

4.4 FORMER GARAGE/RUM STORE AT 2-10 KENSINGTON STREET



Figure 23. Former Motor Garage and Rum Cask Store at 2-10 Kensington Street viewed from the north (Broadway).

The former Motor Garage/Rum Cask Store was built for the Brewery in 1913 on the site of earlier terrace houses. The design of the building and its exterior elevations is both a good example of early 20th Century warehouse design and a good example of the Tooth's Brewery's 'house style' of the period.

The building is a Federation Free (Arts and Crafts) Style warehouse with pairs of large sash windows arranged centrally in three bays, with the middle pair on the upper floor to both Kensington and Dwyer Streets forming an arch. A simple but impressive parapet with scalloped profile detailing reinforces the bay composition.

Evidence of each phase of occupation can still be seen in the fabric of the building.

Most of the original fabric remains intact, although the window frames on the upper level to Dwyer Street have been removed. The interior of the building is also substantially intact, being of timber and steel construction with open floor areas and an original vehicle/goods lift against the eastern wall. This lift has been identified as a significant element of industrial archaeology associated with the former Brewery.

(See also the 2005 CMP Inventory Sheet in Annexure A of this CMP)

THE HISTORICAL DEVELOPMENT OF 2-10 KENSINGTON STREET³

The land at 2-10 Kensington Street was purchased from the Kensington Estate subdivision by George Renwick in 1842 and a shop with residence above and attached terrace plus a run of three two-storey terraces were constructed on the site soon after. Following George

³ 2005 CMP (Vol 4). Noel Bell Ridley Smith: Heritage Inventory Sheet for buildings 46A, 46B and 46C

Renwick's death in 1899 the properties were inherited by his son Sir Arthur Renwick and sold to builder Christopher Robinson in 1900.

When Tooths purchased the properties in 1911 they demolished the buildings and engaged architect Thomas J. Darling to design a three storey brick Federation warehouse to be used as a Motor Garage. This building was completed by 1913 and used as part of the Brewery complex. The building underwent a series of modifications in the 1930s, including structural reinforcement for its use as a bonded store for casks of rum.

During the Second World War it was used as a RAAF canteen store (March 1944 to June 1947). The building was used again after the war as a spirit bond store (1948), a use which involved modifications including bricking up of openings and alterations to stairs. The building was then used as a materials store by the brewery.

In 1962-63 the roof over the existing storage areas was renewed to a design by architects Lemont Niblett & Daubney and Engineers Wollacott, Hale Bond & Corlett. In 1964 alterations including the opening to the adjacent building to the south (12 Kensington Street) and new footings were undertaken by architects Lemont, Niblett & Daubney.⁴

In the early 2000s (prior to 2005) the decorative brick parapet was braced with steel. Since the closure of the Brewery the building has been used for studios and rehearsal spaces.



Figure 24. The corner of Dwyer and Kensington Streets c1908 prior to demolition for construction of the Motor Garage/Rum Bond Store on the corner in 1913. The newly built warehouse at number 12 is visible behind. (Sydney City Council Archives image Pix005-005108)

DESCRIPTION OF THE FABRIC OF 2-10 KENSINGTON STREET

The 2005 CMP described the fabric of -10 Kensington Street (Building 46A) as:

Building 46A is a three-storey building in Federation (Arts and Crafts) Warehouse Style, prominently located on the corner of Dwyer& Kensington Street set back from Broadway. Apart from a small light well in the southeast corner, the building is built to the boundaries with its entrance through open, roller-shuttered bays on Kensington Street. The two elevations are very similar with the post and beam structure expressed on the facade by engaged piers. The facades are modulated by brick spandrels, lintel beams and the parapet with a scalloped profile. The face brickwork is in shades of brown-red and liver-red. Roughcast render piers on ground floor are moulded to resemble split-face sandstone. Fenestration includes double timber framed wooden windows.

The middle bay has a pair of quadrant windows together under a common round arched brick lintel. Construction comprises load bearing external brick walls, steel columns& beams supporting wooden floors with herringbone braced joists and tongue & groove flooring. The pitched roof consists of timber trusses supporting metal

⁴ 2005 CMP (Vol 4). Noel Bell Ridley Smith: Heritage Inventory Sheet for buildings 46A, 46B and 46C

sheeting. Steel girder beams were added to ground floor ceiling in 1948 to strengthen the structure. A deep goods lift is situated on the eastern side extending through all levels. This lift is indicated on the original drawings, together with a turntable suggesting a multi-story garage.

Although the building was originally designed to function as a motor garage it has undergone a series of changes in its function from a cask store to RAAF canteen store, followed by a Spirit Bond Store to now finally being partly occupied as a materials store. The building is in good condition & well maintained apart from cracks in plaster & surface discoloration in some places. The window frames & sashes on Dwyer Street facade are in poor condition. The brick parapet has been braced with steel in recent years.

The elevator system along with its platform, swing gates and equipment are believed to be in working condition but do not satisfy present standards and are currently not in use. The lintel beams & walls of the shaft area have structural cracks. Both exterior and interior of the building are substantially intact although very little of the original contents remain apart from the elevator.

This description was reviewed during site visits and was found to be an accurate description of the fabric of the building. The fabric is substantially intact and has retained important elements of its industrial history, including the motor car lift, security associated with the Bonded Store phase and workplace elements such as a time-keeping clock (Bundy Clock).

It was also found to be in good condition, although some structural cracking was evident in places where water was able to penetrate the outer skin and the concrete lintels which have been substantially damaged. Windows in the lightwell and to the upper levels have suffered from a lack of maintenance; with those on the top floor to Dwyer Street being replaced. It is also noted that the parapet is out of alignment and will require structural stabilisation.

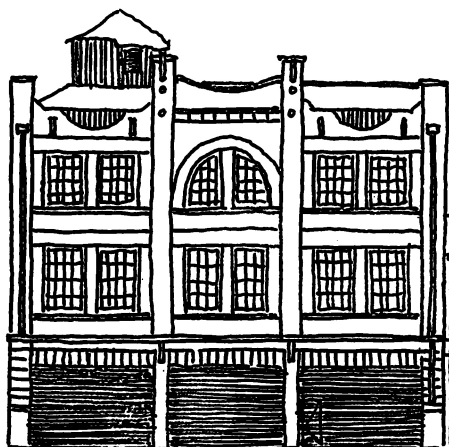


Figure 25. Western (Kensington Street) Elevation



Figure 26. The Kensington St façade of the building is characterised by its simple but strongly arranged horizontal lines of dark red brick brickwork with painted concrete lintels and window sills which area divided into three vertical bays by engaged brick piers in darker (liver red) brickwork. The façade is dominated by the prominent Federation style parapet above.

Lintels are rendered and painted over large timber-framed sash windows; the central pair on the top floor forming an arched opening. The ground level is divided into bays, each with a steel roller door.

The piers were clad at ground level by cast cement panels that read as rusticated stone, although the detail is clearly evident where the panels have been cut to allow work to the downpipes (for example, at the southern end). There is no separate pedestrian doorway, with access being via a small door set into one of the roller doors. The roller doors have been painted in 'urban art' style, one referencing the brewery workers.

The three vehicular width openings to Kensington Street dominate the façade at street level and there is no formed kerb to Kensington Street, with the alignment of the gutter being marked by kerbing blocks laid on an angle.



Figure 27. The parapet is formed of brick with cement capping and a cement render finish to the rear (roof side). The parapet has been braced on the roof side but is deformed in places. Inset iron grille rails to the scalloped profile of the parapet are rusting and their soundness is not known. The roof is a simple gabled structure set behind the parapet and is clad in corrugated iron sheets. Some sheets have surface rusting in places but they appear to be relatively new and generally sound: inspection of the interior of the roof space revealed few holes and no evidence of recent water ingress. Flashing has been replaced where the roof abuts the parapet – there is evidence of earlier water damage to the brickwork. The old flashing sheets are stored within the roof space.



Figure 28. The Dwyer Street elevation is consistent with the form and detailing of the Kensington Street elevation. It also features three bays — allowing the building to have a strong and symmetrical street presence, particularly when viewed from the northern end of Kensington Street near Broadway.

The site falls slightly towards Kensington Street. No access is available from this elevation. The window frames to the 2nd (uppermost) floor have been removed and fiberglass/synthetic corrugated profile panels have been inserted.



Figure 29. Street detailing — the building sits on the front property boundary. The narrow footpath area is ramped to street level to facilitate vehicular access to the wide door openings. The roller doors have been painted with images associated with the former brewery use and urban street art.



Figure 32 (above). Detail of the windows to Dwyer Street. The windows to the main elevations at both ground and first floor level are fixed at the bottom, with the upper section tilting inwards to allow ventilation. The arched windows to the uppermost level have been removed to this elevation and corrugated translucent panelling installed in the opening.



Figure 30 (above): The building is built to the eastern and southern boundaries with the exception of a small light well set at the south-eastern corner of the property. It is accessed only via a door at ground level. Large timber framed windows open to the well on each level.

Figure 31 (below): The cast rusticated stone blocks used to finish the pillars on the lower floors can be seen where they have been cut to allow a downpipe to be inserted.





Figure 33. Interior – structural details. The structural capacity of the building was improved in the 1930s by the addition of Dorman and Long 'I' beams and columns in order to carry heavier loads as part of its use as a Bonded Store for alcohol. The main part of the internal structure is now supported by steel columns and beams framed by riveted girders, with the original lighter weight supports to the administration areas.



Figure 34. The lowest (ground) level of the building is an open, high ceilinged space. The central area has been reinforced with Dorman and Long 'I' beams and columns. The columns in centre of the ground floor level are set into concrete bases for additional stability. The main evidence of earlier use as a warehouse is the large vehicular lift structure set against the eastern wall. The door to adjacent occupancy on southern side (12 Kensington Street) has been cut into the original wall, as is shown by the changes in floor level, cut brickwork and lack of lintel or detailing. The opening to the light well is original. A simple office kitchen (recent) has been fitted to the eastern wall.



Figure 35. Level 1 – Similar to the ground level, – same structural configuration including riveted beams and columns. Floor-ceiling heights are less than the other levels. Some cracking to wall at top of the light well due to water ingress. Ceilings throughout are open to the undersides of the timber joists and floorboards of floor above with herringbone bracing..