise when dealing with heritage and historic materials, spaces and construction techniques.

Similarly, when other professional consultants are engaged for works to the Woolstore buildings and site, e.g. Structural engineers, Building Services Consultants, Quantity Surveyors, etc. they should also have experience with heritage projects so as to understand the heritage or historic materials and the principles of conservation when providing advice.

8.3 APPROPRIATE APPLICATIONS FOR CONSENT

All works proposed within the curtilage of the Wool Row heritage items, which is the overall site boundary will require consent or endorsement following the appropriate pathways.

Endorsement for maintenance works, defined under the Newcastle LEP as 'ongoing protective care, but does not include the removal or disturbance of existing fabric, alterations (such as carrying out extensions or additions) or the introduction of new materials or technology' may be sought through the City of Newcastle using a Heritage Minor Works or Maintenance Notification form.

Endorsement for minor works may also be sought through the City of Newcastle using the same process. Minor Works are principally considered as like-for-like replacement of building elements. The definition though is also inclusive of what would normally be considered 'Exempt Development' under SEPP (Exempt and Complying Development Codes) 2008 except that they are to be carried out within the curtilage of a locally listed Heritage Item.

Works which are greater than those described above would require a Development Application to be lodged with the City of Newcastle and accompanied by a Statement of Heritage Impact which assesses the proposed works against this Conservation Management Document and the current legislation.

8.4 CONTRACTORS WITH SUITABLE EXPERIENCE

When works are carried out on site, contractors with experience in heritage projects should be engaged as they will be cognisant of the requirements for heritage fabric and construction methods.

8.5 SITE INDUCTION PROCESS

The contractor engaged is to include in the site induction process for all subcontractors a component to familiarise them with the heritage components and cultural significance of the place.

Subcontractors need to be aware particularly of the critical items, important items, retention items and interpretation items so that they treat them with the appropriate care and respect. It is also critical that the products that the subcontractors use when working with those items are appropriate for the original fabric and will not lead to maintenance problems in the future.

8.6 INTERPRETATION STRATEGY FOR END USERS

When works on the building are designed, the interpretation strategy of the site should be considered in the design so that opportunities for interpretation of the cultural significance of the site can be designed into the scheme. These interpretation elements need to be protected through budget revisions during any works project on site so that the interpretation installations will be available for the end user of the site and the significance of the item(s) can be enhanced.

8.7 APPLICATION OF WORK TO ITEMS OF GRADED SIGNIFICANCE

The fabric of the building(s) is classified into six categories. The categories analyse the level at which the fabric contributes to the significance of the building and compares that to the current condition of the material and the relative ease to which the material can be incorporated into the adaptive reuse of the building.

8.7.1 CRITICAL ITEMS

1. Form of building - Additions are to be clearly new and separated from building e.g. pavilion style additions which are separated from the original building by a visual break.
2. Form of roof –plant equipment, vents, antennae and equipment associated with reuse should be set well back from the edges of the building (min 6 metres) so that the saw tooth profile can be clearly from the ground adjacent to the building and from the footpath on the other side of the adjacent driveway or road.
3. External brickwork walls and detailing –must not be rendered or painted. The brickwork of the three blocks must remain in original form colour and finish together. Repairs to the brickwork should use original bricks salvaged from the site if possible or bricks which match in colour, and surface finish.
4. The perceived scale of building - Opportunities inside and out to interpret the length and height / massive scale of the building should be preserved e.g. within the Masterplan areas for recreation and landscaping, views to the facades of the three buildings together should be available. In communal areas, and car parking areas long views which extend to the length or width of the building should be available as well as the height between floors.

8.7.2 IMPORTANT ITEMS

1. Annie street facades – should each be retained as close as possible to original in fenestration, extent of paint and detailing. Permissible alterations will be those to enable discreet equitable

- access to the main foyer of the building and required egress from the building. The lift overrun which exists off-centre at the parapet of each building may also be removed or altered to reduce its prominence.
2. Existing building signage – existing original (or near original) signage on the Annie Street facades for AML&F, Dalgety and NZLMA must remain to identify each building. Paint scrapings and assessment are recommended to ensure legibility of original signage is restored.
 3. Entry Foyers – and original finishes immediately within the Annie Street entrance of each building to maintain the historic link and experience of entering each building.
 4. The rhythm of fenestration is significant aesthetically and relates closely to the external face brickwork - windows to be added (or removed) as long as the established rhythm of the fenestration is consistent along the length of the facade. This is relevant to the typical floors which may have balconies or the like proposed. It is particularly relevant to the top stories which only have louvre panels along the facade which are likely to be enlarged to create windows or balconies sufficient for the spaces behind them. Windows and balconies are permissible to be introduced so long as the fenestration responds to the regular structural grid evident on the facade and the rhythm is maintained along the facade length.
 5. Proportions of fenestration – dominant existing proportions and breakup of windows and doors in the facades must be maintained. Extra mullions or transoms required should be of subservient size or colour or setback to maintain the dominance of the original proportions and orientations.
 6. Structural columns, beams, floors and roof members - should remain visible and legible as much as possible. If structure needs to be augmented, alterations should be discreet and/or concealed within new partitioning to aid interpretation of original structural members. The existing concrete structure visible in the facades should remain identifiable. While the AML&F building structure is a bare cement finish, the concrete members of the other buildings have been repaired and painted. Both of these finishing methods are acceptable provided they are applied consistently across the facade of each building and the structure is appropriately protected from deterioration.
 7. Original timber floors and herringbone bracing – It is acknowledged that fire separation between floors will be necessary in most forms of adaptive reuse. This will be best facilitated by the application of a concrete slab to the top of the floor and new finish introduced above. While the rustic former working surface of the floor will be lost, it will still allow the underside of the floor and the herringbone bracing to be exposed to view. The lanolin and oils which have soaked into the timbers will also be accessible if deemed necessary albeit from underneath.

8.7.3 RETENTION ITEMS

1. Internal Elements – e.g. Wool Chutes, trapdoors, stairs, wet areas, timber panelling, signage etc. Examples of these items should be retained and preserved where they occur within common spaces for the purpose of interpreting the heritage significance of the building. In the common foyers and circulation spaces, the wool chutes are able to be seen to traverse through multiple levels and their use best understood.
2. Structural connections – examples of details of structural joints should be expressed where possible even where redundant. Intumescent paint should be used to maintain the appearance of steel brackets and connections where fire protection is required and the steel components will be clearly visible.
3. Inside of External facades – opportunity in the public area as well as the private areas should be given to experience the original facades, brickwork and windows of the existing buildings. The rustic finish of the brickwork will assist in the interpretation of the industrial former use of the buildings.

8.7.4 INTERPRETATION ITEMS

1. The ramps and bridges which span between the buildings can clearly not be kept in their locations as they will be incompatible with the building use and construction code. They are significantly technically. An example or more should be considered for incorporation into the landscaping scheme where it can be interpreted.
2. Examples of building structure - e.g. columns and beams which may be removed from the buildings may be considered for structures in a landscaping proposal where they can be interpreted by those who may not necessarily enter the buildings.
3. Internal Elements – e.g. small fixtures and fittings, electrical fittings, telephone booths, hat and coat rails and other items useful in the understanding of the wool handling and commercial use of the building. These Internal Elements may be removed from their original location and incorporated into the common areas of the building with signage to aid interpretation.

8.7.5 ALTERABLE ITEMS

1. Asbestos roof sheeting and other asbestos containing products may be removed and replaced with modern equivalents of that material.
2. Glazing (individual panes – not window suites) in the windows can be replaced without issue though it is recommended that the glazing to each facade facing be consistent throughout that side. The consistent use of a particular grade of glazing across a facade will assist in maintaining the design unity of each facade. Either side of a building corner, the incident sunlight upon either side of the corner will be different, so it is not so important to match the glazing on both facades.
3. Damaged Concrete Frame – the structural condition inspection report confirms it is necessary to undertake major remedial work upon the concrete structure in order to enable the preservation of the building.
4. Roof Drainage – it is permissible to replace and even enlarge the box gutters to and replace the Rainwater heads and downpipes.
5. Ceilings to southern offices – these ceilings relate to spaces that are not likely to be retained but interpreted elsewhere in a building reuse. The ceilings are simple sheet linings with no detail and are permissible for removal to expose the floor structure above which is of higher significance.
6. The Yard Area north of the buildings – this area can be redeveloped however should provide opportunities where the long and wide views of the Wool Row buildings can still be viewed in context. New structures proposed in this area should permit views either over the top of or around beside them so that the three Wool Row buildings can be viewed in context.
7. The location of the former shed building – similar to the Yard Area above, new structures in this area should permit views either over the top of or around beside so that the full side of the NZLMA building can be viewed from Annie Street.

8.7.6 INTRUSIVE ITEMS

1. There are some partitions and items of joinery which clearly date from later internal fitouts from the 1970s or 80s using materials and styles which are obviously contrary to the style and date of the building. These items are classed as intrusive and consequently damaging to the heritage significance of the item. They should be removed from the building to reveal original fabric behind.

8.8 IDENTIFIED CONSERVATION WORKS

The following works which were identified as being necessary for the conservation of the buildings are recommended to be carried out to satisfy precondition (c) of CI 5.10(10) in the Newcastle LEP 2012 and fulfil the Conservation Management Strategy of this document.

The conservation works below also need to be balanced to be appropriate to the proposed design of the works. E.g the restoration of a window would not be appropriate if the window was not going to be reinstated in the building. It may be more appropriate to reuse sound portions of that window to reconstruct a window elsewhere in the building that will be reinstated.

Element	Grading	Conservation Works
Structural Concrete frame	Important	The exposed reinforcing is to be repaired and treated, and the spalled concrete surface reinstated in accordance with the instructions and specifications given by a structural engineer with experience in the repair of heritage or historic concrete.
Sawtooth Roof	Critical	The asbestos sheeting is to be removed and disposed of in accordance with the current legislation and guidelines for removing such material. The asbestos sheeting is to be replaced with metal sheeting backed with blanket insulation.
Roof Drainage	Alterable	The box gutters are to be replaced with new units designed to meet current Building Code requirements for size and overflows etc and be readily maintainable. The Rainwater heads and downpipes are also to be replaced with components which will meet the current requirements. The subsurface drainage is also to be investigated and if necessary upgraded to meet current requirements enabling the stormwater to be efficiently drained away from the footings of the building.
External Brick Walls	Critical	The cavity wall ties are to be inspected for condition by a structural engineer with heritage experience and where necessary remedial wall ties are to be installed. Similarly wall ties between brickwork and concrete structure or brickwork and timber bearers are to be investigated for condition by a structural engineer with heritage experience and where necessary additional ties are to be installed.
External Windows and Louvres	Important	All windows which are to be reused in the building are to have rotted, broken or missing components replaced, all mechanisms lubricated, and all glazing and seals replaced as per the Building Code or Australian Standard requirements.
External doors	Important	All external doors which are to be reused in the building are to have rotted, broken or missing components replaced, all mechanisms lubricated, and all glazing and seals replaced as per the Building Code or Australian Standard requirements.
Internal Timber Structure	Important	The timber, which is in generally good condition is to have any identified lead paint encapsulated. If the paint is not hazardous then the structure should remain with bay numbers and former Woolstore markings retained insitu.

Element	Grading	Conservation Works
Internal Elements	Retention	The Internal elements for retention are to be carefully removed and thoroughly cleaned to remove all potentially hazardous dust. The elements should be made safe by removing any components which might be dangerous. The condition of these items need not be improved as the front-of-house elements are generally in good condition already, while the back-of-house and process elements are appropriate to demonstrate the evidence of their hard use.
External Building Signage	Important	The Woolstore signage to the buildings is to be picked out in new paint or cut sheeting as appropriate to the building and the investigation of the original condition.

9. CONCLUSION

The three prominent buildings making up the complex locally known as Wool Row can be adaptively re-used without suppressing or negating the continuing legibility of the purposes for which they were built, namely the sale, storage and shipping of wool. Indeed, such re-use will be necessary to ensure the survival of these very large structures against a background of social and economic change not only in the local area but around the country. While similar Newcastle buildings, such as those of Pitt Son and Badgery; Elder Smith Goldsborough Mort; and Winchcombe, Carson, have been successfully been converted for other uses, these have involved some sacrifice of legibility. The success or failure of alterations and additions to heritage items is directly related to the degree to which the design brief acknowledges, retains and reveals the significance of the place.

This Conservation Management Document has provided guidance for the adaptive reuse of the Wool Row buildings within their overall site using precepts and principles from the Burra Charter 2013 and in reference to the published legislation relevant to the development of the site. This Conservation Management Document can provide a primary source of information in regards to the history, cultural significance and requirements for approaching development upon this site and it is recommended that it be made available to any party contemplating alterations to this site. The bibliography to this report provides further sources of relevant information should that be required.

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