

Figure 6. The northern elevation of the Administration Building is largely hidden in views from Broadway by the adjacent County Clare Hotel due to the narrow driveway and the bulk of the County Clare Hotel. The facade is dominated by the external fire escape.



Figure 7.

The Administration Building forms an important edge to the northern end of Kensington Street due to its imposing scale and strong patterning created by the rhythms of the fenestration and projecting moulding which direct the eye along the street. The building is also notable for its lack of access from the public domain, reinforcing the prominence in the streetscape. Although the building reads as intact on casual inspection, closer interrogation reveals a wealth of layering and adaptation over the years.



Figure 8.

Southern elevation of the Administration Building showing the temporary wall erected to protect the Administration Building following the demolition of the earlier addition.



Figure 9.

The 1930 addition was designed to blend comfortably with the earlier part of the building, and this has been so successfully achieved that the two parts are only readily discerned on close inspection. Indicators include the clearly defined joint (no attempt was made to key the brickwork) and the subtle differences in the modelling and fenestration of the two sections.



Figure 10.

The formal entrance to the building is positioned at the centre of the western facade of the building and opens into the internal road. Protected by a simple Romanesque style arch and copper-sheathed hood, its restrained design and quality construction allows it to play an important part in the composition of the building.



Figure 11.

(left) The entrance to Carlton Street, and (right) main door to the building. The joinery to the main door is simple, with a pair of glazed leaves framed in varnished timber. The decorative ironwork grill that has been added to protect the glazed arch above the front door. The vestibule area was stripped and the marble floor and new doors installed as part of the 1930s alterations.



Figure 12.

The Carlton Street elevation is set on a rusticated stone base into which the basement windows are set, the openings finished neatly with a dressed roll. The basement windows are protected by worked iron grilles in the Art Nouveau style.

The sandstone base to the building on the western elevation appears to be in good condition and free of damage which is notable given the industrial environment within which it was located.



Figure 21.

The building turns its back on the adjacent Kensington Street, with no door openings and groups of windows set high above the footpath level to allow light. The windows to the basement have been infilled with brickwork at the southern (1910) section and protected by utilitarian heavy grilles to the northern (below).



Figure 13.

The 1930s extension provided gridded windows to the basement on Kensington Street.



Figure 14.

The condition of the external fabric appears to be generally sound, with the main areas of damage noted being limited to the PVC downpipes used to the lower levels of the building, and which have now cracked and broken allowing water penetration and some deterioration of brick jointing.

The building has remained relatively free of vandalism such as graffiti or malicious damage. The 'graffiti' seen here was applied on a film base as part of a community art project.

Most of the interior of the Administration Building has been stripped and replaced over the years and it now reads as a typical open plan office building with mid-late 20th century design and detailing such as suspended ceilings, fitted carpet and lack of internal partitioning. Other changes have been more structural, such as the infilling of light wells and the relocation of stairs. Little evidence can be found of either the original interior by Spain and Cosh or the Robertson and Marks extension above ground level other than the external walls and the unsympathetic insertion of services under the earlier ceilings (which in the general office area had a relatively low floor-ceiling height originally) which were then concealed by a suspended ceiling, leading to the structure then covering the upper part of the windows and creating an uncomfortable aesthetic quality to these spaces.

Some spaces and details have however survived these late 20<sup>th</sup> Century alterations, including the original showpiece elements of the building which include:

- the 'executive' spaces including the boardroom suite (boardroom, anteroom and executive bathroom), the Queensland Maple paneling to the stair and the formal entrance to the building. The former private dining room has been stripped and although a generously proportioned space, no longer reads as part of the executive suite.
- the Show Bar which includes a fitted bar and was used for the promotion and sales of the company's products.
- A small bar on level two.

The earlier CMPs described the lift car in the core of the main paneled stair as similarly paneled and noted that it was one of the significant elements in the building. The lift was not operational at the time of inspections. This lift car is not the original open cage lift described as being provided in the original building. Interestingly the timber stair paneling of existing between levels 1 and 2 suggest that it was removed from the lower floor during one of the fitouts.

The lift car with its timber panelled interior forms part of the executive installation that took board members from the front door, through the original (and now removed) entry lobby, into the lift and to the second floor where the corridor was also timber panelled, arriving at the board room suite.

With the adaptation of the building interior to hotel use and the change of entry and movement patterns, the original entry point and circulation of the building is no longer relevant. The proposal actually re-arranges the building interior with a new entry to the north in the link area and removes the former main central stair as it serves no practical function within the hotel layout. While it is technically possible to rebuild the stair in its current location after the adaptation of the interior, as the stair would be isolated within the hotel with access

only available from hotel corridors and as the lift (and stair) serve no function within the building, their retention in situ will not achieve a good heritage outcome.

To allow re-interpretation of the stair and lift it is proposed to dismantle them and relocate them into a publicly accessible part of the building. The location selected is close to the current location but reorients the installation to provide access from the new ground floor restaurant area into the basement. This is prominent and allows the installation to be seen and appreciated as part of the former circulation of the building.

The stair has been carefully documented and will be dismantled prior to demolition (along with other heritage elements of the building to be retained) and the linings will be reinstated into the new stair construction. Some minor adjustment of panelling will be required to accommodate the difference in floor heights, but this is achievable with the current fabric.

It is also important to note that the panelling can only be used in a stair that is not fire rated or a required stair as the panelling is non-complying for use in a fire stair.

Ideally the lift will be located within the stair construction so that its panelling will be consistent with the stair linings around it. Alternatively the lift car may be used as part of the interpretation of the building in a nearby location. If the lift car is located within the stair shaft it will be fixed and non operable with the doors fixed open to allow the lift car to be seen and used as part of the restaurant fitout.

The option of re-using the lift car as part of the new circulation was explored but it cannot be achieved for several reasons:

- 1 The car is not large enough to accommodate the requirements of the hotel use, consequently if it could be re-used it would only be for display
- 2 The arrangement of the foyer of the building accommodates changes in level that are achieved through the new stair case and the use of front and rear entry to the lifts. The existing lift cannot operate in two directions and consequently cannot be used as part of the designed fitout.
- 3 Relocating the lift to another building removes its heritage context, consequently it is considered preferable to retain the lift within the existing building.

The final location of the lift car and how it is integrated into the building will be developed as part of the required interpretation plan which is currently being commissioned.

The following photographs illustrate the significant areas of the building to illustrate the impacts of the proposed development on the fabric.



Figure 15.

The main entrance has been lined in granite to walls and treads, and the door and its frame is not the original, the works being done as part of the 1930s refurbishment. It is spatially significant, being the original entrance to the Administration Building, and will be incorporated as a feature within the Vestibule Suite. The lower area leads to Carlton Street, which is the main avenue through the

precinct, and could be used as a small seating area. The management of the public/private interface needs to be detailed carefully to retain the three-dimensional qualities of the entrance space.

Figure 16.

The vestibule area was floored in Carrara marble in the 1930s. The remainder of this area was refinished in the late 20<sup>th</sup> Century removing earlier finishes. It will be included in the Vestibule Suite.

Figure 17.

Entrance to the Executive lift on level 1.



Figure 18.

The Show Bar is an impressively presented room used for the tasting and promotion of the company's products. The room is fully lined in Queensland Maple and features a large parquetry bar in front of a display cabinet and built-in refrigerator facilities.

This room will be carefully dismantled during the building process and then reconstructed in the same position to existing quality and detail. It will then be used as one of the unique suites within the hotel.



Figure 19.

Parquetry bar in the Show Bar. Early photographs reveal that the floor was also parquetry laid in the same pattern. It is not known if it survives under the carpet. If uncovered during dismantling of the room it will be removed in numbered sections and reinstated in the reconstructed room.



Figure 20.

Fitted bar fridges and display cabinet in the Show Bar. These will all be stored and reinstated.



Figure 30.

Detail of carved panel frieze. All panelling will be removed, numbered and re-fixed to the reinstated room.



Figure 31.

The building, with the exception of the nominated significant spaces, has been gutted and used for general office space. Note the low ceilings created by the suspension of services under the timber ceilings which give the space a claustrophobic character.

The proposed removal of the existing timber floors and office-style fitout will allow each level to once again align with the original windows.

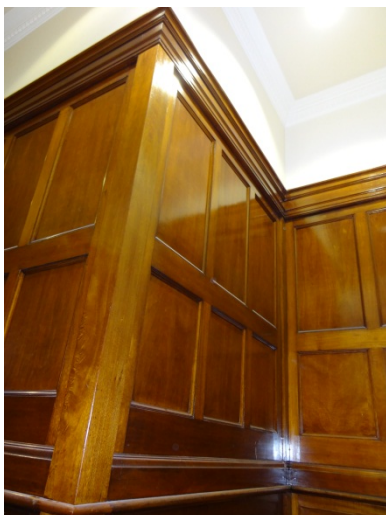


Figure 21.

The timber lined stair between Levels 1 and 2 is an important part of the heritage significance of the Administration Building and forms part of the visual differentiation of the 'Executive Route' to the boardroom. It has been archivally recorded and will be dismantled and re-used within the hotel to provide an analogous 'privileged' route to the wine store on the lower level. As noted the lining only remains between levels 1 and 2.



Figure 22.

The panelling continues along the corridor to the Boardroom. Although not nominated as significant in the earlier CMPs (it is of later construction), this panelling will also be removed carefully and used in the public areas of the hotel.



Figure 23.

The Boardroom is a visually impressive space. Although it was constructed as part of the 1930s alterations and additions, its stylistic approach is conservative and references earlier eras, consistent with the popular desire for companies to present themselves as solid, dependable bodies. The Boardroom (and its associated rooms) will be retained as a single luxury suite.



Figure 24.

Ante room to the Boardroom on Level 2. The ante-room will be retained in situ as part of the Boardroom Suite.



Figure 25.

Doors to the Ante-room. These doors currently separate the executive area from the remainder of the building, but are glazed and will not be capable of providing the fire separation rating necessary for a hotel room without significant intervention to the space. They will be re-used within the suite or (depending on the final fitout of the suite) elsewhere in the public areas of the hotel.



Figure 26.

Boardroom: looking to the windows on the eastern elevation. The table will be re-used elsewhere in the hotel as an interpretative element.



Figure 27.

The original fireplace with miniature brick lining and carved timber surround will be retained in situ.



Figure 28.

(left) The pendant light fittings are from the 1930s refurbishment of the building. They will be retained.



Figure 40.

(right) This window originally opened to a light well, but became a blind opening when the extension was added to the south in the 1950s. The contemporary bathroom to the Executive Suite will be located in the space behind this window (accessed through the original bathroom area) and this opening will be retained as a blind window.



Figure 41.

The windows to the boardroom are double-glazed sash windows set into separately operable tracks. They provide good sound insulation and will be retained.



Figure 42.

Detail of the ceiling. New temporary penetrations will be kept to a minimum and will be located within the panel areas.