

Figure 7.23 Ultimo Tram Depot and the Darling Harbour Goods Line with Ultimo Power House in background, 1911 (Source: State Archives and Records Authority of NSW NRS-4481-3-[7/15883]-M2446)



Figure 7.24 Ultimo Tram Depot with additions on the East façade, the Goods Line, Pedestrian walkway (Source: JBA 2014 SEE letter to City of Sydney Council)



Figure 7.25 Harwood Building 2020 (Source: Powerhouse)



Figure 7.26 The eastern wall of the Harwood building, original brickwork in blue (Source: Curio Projects)



Figure 7.27 The north east corner of the Harwood building (Source: Powerhouse)



Figure 7.28 The northern wall of the Harwood building, original brickwork around windows in white (Source: Curio Projects)

# 7.3 HERITAGE SIGNIFICANCE

The Harwood Building is not currently included on any statutory heritage register. A nomination to list the Harwood Building on the NSW SHR was considered by the NSW Heritage Council in September 2020, to which the Heritage Council determined that the Harwood Building does not meet the heritage criteria for State significance and determined to close the SHR nomination, and rather to extend an invitation to City of Sydney Council to consider local listing of the Harwood Building. As part of this SHR nomination process, an assessment of heritage significance of the Harwood Building was prepared by Industrial Heritage Specialist, Tony Brassil,<sup>23</sup> from which the following assessment of significance is predominantly drawn (as indicated in italics).

The Harwood Building is included on two non-statutory registers; the (now defunct) Register of the National Estate (Listing 100691); and the National Trust (NSW) Register (S10611).

# 7.3.1 Criterion (a)—Historical Significance

Built to service the new electric tram fleet operating in central Sydney, the former Tram Depot at Ultimo is of state historical significance for its association with the replacement of steam trams with electric traction in Sydney in 1899. Ultimo Tram Depot represents the introduction of the new, quiet and safe electric trams that were to become a major public transport facility in Sydney and a part of one of the largest electric tramway networks in the world.

The creation and operation of the Sydney electric tramway system had a significant and lasting impact on the landscape of Sydney, physically and geographically, as well as socially. The location of town centres and of shopping strips along main roads, the shape and route of roads and the location and distribution of types of housing can all be traced to their development as a result of the operation of trams in the vicinity.

Ultimo Tram Depot was the first of the new electric tramsheds erected in NSW and it established the design and layout parameters that were the template for all subsequent tramsheds. It operated as a tram depot for fifty years and was an important public transport facility throughout this time.

Ultimo Tram Depot was erected adjacent to the Ultimo Power House, the proximity illustrating the close association between the electricity generated at the Powerhouse and the trams that were the primary purpose of the powerhouse. Ultimo Tram Depot, with the adjacent powerhouse, demonstrate the scale of government commitment to the then new technology of electricity, at a time prior to its being generally available for public consumption.

The former Tram Depot at Ultimo was the first exhibition space created for the Powerhouse Museum and was the first step in the transition of the old Museum of Applied Arts and Sciences from its Harris St premises into the buildings of the former Ultimo Powerhouse. It has had a long association with the Powerhouse Museum, first as a Stage 1 exhibition hall and then as the primary administration space for the Museum for over twenty years.

# 7.3.2 Criterion (b)—Associative Significance

The former Tram Depot at Ultimo is significant for its association with railway engineer Henry Deane, a significant contributor to the development of the NSW Railways and the engineer responsible for the development and design of electric tramways in Sydney. Henry Deane was the Chief Engineer for the NSW Railways and Tramways from 1890 – 1905, after which he designed the Wolgan Valley Railway line for the Commonwealth Oil Corporation and was largely responsible for the construction of the Transcontinental railway from Port Augusta to Perth.

#### 7.3.3 Criterion (c)—Aesthetic Significance

The former Tram Depot at Ultimo has aesthetic significance as the original tramshed for the NSW electric tramway system and, as with each of the depot buildings, is a unique design which still contains the essential functional and operation requirements that are common to all of these buildings. Whilst the alterations made to adapt the building to its use as part of the Powerhouse Museum, particularly those to the arrangement of the roof cladding, are notable, they have not changed to essential individuality of the building, nor spoiled its original architectural lines.

# 7.3.4 Criterion (d)—Social Significance

As a back-of-house facility for the Powerhouse Museum, the former Tram Depot building would have some social value for the many staff members that have been associated with the place since the creation of the Powerhouse Museum in from 1981 at Ultimo. It is unlikely that any of the former tramway system staff are still alive to express their connection to the place, however, the heritage of Sydney Trams is still maintained through organisations such as the Sydney Tramway Museum at Loftus, the Parramatta Park Tramway (now relocated to Valley Heights Loco Depot in the Blue Mountains west of Sydney) and the numerous and continuing publication of books and historic photographs of the former Sydney Tramway system. The continuing social significance of the Sydney Trams is expressed through the recent redevelopment of the Rozelle Tram Depot and its commercial reuse under the banner of "The Tramshed".

#### 7.3.5 Criterion (e)—Scientific Significance [Research Potential]

Some historical archaeological potential of the former Sydney Omnibus Company and City Carrying Company Stables may be remnant beneath the building and the Mary Ann Street forecourt.

The building itself does not meet the criteria for this criterion.

# 7.3.6 Criterion (f)—Rarity

The former Tram Depot at Ultimo is significant as the first and the oldest surviving tram depot shed in NSW.

The former Tram Depot at Ultimo is significant as one of only four of the original twelve (thirteen, counting Hamilton in Newcastle) tram depot buildings that survive relatively intact as a whole building.

The former Tram Depot at Ultimo is significant for its close association with the nearby Ultimo Powerhouse, a potent and visible expression of the close relationship between the Powerhouse and the trams for which it was built to supply.

The former Tram Depot at Ultimo is significant for its adaptation and reuse as part of the Powerhouse Museum investment in heritage and the historic culture of the State by a Government in NSW.

# 7.3.7 Criterion (g)-Representativeness

The former Tram Depot at Ultimo is representative of the layout and arrangement pattern used to design electric tram depots of the NSW tramway system.

The architectural features of the former Tram Depot at Ultimo are representative of the specific architectural features and general treatment used for all subsequent tram depot buildings, with brickwork walls divided into panels by pilasters, segmental arches over openings, projecting cornices at ceiling level and a strong external expression of the saw-tooth roof arrangement.

# 7.3.8 Statement of Significance

The Ultimo Tram Depot (Harwood Building) is historically significant as the first depot of the electric tramway system in Sydney for which it remained in operation throughout the entirety of the system. The building was associated with the adjacent Ultimo Power House which supplied the electricity for the network. The remaining original fabric provides an example of the Tramway Department's modular building style, providing the layout for future depots, and is representative of the layout and arrangement of the NSW tramway system's electric tram depots. The building also has historic significance as one of the first industrial buildings in NSW to be converted for a new use as Stage 1 of the Powerhouse Museum.

Overall, the significance of the Harwood Building is largely associated with its historic use and how it contributed to the Sydney tramway system. Despite its substantial modifications, the long, low building form with the sawtooth roof remains evocative of its original use as a tram depot, and the building retains a visual connection with the Ultimo Power House, that helps to interpret the interconnected operations of the two complexes.

# 7.3.9 Views

The primary viewlines to the Harwood Building are mostly from the southern and eastern end of the building, such as from Darling Drive, the Goods Line, Mary Ann Street and Macarthur Street. The visual connection between the Harwood Building and the former Ultimo Power House buildings is also of significance in relation to the historical connection between the two buildings, and their irrevocably connected locations. The views of the western façade of the Harwood building have been obscured by the 1990s construction of an apartment block in Omnibus Lane. A narrow walkway exists between the apartments and the western façade of the Harwood Building.

# 7.3.10 Grading of Significant Components

To assess the significance of the Harwood Building in its entirety, the individual items and elements that compose the fabric and form of the building have been ranked accordance to the Heritage NSW criteria for assessing significance, as summarised in Table 7.1 and depicted in Figure 7.26 to Figure 7.29.





The roof finish is not original, reconstructed during the 1980s refurbishment works.

The structure of the roof has a visual significance for its former use as a tram depot, although the fabric is not original.

The external walls on the north, east and west faces of the building retain original brickwork from the 1888 construction to the 1908 extension and have exceptional significance. A section of the north face shows the contrast between the original brickwork and later brickwork.

There are three "original" windows to the north-west of the building, two have been infilled with modern glass, while the third has been bricked over.

External walls to the Harwood Building constructed in the 1980s as part of the adaptive reuse of the site for the Powerhouse Museum (i.e. brick infill along the southern elevation) have little significance.

Modern windows installed in the 1980s as part of the adaptive reuse of the site for the Powerhouse Museum have little significance.



The mezzanine level of the Harwood Building was constructed in 1995 and has little significance.

The stairs are a later addition and have little significance.

The retaining wall from the original 1899 tram shed building is located underground and form a zig-zag pattern.

There are painted brick walls evident in the basement of the Harwood building which will require further analysis to clarify if they have any association with the 1899 building or are a more recent addition.

The modern covered walkway extending from the north of the building impacts the view of the Switch House and Boiler House, and is considered intrusive.

The covered walkway to the south of the building is of no heritage significance, yet its position does not impact the view lines to the significant elements of the building.

No evidence of the original floor was found during site visits, further visits may be necessary to clarify









# 7.4 OPPORTUNITIES AND CONSTRAINTS

Opportunities and constraints specific to the Harwood Building include:

### Opportunities

- Enhancement of the Harwood building via programmatic interpretation of its history and former use as a tram shed.
- Interpretation of the former site use as both the Sydney United Omnibus Company Stables and the City Carrying Co Stables
- Reconnection of the Harwood Building with the former Power House buildings.
- Space for ongoing museum utilisation and to support the development of a creative industries precinct.

#### Constraints

- The original fabric of the building should be retained and preserved in any future use of the site.
- The western façade of the Harwood Building requires conservation as there is water damage and plant growth in the sandstone.

As at April 2022, the Harwood Building remains unlisted on any statutory heritage register (and is therefore not technically subject to the protections and requirements under the relevant NSW heritage legislation), and therefore from a statutory perspective, the options for the Harwood Building still remain flexible. However, from a best practice heritage perspective, in accordance with the principles of the Burra Charter and the significance of the Harwood Building as presented within this CMP, the retention of the Harwood Building with the site is preferable, ideally incorporated into the wider Museum use of the site and/or adaptive re-use for another compatible use.

# 7.5 ITEM-SPECIFIC CONSERVATION POLICIES

Policy 15—Compatible Use: Future management of the Ultimo site should include consideration of opportunities to reincorporate the Harwood Building into the wider use of the Powerhouse Ultimo site, and/or for another compatible use.

# 7.6 PHOTO REGISTER FOR THE HARWOOD BUILDING



Figure 7.33 Harwood Building Photo Register (Level 2)



Harwood Viewpoint 1: Interior, Level 2



Harwood Viewpoint 2: Interior, Level 2



Harwood Viewpoint 3: Interior, Level 2



Harwood Viewpoint 4: Interior, Level 2



Harwood Viewpoint 5: Interior, Level 2





Harwood Viewpoint 7: Interior, Level 2

![](_page_11_Picture_2.jpeg)

Harwood Viewpoint 8: Interior, Level 2

![](_page_11_Picture_4.jpeg)

Harwood Viewpoint 9: Interior, Level 2

![](_page_11_Picture_6.jpeg)

Harwood Viewpoint 10: Interior, Level 2

![](_page_11_Picture_8.jpeg)

Harwood Viewpoint 11: Interior, Level 2

![](_page_11_Picture_10.jpeg)

Harwood Viewpoint 12: Interior, Level 2

![](_page_12_Picture_0.jpeg)

Figure 7.34 Harwood Building Photo Register (Level 1)

![](_page_13_Picture_0.jpeg)

Harwood Viewpoint 13: Level 1

Harwood Viewpoint 14: Level 1

![](_page_13_Picture_3.jpeg)

![](_page_13_Picture_4.jpeg)

![](_page_13_Picture_5.jpeg)

Harwood Viewpoint 16: Level 1

![](_page_13_Picture_7.jpeg)

![](_page_13_Picture_9.jpeg)

Harwood Viewpoint 17: Level 1

Harwood Viewpoint 18: Level 1

Harwood Viewpoint 19: Level 1

![](_page_14_Picture_0.jpeg)

Figure 7.35 Harwood Building Photo Register (Basement)

![](_page_15_Picture_0.jpeg)

Harwood Viewpoint 20: Basement

![](_page_15_Picture_2.jpeg)

Harwood Viewpoint 21: Basement

![](_page_15_Picture_4.jpeg)

Harwood Viewpoint 22: Basement

![](_page_15_Picture_6.jpeg)

Harwood Viewpoint 23: Basement

![](_page_15_Picture_8.jpeg)

Harwood Viewpoint 24: Basement

![](_page_15_Picture_10.jpeg)

![](_page_16_Picture_0.jpeg)

Harwood Viewpoint 26: Basement

![](_page_16_Picture_2.jpeg)

Harwood Viewpoint 27: Basement

# 7.7 ENDNOTES

- One of the main private companies in Sydney that operated horse-drawn omnibus services from the 1870s until the 1910s when availability of cable and electric trams made this transportation method obsolete.
   'The Sydney Omnibus Company' in *Empire*, 9 Dec 1871 p. 3
   Australian Town & Country 11 Oct 1873 p. 9; 'Fire in Harris Street, Ultimo' in Newcastle Chronicle, 9 Oct 1873 p. 4
   Brassil, T., Ultimo Tram Depot (The Harwood Building), History and Significance, National Trust of Australia (NSW), 2019, p. 3.
   Rowe, D. M., 'Modern Engineering Preserving our Engineering Heritage: Air Conditioning in the Powerhouse Museum, Sydney' in *Fourth National Conference on Engineering Heritage 1988 (Papers)*, Sydney, 1988, p. 12.
   Godden et al 1984 p. 33
   Rowe 1988, p. 12.
   Brassil 2019, p. 4; Godden et al 1984, p. 34.
   Godden 2003, p. 3.
   ibid

- Brassil 2019, p. 4; Godden et al 1984,
  Godden 2003, p. 3.
  ibid
  Brassil 2019, p. 5.
  Fitzgerald & Golder, 1994 p. 113.
  Brassil 2019, p. 6.
  Godden 2003, p. 5.
  Rowe 1988, p. 12.
  Architectural Projects 2003 p. 83
  Godden 2003, p. 3
  Architectural Projects, 2003, p. 30
  ibid
  Godden 2003. p. 4.
  ibid, p. 6.
  Brassil 2019, p. 6.

# 8 NORTH ANNEX

# 8.1 HISTORY OF NORTH ANNEX

With a frontage to William Henry Street, the North Annex (formerly known as the Office building) was originally built in 1899 as part of the initial construction of the Ultimo Power House. The North Annex was constructed in a simplified Italian Renaissance Classical Style as a three storey symmetrical building with seven bays. When the Power House opened in 1899, the North Annex housed offices, staff accommodation and the accumulator (battery) room, and was generally referred to throughout its used as the "Office" Building.

The front portion of the engine-house facing William Henry street, for a distance of 98 feet (30m) has accommodation in the basement for foremen, line-repairers, greasers, together with bathrooms, lavatories, etc. On the first floor are the testing-room, chemical laboratory, officers' quarters, storerooms, lavatories, bathrooms, etc. The second floor, to which a goods elevator has been provided, is set apart exclusively for the accumulators. The roof of the accumulator room, which covers the same area is flat, so as to allow for future extension. The whole of the floors and dividing walls in the office portion of this building are rendered fire-proof, by being constructed of terra-cotta lumber, the flat roof being covered with patent asphaltum, with lead flashing round the parapet wall.<sup>1</sup>

The North Annex was designed with a flat roof to allow for extensions. In c.1931, three cast iron water tanks were installed on the roof of the North Annex (with a fourth identical tank, possibly installed at the same time), constructed by the NSW Government Railway Permanent Way workshops in a similar pattern to railway water tanks, and remained on the roof until at least 1984. Two of these water tanks were used to supply the Ultimo Tram Shed—one for fire fighting equipment, and one for other general purposes—while the other two were used as emergency water supply tanks for the boilers.<sup>2</sup>

The second (top) floor of the Annex was originally the one large single room that housed the accumulators (or batteries) for the Power House, likely lined with lead to resist possible battery acid spillage. From around 1936-1936, the accumulator room was converted for use as a shower and recreation room for the Power House boiler workers.<sup>3</sup>

When the Ultimo Power House closed on 11 October 1963, the North Annex, along with the other Power House buildings, fell into disrepair and was damaged by squatters and/or vandals. When the William Henry Street bridge was raised and extended in the 1960s, the entry at the front of the building became largely obscured.

Previous Names	The Office Building, The Administrative Building, The Amenities Block, The North Annexe
Address	500 Harris Street, Ultimo
Lot & DP	Lot 1 631345
Built	1899
Heritage Listings	SHR 02045 "Ultimo Power House"
	LEP I2031, "Powerhouse Museum Former Warehouse Buildings, including interiors"
Non-Statutory Listings	Register of the National Estate (Powerhouse Museum (Stage Two), Place ID 100690

National Trust of Australia (NSW) Register (S11648, 24/10/2015)

![](_page_19_Picture_8.jpeg)

Figure 8.2 North Annex 2020 (Source: Curio Projects)

![](_page_19_Picture_12.jpeg)

Figure 8.1

North Annex Location Map (Source: John Wardle Architects with Curio Projects overlay).

By 1982 the North Annex Roof had deteriorated and was damaged by rainwater in several places, and walls, floors and fittings throughout the building were significantly damaged. Most of the windows had been smashed, the hardwood flooring had substantial water damage, and evidence of fires was present in the western end of the ground floor. All levels were covered with a combination of building debris, old newspapers and furniture, broken toilets, terracotta bricks and timber.⁴

Most of the cedar doors, the spiral staircase, the front doors and the lead from the stained glass window has been removed. Many of the windows on the ground floor have been broken. Internal partitions on the ground floor and first floor have been broken by vandals or demolishers. Almost every porcelain toilet fitting has been smashed.<sup>5</sup>

In 2003 the North Annex contained 'administration offices and various support functions including training rooms, volunteers area and the PABX.'6 As of 2003 the wall tiles in the North Annex had been retained but the stair to the upper level had been modified.<sup>7</sup> A new door was later added from the Turbine Hall to allow direct access to Level 3 of the North Annex. In 2022, the North Annex houses Powerhouse Creative Resident Studios.

![](_page_20_Picture_3.jpeg)

Figure 8.3 Ultimo Post Office with Ultimo Power House Administrative Offices (later North Annex) highlighted with arrow, c. 1901 (Source: State Archives and Records Authority of NSW NRS-4481-3-[7/15883]-M2446)

![](_page_20_Picture_5.jpeg)

Figure 8.4 Section of William Henry St in 1965 showing Ultimo Power House Pump House (L) and North Annex (R). (Source: City of Sydney Archives NSCA CRS 48/4599, CC BY 4.0)

![](_page_20_Picture_7.jpeg)

Figure 8.5 The former entry to the North Annex from William Henry Street (Source: Curio Projects)

![](_page_21_Picture_0.jpeg)

Figure 8.6 Image showing the north elevation of the office building and the old boiler house prior to the William Henry bridge extension (Source: NSWGT Contract No.12 Drawing No. 4 1898 in Architectural Projects 2003 p. 68)

![](_page_21_Picture_2.jpeg)

Figure 8.7 North Annex, northern elevation. Set back boiler house visible in the left of the image. The lower half of the buildings has been obscured by the William Henry Street bridge (Source: Curio Projects, 2020)

# 8.2 PHYSICAL ANALYSIS OF THE **NORTH ANNEX**

An overall photo register and images of the North Annex as of 2020 is presented in Section 8.6.

# 8.2.1. Site and Setting

The North Annex forms part of the Powerhouse site at 500 Harris Street, Ultimo. Within the site, the North Annex has a frontage to William Henry Street, located between the remains of the former Pump House in the east and Boiler House to the southeast, immediately adjacent to the north of the Engine House, and the east of the Post Office. The northern elevation of the North Annex is largely obscured by the widening and raising of the William Henry Street Bridge along this elevation.

# 8.2.2. Built Elements

The North Annex was originally constructed on a sloping site and consists of three storeys, constructed symmetrically with seven bays. Of the original 1899 Power House buildings, the North Annex (Office Building) is the most elaborate, built in a simplified Italian Renaissance Classical style. The building is largely intact, both internally and externally. The building was traditionally referred to having as a basement level and two upper levels, however following the 1980s adaptive reuse works across the Power House site for the establishment of the Powerhouse Museum (and integration of the North Annex internally with the other Power House building), these levels came to be referred to as Levels 2-4 in the context of the entirety of the Powerhouse site. The SHR listing describes the North Annex building as:

The rusticated stone base supports a stone plinth on which sits the brick superstructure. The articulation continues in the form of brick pilasters with a sandstone entablature, above which is a brick parapet.

On the ground floor window mullions are in the form of classical pilasters, while on the top floor they are plain. Beneath each window is a spandrel infilled with bricks in herringbone pattern. The frontispiece is in the form of an aedicule two stories high, with large scale stone pilasters on stone pedestals, surmounted by a pediment. Within the frontispiece is an entrance having semicircular arch with a console keystone. The principal feature in the aedicule is the spandrel which identifies the building's former ownership as the New South Wales Government Transport Department (NSWGTD). Surrounding the name of the building is a band of lightning bolts, a stylised representation of electricity, which passes behind a decorated floriated crest incorporating the Southern Cross. The spandrel was once surmounted by a leadlight window which bore the State Coat of Arms

On the top floor, each pair of pilasters, on the east and west ends, is gathered over a semi-circular opening which makes the semi-circular arched windows appear recessed.

The building has a distinguished architectural composition shown in the brickwork, windows and facades The bricks are very fine plastic-moulded and have a warm red-brown colour. The brickwork on this building and the old boiler house façade is particularly fine, the bricks having been pointed with a light red-brown mortar. The work throughout is English bond except in the spandrels where it is herringboned. The robust cedar window joinery is very fine, and is consistent with the time of the building. The repetition of the pilasters, spandrels and windows on the north, east and west facades adds to the careful ornamentation of the buildina.8

As part of the 1980s adaptive reuse works undertaken to the building, the original spiral staircase was removed and the basement area was opened up to allow installation of a wider modern staircase to connect all levels of the building.<sup>9</sup> The top floor of the Annex (now referred to as Level 2) retains the original cast iron columns (Bonner & Son's Globe Foundry, Sydney) from the period used as an accumulator room. The North Annex roof constructed of a fire-resistant terracotta roof supporting cast iron water tanks, originally accessed via a spiral stair. The roof area was not able to be accessed during recent site visits in order to inspect its current condition. A tunnel is located underneath the office building from which terracotta conduits once ran from the Engine House.<sup>10</sup> This appears evident in Figure 8.6. The staircase from the former entry has been levelled and converted into kitchen areas on levels 2 and 3.

![](_page_22_Figure_11.jpeg)

Figure 8.8 1899 Layout of the Power House (Source: Godden et al. 1984 p. 98)

![](_page_22_Figure_13.jpeg)

THREE VERTICAL GENERATOR SETS

Figure 8.9 1902 Layout of the Power House with the extension (Source: Godden et al. 1984 p. 104)

![](_page_22_Figure_18.jpeg)

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# 8.3 HERITAGE SIGNIFICANCE

The North Annex, as part of the Ultimo Power House, is included within the following statutory heritage listings:

- State Heritage Register (NSW), The Ultimo Powerhouse, SHR 02045, gazetted 04 Sep 2020.
- Sydney LEP 2012, The Powerhouse Museum Former Warehouse Buildings, including interiors, 12031.

The North Annex is also included on two non-statutory registers: the Register of the National Estate Powerhouse Museum (Stage Two) (Listing 100690); and the National Trust (NSW) Register Powerhouse Museum (Stage Two) (S11648).

# 8.3.1 Summary of Significance—North Annex

The North Annex, dating from 1899, is historically significant as part of one of the most important and intact group of power station buildings in the State. The most elaborate of the former Power House buildings, the North Annex is aesthetically significant for its fine architectural features of a Federation era administration building and retains much of its historic fabric, particularly the external façade, and interiors at its lower levels.

#### 8.3.2 Views

The primary viewline to the North Annex is the view from William Henry Street and the William Henry Street bridge along the building's northern elevation. While this elevation has been obstructed and impacted by the 1960s construction of the elevated road approach/William Henry Street bridge, the visible section of the building's primary elevation is important to retain.

### 8.3.3 Grading of Significant Components for the North Annex

The key components and elements of the fabric and form of the North Annex have been ranked accordance to the Heritage NSW criteria for assessing significance, as summarised Table 8.1 and depicted in Figure 8.12 to Figure 8.16.

![](_page_23_Picture_11.jpeg)

Figure 8.10 View of North Annex (right) and Boiler House (left) from William Henry St bridge (Source: Powerhouse)

![](_page_23_Picture_13.jpeg)

Figure 8.11 View of northern elevation of Powerhouse Ultimo site, Boiler House and North Annex visible behind William Henry St bridge (Source: Powerhouse)

 
 Table 8.1 Grading of Significant Components for the North Annex
 IMAGE

ELEMENT

#### HIGH

EXCEPTIONAL

EXCEPTIONAL

![](_page_24_Picture_5.jpeg)

External Walls (Original)

![](_page_24_Picture_7.jpeg)

Windows (Original)

![](_page_24_Picture_9.jpeg)

Level 2 and 3 (original first and second floors) tiled floor

![](_page_24_Picture_11.jpeg)

• HIGH

• HIGH

Wall tiles

![](_page_24_Picture_14.jpeg)

# NOTES

The flat roof structure is original to the building's construction in 1899 and predominantly intact.

The external walls are original and predominantly intact. All originally features of the building façade including the stepped sandstone entablature, brick parapet, spandrels, frontispiece, aedicule, pointed brickwork are of exceptional significance.

The robust cedar window joinery in the window frames and sills are original and predominantly intact.

However, the glass panes in most windows would have been replaced c. 1988-89.

The Level 2 and 3 floor tiles appear to be original, or at least an early iteration of the building flooring, as Godden (1984: 13) refers to the similarly tiled floor and walls of the North Annex and the Engine House's switch gallery.

The corridor wall tile finish appear to be early elements of the building, possibly original.

![](_page_25_Picture_0.jpeg)

# NOTES

Access to different levels of the Office building was originally afforded by a spiral staircase which was removed and replaced by this wider modern staircase in the 1980s.

The original finishes within the North Annex are of exceptional significance.

Certain doors have been reported as original (Architectural Projects 2003: 85), this will require further research and review into the building history to confirm.

The doors shown in the photos to the left appear to be remnant from air raid precaution (ARP) storage areas.

The later additions such as the former stairwells converted to kitchen areas are of little significance.

The top floor cast iron columns were manufactured by Bonner and Son's Globe Foundry, Sydney and are original elements of the building, dating to the use of the floor as an accumulator room.

![](_page_26_Picture_0.jpeg)

![](_page_26_Picture_1.jpeg)

The original internal walls are of exceptional significance

The air conditioning ducting is intrusive and detracts from the original finishes. It can be removed if a less intrusive option is available.

The halogen tube lighting is of no significance and can be replaced if a more sympathetic option is available.

The modern carpet finishes throughout the building are of little significance.

![](_page_27_Figure_0.jpeg)

Figure 8.12 Grading of Significance for the North Annex (Level 1)

![](_page_28_Figure_0.jpeg)

Figure 8.13 Grading of Significance for the North Annex (Level 2)

![](_page_29_Figure_0.jpeg)

![](_page_29_Figure_1.jpeg)

Figure 8.14 Grading of Significance for the North Annex (Level 3)

![](_page_30_Figure_0.jpeg)

Figure 8.15 Grading of Significance for the North Annex (Level 4)

![](_page_31_Figure_0.jpeg)

Figure 8.16 Grading of Significance for the North Annex (Level 5)

# 8.4 OPPORTUNITIES AND CONSTRAINTS

Opportunities and constraints specific to the North Annex include:

#### Opportunities

- Adaptive reuse to support Powerhouse operations and functions.
- Incorporate and improve public access.
- Programmatic interpretation that improve communication of the building's history and significance to visitors and staff.
- To include the North Annex in site tours

#### Constraints

- Any future use of the building should retain, conserve and enhance all original fabric of the North Annex (Office Building).
- Water damage to the sandstone on the internal northwest corner of level 2 needs to be addressed.

# 8.5 ITEM-SPECIFIC CONSERVATION POLICIES

Policy 14—Services, Facilities and Amenities: The North Annex has full smoke and thermal detection. Options to further enhance fire protection should be investigated.

# 8.6 PHOTO REGISTER FOR THE NORTH ANNEX

![](_page_33_Picture_1.jpeg)

Figure 8.17 North Annex Photo Register (Level 2) (Original basement)

![](_page_34_Picture_0.jpeg)

North Annex Viewpoint 1: Level 2

![](_page_34_Picture_2.jpeg)

North Annex Viewpoint 2: Level 2

![](_page_34_Picture_4.jpeg)

North Annex Viewpoint 3: Level 2

![](_page_34_Picture_6.jpeg)

North Annex Viewpoint 4: Level 2

![](_page_34_Picture_8.jpeg)

North Annex Viewpoint 5: Level 2

![](_page_34_Picture_10.jpeg)

North Annex Viewpoint 6: Level 2

![](_page_35_Picture_0.jpeg)

North Annex Viewpoint 7: Level 2

![](_page_35_Picture_2.jpeg)

North Annex Viewpoint 8: Level 2

![](_page_35_Picture_4.jpeg)

North Annex Viewpoint 9: Level 2

![](_page_35_Picture_6.jpeg)

North Annex Viewpoint 10: Level 2

![](_page_35_Picture_8.jpeg)

North Annex Viewpoint 11: Level 2

![](_page_35_Picture_10.jpeg)

North Annex Viewpoint 12: Level 2

![](_page_35_Picture_15.jpeg)

![](_page_36_Picture_0.jpeg)

North Annex Viewpoint 13: Level 2

![](_page_36_Picture_2.jpeg)

North Annex Viewpoint 14: Level 2

![](_page_36_Picture_4.jpeg)

North Annex Viewpoint 15: Level 2

![](_page_36_Picture_6.jpeg)

North Annex Viewpoint 16: Level 2

![](_page_36_Picture_8.jpeg)

North Annex Viewpoint 17: Level 2

![](_page_36_Picture_13.jpeg)

North Annex Viewpoint 18: Level 2

![](_page_37_Picture_0.jpeg)

North Annex Viewpoint 19: Level 2

![](_page_37_Picture_2.jpeg)

North Annex Viewpoint 20: Level 2

![](_page_37_Picture_4.jpeg)

North Annex Viewpoint 21: Level 2

![](_page_37_Picture_6.jpeg)

North Annex Viewpoint 22: Level 2

![](_page_37_Picture_8.jpeg)

North Annex Viewpoint 23: Level 2

![](_page_37_Picture_12.jpeg)

![](_page_38_Picture_0.jpeg)

Figure 8.18 North Annex Photo Register (Level 3)

![](_page_39_Picture_0.jpeg)

North Annex Viewpoint 24: Level 3

![](_page_39_Picture_2.jpeg)

North Annex Viewpoint 25: Level 3

![](_page_39_Picture_4.jpeg)

North Annex Viewpoint 27: Level 3

![](_page_39_Picture_6.jpeg)

North Annex Viewpoint 28: Level 3

![](_page_39_Picture_8.jpeg)

![](_page_39_Picture_12.jpeg)

North Annex Viewpoint 26: Level 3

![](_page_40_Picture_0.jpeg)

North Annex Viewpoint 30: Level 3

![](_page_40_Picture_2.jpeg)

North Annex Viewpoint 31: Level 3

![](_page_40_Picture_4.jpeg)

North Annex Viewpoint 32: Level 3

![](_page_40_Picture_6.jpeg)

North Annex Viewpoint 33: Level 3

![](_page_40_Picture_8.jpeg)

North Annex Viewpoint 34: Level 3

![](_page_40_Picture_10.jpeg)

North Annex Viewpoint 35: Level 3

![](_page_40_Picture_12.jpeg)

![](_page_41_Picture_0.jpeg)

Figure 8.19 North Annex Photo Register (Level 4)

![](_page_42_Picture_0.jpeg)

North Annex Viewpoint 37: Level 4

![](_page_42_Picture_2.jpeg)

North Annex Viewpoint 38: Level 4

![](_page_42_Picture_4.jpeg)

North Annex Viewpoint 39: Level 4

![](_page_42_Picture_6.jpeg)

North Annex Viewpoint 40: Level 4

![](_page_42_Picture_8.jpeg)

North Annex Viewpoint 41: Level 4

![](_page_42_Picture_10.jpeg)

![](_page_42_Picture_14.jpeg)

North Annex Viewpoint 42: Level 4

# 8.7 ENDNOTES

- Department of Railways NSW, Annual Report 1900 p. 22 cited in Godden et al 1984 p. 74.
   Godden et al 1984 p. 74.
   Godden et al 1984, p. XXII.
   Godden et al 1984, p. 12.
   ibid
   AMBS 2013 p. 83.
   Godden et al, 1984, p. 2-3.
   Godden et al, 1984, p. XXII.
   Godden et al, 1984, p. XXIV.

# 9 THE PUMP HOUSE