

Report to the Future Melbourne (Planning) Committee

Agenda item 6.2

Planning Scheme Amendment C305 Southbank Heritage

2 October 2018

Presenter: Emma Appleton, Manager Urban Strategy

Purpose and background

1. The purpose of this report is to present the outcomes of the exhibition of Melbourne Planning Scheme Amendment C305 Southbank Heritage (the Amendment) and to recommend that the Future Melbourne Committee request the Minister for Planning appoint a Panel to consider submissions to Amendment C305.
2. Amendment C305 is an important step toward protecting heritage places in Southbank. It implements the recommendations which relate to Southbank and South Wharf from the Southbank and Fishermans Bend Heritage Review, 2017 (the Review) by Biosis. It proposes changes to the Melbourne Planning Scheme to add 17 new individual heritage places, a new City Road Industrial and Warehouse Precinct and two new group listings (laneways and substations). It also proposes to delete or amend 28 existing heritage overlays due to buildings being demolished or incorrectly mapped, and to correct addresses and / or descriptions (see Attachment 5).
3. The Review was presented to the Future Melbourne Committee on 19 September 2017. Under delegation, management requested authorisation from the Minister for Planning to prepare and exhibit Amendment C305. Exhibition was undertaken from 28 June to 29 July 2018.

Key issues

4. Forty three submissions were received including twenty four submissions in support of the Amendment. Submissions in support were received from the National Trust of Australia (Victoria), the Southbank Residents Association and the broader community. Seventeen submissions were from owners or tenants who raised issue with aspects of the Amendment. The Environment Protection Authority Victoria and Creative Victoria also made submissions in relation to contaminated land and a minor correction needed to the Amendment documentation.
5. Issues raised in submissions included:
 - 5.1. Whether particular properties warrant heritage protection or the proposed grading (e.g. contributory / significant).
 - 5.2. Whether heritage protection should be applied on sites with live planning permits.
 - 5.3. The appropriateness of the extent of the proposed City Road Industrial and Warehouse Precinct, particularly its extremities, due to the impact of development in the area.
6. The issues raised in submissions were carefully considered by management and referred to Biosis, the independent heritage consultant who authored the original Review (see Attachment 2).
 - 6.1. For all properties identified as individually significant, Biosis reaffirmed their original assessment. No changes are proposed to be made to the Amendment to remove individual heritage overlays.
 - 6.2. Significant places with current permits are included in the Amendment to ensure they have heritage protection in the event permits are not acted on.
 - 6.3. Management proposes to change the amendment in relation to the extent of the City Road Industrial and Warehouse Precinct. This is because a number of heritage places have been demolished and several sites have had significantly scaled developments built since the Review, such that the integrity of parts of the precinct have been undermined and no longer read as a precinct. The proposed revised extent has strong integrity as a precinct and is shown in Attachment 3.
7. Management recommends that the Amendment, with the proposed revisions and all submissions be referred to an Independent Panel for review. Property owners affected by these changes will be informed of the proposed revisions and will have the opportunity to comment and be part of the Amendment process through the panel hearing.

Recommendation from management

8. That the Future Melbourne Committee:
 - 8.1. Notes management's consideration of the submissions as set out in Attachment 2.
 - 8.2. Notes the proposed revised City Road Industrial and Warehouse Precinct extent set out in Attachment 3.
 - 8.3. Requests the Minister for Planning appoint an Independent Panel to consider all submissions to Amendment C305.
 - 8.4. Notes that the recommended form of the Amendment to be presented to the Independent Panel will be in accordance with Attachment 4.
 - 8.5. Authorises the Director City Strategy and Place to make any further minor editorial changes to Planning Scheme Amendment C305 if required.

Attachments:

1. Supporting Attachment (Page 3 of 291)
2. Summary of submissions and management response (Page 4 of 291)
3. Map showing proposed revised City Road Industrial and Warehouse Precinct extent (Page 58 of 291)
4. Draft Amendment Documentation updated following Exhibition (Page 59 of 291)
5. Maps showing proposed revised changes to the Heritage Overlay for individually significant places and precinct and group listings, updated in response to submissions (Page 290 of 291)

Supporting Attachment

Legal

1. Divisions 1 and 2 of Part 3 of the *Planning and Environment Act 1987* (the Act) deal with planning scheme amendments and set out the relevant provisions in relation to the exhibition and notification of planning scheme amendments as well as the process for public submissions and the consideration of those submissions by the planning authority or an appointed panel.
2. The recommendations set out in the report are consistent with the Act.

Finance

3. The costs for the processing of Amendment C305 are provided for in the 2018–19 budget.

Conflict of interest

4. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

5. Amendment C305 was exhibited in accordance with the Act in the following manner:
 - 5.1. Public notices were placed in *The Age* on 24 May 2018 and *Government Gazette* on 24 May and 28 June 2018.
 - 5.2. The Amendment and supporting information was available at the City of Melbourne customer service counter in the Melbourne Town Hall, on the City of Melbourne's Participate Melbourne website and the Department of Environment, Land, Water and Planning's website.
 - 5.3. A copy of the statutory notice, as well as a covering letter was sent to all affected land owners and occupiers on 18 May 2018 (around 19,000 letters). The information was also sent to relevant stakeholders and prescribed Ministers.
 - 5.4. Public information sessions were held on 31 May and 4 June 2018 at the Boyd Community Hub.
 - 5.5. All submissions received in response to the exhibition of the Amendment will be provided to the Panel. Submitters will also have the opportunity to address the Panel.

Relation to Council policy

6. Amendment C305 implements Action 2.2 of Council's Heritage Strategy 2013, to 'Progressively undertake a review of heritage in the high-growth and urban renewal areas and mixed use areas of the city'.
7. Amendment C305 aligns with Council policy seeking to conserve and protect places of identified heritage significance, including Clauses 21.06 of the Municipal Strategic Statement and Clause 22.04 of the Local Planning Policy Framework.
8. The proposed heritage controls are consistent with the broader Amendment C258 Heritage Policies Review which is underway. The Planning Scheme Amendment documentation included in this report (Attachment 3) uses the proposed gradings system and terminology in line with the broader Heritage Policies Review.

Environmental sustainability

9. The identification, conservation and integration of the heritage fabric can reduce building demolition and new construction waste and conserve the embodied energy of existing buildings.

Summary of Submissions and Management Responses

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Submissions from stakeholder groups and heritage expert

1. Rohan Storey (various addresses)

Subject land Malthouse Theatre, 113 Sturt Street –
existing HO390



ACCA complex including ACCA,
Malthouse Theatre and Vault
sculpture, 111 Sturt Street and 113
Sturt Street – *existing HO390 applies
to the Malthouse Theatre, proposed
HO1225 applies to the Vault sculpture*
The Vault, ventilation shaft and ACCA
are shown at right



107-127 Queens Bridge Street (part) –
*proposed HO1229 (Robur Tea
Company factory-warehouse),
contributory to proposed HO1214 (City
Road Industrial and Warehouse
Precinct)*



107-127 Queens Bridge Street (part) –
part of *proposed HO1200 (former
Castlemaine Brewery) contributory to
proposed HO1214*



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129-131 Queens Bridge Street – *part of proposed HO1200 (former Castlemaine Brewery) contributory to proposed HO1214*



133 Queens Bridge Street – *part of proposed HO1200 (Castlemaine Brewery complex), contributory to proposed HO1214*



Issues

- Additional information and corrections

Summary of submission

- In the listing for the Malthouse Theatre in the schedule to Clause 43.01 Heritage Overlay, the 'Internal Controls Apply' column has not been ticked but the Statement of Significance lists internal elements as contributory elements.
 - The refurbishment of the Malthouse between 1988 and 1990 may be of significance itself. The use of the site as a theatre complex was also significant as this part of Southbank transitioned into an arts precinct.
 - The submission provides clarifications and further information about the Malthouse Theatre.
 - The submission supports listing the complex of ACCA, Malthouse, Vault sculpture, the landscaping and the CityLink exhaust tower but notes ACCA is significant and justifies a listing in its own right. The submission provides additional information about ACCA.
 - The submission provides clarifications and further information about the Evan Walker Footbridge, Southbank Promenade, the Melbourne Convention and Exhibition Centre and the Shell West Gate service centre
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and offers support for them being recognised as heritage places.

- The Statement of Significance for the Castlemaine Brewery tower at 129-131 Queens Bridge Street should identify its three dimensional landmark quality and ability to be viewed from all sides and from many angles.
- The addresses for the Robur Tea Company factory-warehouse HO1229 and the Castlemaine Brewery HO1200 overlap and should be corrected.

Management response

- This submission was referred to City of Melbourne's heritage consultant Biosis. Biosis advised that internal alteration controls should apply in the Schedule to the Heritage Overlay 43.01 for the Malthouse Theatre (HO390) in accordance with the Southbank and Fishermans Bend Heritage Review.
- The exhibited Schedule to the Heritage Overlay did not identify that internal alteration controls should apply. The Planning Panel for Amendment C186 advised that internal controls should not be introduced until strategic work has been undertaken to support these controls. Consideration of controls for significant interiors may be considered in the future.
- Biosis supported updating the heritage citations in the Southbank and Fishermans Bend Heritage Review for the Malthouse Theatre and the Castlemaine Brewery in response to the submission.
- For the Malthouse Theatre, Biosis noted that "the citation should be updated with the opening date of the Playbox Theatre included" ... "and the role of the Playbox Theatre in the site's history and significance".
- For the Castlemaine Brewery, Biosis noted that the existing statement of significance describes the brew tower as an architectural landmark in the area but that the citation could be updated to reinforce the importance of maintaining views from all directions.
- Management notes the submitter's comments about ACCA, the Evan Walker Footbridge, the Melbourne Convention and Exhibition Centre and the Shell West Gate service centre. These places may be the subject of future investigation at a later date in line with the recommendations of the Southbank and Fishermans Bend Heritage Review (subject to Council prioritisation and funding).
- Management notes the submitter's comments about the address overlap for the Robur Tea Company factory-warehouse HO1229 and the Castlemaine Brewery HO1200. The addresses used in Amendment C305 are based on current site boundaries. 107-127 Queens Bridge Street is correctly identified in the Amendment as one site with two heritage places within it. No change to the Amendment is warranted in relation to the address for HO1200 or HO1229.

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**Management
Recommendation**

In response to this submission:

- It is recommended that Biosis update the Southbank and Fishermans Bend Heritage Review with amended citations for the Malthouse Theatre and the Castlemaine Brewery in accordance with their response to the submission.
- Changes to the Statements of Significance for the Malthouse Theatre and the Castlemaine Brewery have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.

Refer submission to the planning panel.

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2. EPA Victoria (various addresses)

Subject land	Various addresses
Issues	Potential land contamination for sites formerly used for industry
Summary of submission	<ul style="list-style-type: none"> - The submitter wishes to highlight potential land contamination risks, particularly on sites formerly used for industry. Sites with the potential for land contamination include (but are not limited to): <ul style="list-style-type: none"> 113 Sturt Street, Castlemaine Brewery Malthouse 63-65 City Road, Crown Chemicals 276-282 City Road, Australian Chemicals/Scott Paint Works 171-193, 195-205 City Road, 100 and 118 Kavanagh Street, 1 Balston Street Southbank Sharp & Sons timber, later General Motors, later International Harvester - The submitter recommends Council consider the General Practice Note on Potentially Contaminated Land for future planning scheme amendments, which outlines key points from the Planning and Environment Act 1987, Ministerial Direction No. 1 - Potentially Contaminated Land, and the State Environment Protection Policy (Prevention and Management of Contamination of Land). - Future strategic work could investigate the application of the Environmental Audit Overlay (EAO) to potentially contaminated land to ensure the appropriate mitigation measures are undertaken prior to commencement of a sensitive use on that land.
Management Response	<ul style="list-style-type: none"> - The assessment of contaminated land is outside the scope of this Amendment.
Management Recommendation	<p>In response to this submission:</p> <ul style="list-style-type: none"> - No changes are recommended in response to this submission. <p>Refer submission to the planning panel.</p>

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3. National Trust of Australia Victoria (various addresses)

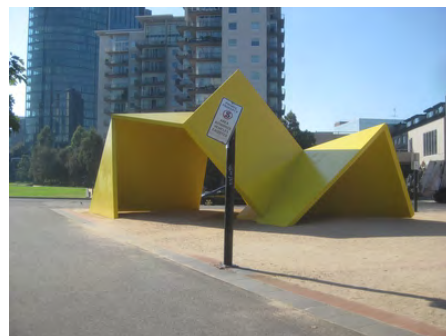
Subject land *HO1214 (City Road Industrial and Warehouse Precinct)*



HO1216 (Bluestone Laneways Group Listing)



The Vault sculpture, corner Grant Street and Dodds Street – *proposed HO1225*



20 City Road – *proposed HO1218 (new St John's Lutheran Church)*



Issues - Supportive of the Amendment

Summary of - The National Trust of Australia (Victoria) strongly supports Amendment

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submission	<p>C305.</p> <ul style="list-style-type: none"> - The National Trust would like to highlight their particular support for the City Road Industrial and Warehouse Precinct (HO1214), the Bluestone Pitched Laneways Group (HO1216), the Vault sculpture (HO1225) and the new St John's Lutheran Church (HO1218). These heritage places the diversity of Victoria's cultural heritage. - The identification and protection of the City Road Industrial and Warehouse Precinct will become an important tool in preserving the history and character of an area currently facing extreme development pressure. - The Bluestone Pitched Laneways Group highlights how intangible history and character can be preserved through the protection of tangible built fabric, in this case through the worn patina and fine rutting from steel wheeled vehicles. The bluestone laneways retain Southbank's link with its historical architectural character and the activity of past inhabitants. - The Statement of Significance for the Vault sculpture should include a brief history of the sculptor Ron Robertson-Swann and how the work was manufactured.
Management Response	<ul style="list-style-type: none"> - This submission was referred to City of Melbourne's heritage consultant Biosis. - Biosis supported updating the heritage citation for the Vault in the Southbank and Fishermans Bend Heritage Review in response to the submission to "include a brief history of the sculptor, and to include its significance in association with Robertson-Swan as an important historical figure".
Management Recommendation	<p>In response to this submission:</p> <ul style="list-style-type: none"> - It is recommended Biosis update the Southbank and Fishermans Bend Heritage Review with an amended citation for the Vault in accordance with their response to this submission. - Changes to the Statements of Significance for the Vault have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report. <p>Refer submission to the planning panel.</p>

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4. Southbank Residents Association

Subject land	- NA
Issues	- Supportive of the Amendment
Summary of submission	<ul style="list-style-type: none"> - Southbank Residents Association whole-heartedly supports this amendment to the planning scheme. - No statutory body should have final authority to remove heritage buildings from the area without the direct input of property owners and residents and/or bodies representing such people. - The power to remove or renovate buildings regarded as being of heritage interest should be shared with a responsible local body, such as a Residents' Heritage Advisory Group or Melbourne Heritage Action. - Amendment C305 appears to go some way towards protecting heritage in the area by applying the heritage overlay to 20 new places. However, a more thorough review of such buildings would be highly desirable. - It is positive that bluestone laneways have been identified for heritage protection. - It is positive that heritage protection has been proposed on sites with planning approvals should the proposed development not commence.
Management Response	- Submission is noted.
Management Recommendation	<p>In response to this submission:</p> <ul style="list-style-type: none"> - No changes are recommended in response to this submission. <p>Refer submission to the planning panel.</p>

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Submissions from property owners or tenants raising issues with aspects of Amendment C305

5. Pro-invest (owner of 35-47 City Road)

Subject land



35-41 City Road – *proposed HO1202 (former G.P. Motors), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)*



43-47 City Road – *contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)*

Issues

- Heritage place/s have been demolished or partly demolished
- Insufficient justification for the extent of the City Road Industrial and Warehouse Precinct HO1214
- Insufficient justification for a site/s being contributory to the City Road Industrial and Warehouse Precinct HO1214

Summary of submission

- The City Road Industrial and Warehouse Precinct HO1214 should be amended to remove 35-41 City Road and 43-47 City Road.
- The individual heritage overlay HO1202 for 35-41 City Road should be revised to only relate to the façade of the building.
- These changes are appropriate as the buildings on site have been demolished in accordance with planning permit TP-2016-557 and the remaining heritage façade at 35-41 City Road will be protected by the amended HO1202.

Management response

- This submission was referred to City of Melbourne's heritage consultant Biosis.
- Biosis is of the opinion that the demolition of all but the façade of 35-41 City Road, and the entirety of 43-47 City Road impacts on the integrity of the proposed City Road Industrial and Warehouse Precinct. Biosis noted that it is inappropriate to apply the heritage overlay to the whole of 35-41 City Road rather it should cover only the façade, as is proposed for the James Moore and Sharp & Sons building façades on City Road.

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- Biosis stated that the demolition of 43-47 City Road means that the property cannot be considered contributory to the precinct.
- Biosis is of the opinion that as there have been a number of demolitions since the Heritage Review was completed, the proposed extent of the City Road Industrial and Warehouse Precinct heritage overlay should be amended. They point out that in some cases, the demolition of one building results in the loss of continuity of a streetscape, and the removal of a section of the precinct is warranted as it can no longer be justified on the basis of the surviving significant and contributory elements.
- Biosis has recommended a revised extent for the City Road Industrial and Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage review was undertaken, which have increased fragmentation of the precinct. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report. Management has considered the revised extent and is satisfied that the precinct is legible with a recognisable industrial and warehouse streetscape.
- Management considers that the exclusion City Road between Southbank Boulevard and Fanning Street within the revised precinct extent is justified based on the demolition of a contributory building and the rear of a significant building in this area. Additionally, the alignment of this section of City Road means that this part of the streetscape does not read as contiguous with that part of the precinct south west of Southbank Boulevard. The remaining four individually significant buildings in this section of City Road will be protected by individual overlays.
- The revised extent for the City Road precinct excludes the section of the precinct along City Road between Southbank Boulevard and Fanning Street, including 35-47 City Road.

Management recommendation

In response to this submission:

- It is recommended that Biosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised extent of the precinct. This includes removing 35-47 City Road from the precinct.
- Changes to the Statements of Significance for the City Road Industrial and Warehouse Precinct and for 35-41 City Road have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part

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of Attachment 4.

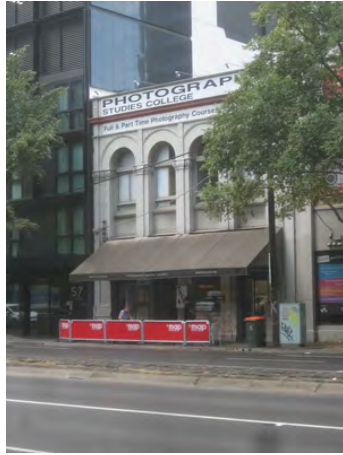
- The amended extent of HO1202 for 35-41 City Road is shown in the planning scheme maps which are part of Attachment 4.

Refer submission to the planning panel.

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6. Photography Studies College (tenant at 63-69 City Road)

Subject land



63-65 City Road – proposed HO1203 (Former Crown Chemical Co warehouse), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)



67-69 City Road – proposed HO1219 (former Kosky Bros), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)

Issues

- Insufficient justification for individual heritage overlay/s
- Insufficient justification for the extent of the City Road Industrial and Warehouse Precinct HO1214
- A planning permit has been issued but not yet acted on which affects the proposed heritage place/s

Summary of submission

- 63-65 City Road and 67-69 City Road should be removed from the amendment. This is appropriate because:
 - 63-65 City Road and 67-69 City Road are at the end of their useful life and are no longer fit for purpose.
 - There is an existing planning permit TP-2015-1210 (amended as recently as 20 November 2017) to demolish 63-65 City Road and 67-69 City Road and construct a multi-level mixed use development.
 - There is a tenuous link to the identified thematic context of “developing a large city based economy” for 63-65 City Road and no evidence of the thematic context of ‘building a manufacturing economy’ for 67-69 City Road.
 - Neither place had previously been graded above C and streetscape grading 2 in the case of 63-65 City Road, and no previous grading in the case of 67-69 City Road. However, 63-65 City Road is incorrectly identified as an existing B graded building and

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streetscape grading 2 in the Southbank and Fishermans Bend Heritage Review [on page 347].

- The entire eastern area – the area on the southern side of City Road from Fanning Street to Southbank Boulevard to Fawkner Street – should be removed from the City Road heritage precinct. However, this area also includes 35-41 City Road which is identified in the Amendment as ‘a new place to be added’. 35-41 City Road is no longer present and is currently being rebuilt as a Hotel.
- The citations for 63-65 City Road and 67-69 City Road are biased towards a romanticised view of the buildings and do not recognise their use as an arts based educational institution for more than 40 years.
- Amendment 305 will disrupt the planning settings that the Melbourne City Council and the State Government have put in place including policy to support the Melbourne Arts Precinct.

Management response

- This submission was referred to City of Melbourne’s heritage consultant Biosis.
- Biosis considers that comments about the recent history of the site being omitted from the assessment are not relevant to the assessment of the cultural significance of these places, which are related to its early to mid-twentieth century history as part of the commercial/industrial/warehousing functions of Southbank and especially the City Road area.
- Biosis noted that in carrying out the Southbank and Fishermans Bend Heritage Review, building gradings were revised and an effort was made to provide consistency. 63-65, 67-69 and 71-75 City Road have similar character and are in a cohesive group resulting in the same grading being applied (equivalent to C2) according to Biosis.
- Biosis considers that the link to the historical theme is not tenuous, but is demonstrated in the history of the buildings’ uses, and in the visual forms, the distinctive design, especially in the use of the ‘Richardson Romanesque’ style typified by the tall round-arched bays rising through several floors.
- Management is satisfied that the heritage significance of 63-65 and 67-69 City Road is appropriately justified based on Biosis’ advice.
- Application of a heritage overlay will not affect the existing permit TP-2015-1210. The permit allows for the demolition of 63-65 and 67-69 City Road as well as redevelopment. Heritage protection for these sites is being pursued in the event that the permit is not acted upon. If the permit is acted on, the heritage overlay can be amended as part of Amendment C305 or as part of a future amendment.
- It is appropriate to seek heritage controls through Amendment C305 for

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places in Southbank in the context of the other strategic priorities for the area. Heritage considerations will be balanced with all other relevant planning considerations in the Melbourne Planning Scheme when assessing planning permit applications, as is standard practice.

- Biosis has recommended a revised extent for the City Road Industrial and Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage review was undertaken which have increased fragmentation of the precinct. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report. Management has considered the revised extent and is satisfied that the precinct is legible with a recognisable industrial and warehouse streetscape.
- Management considers that the exclusion of City Road between Southbank Boulevard and Fanning Street within the revised precinct extent is justified based on the demolition of a contributory building and the rear of a significant building in this area. Additionally, the alignment of this section of City Road means that this part of the streetscape does not read as contiguous with that part of the precinct south west of Southbank Boulevard. The remaining four significant buildings in this section of City Road will be protected by individual overlays.
- The revised extent for the City Road precinct excludes the section of the precinct along City Road between Southbank Boulevard and Fanning Street, this section includes 63-69 City Road.

Management recommendation

In response to this submission:

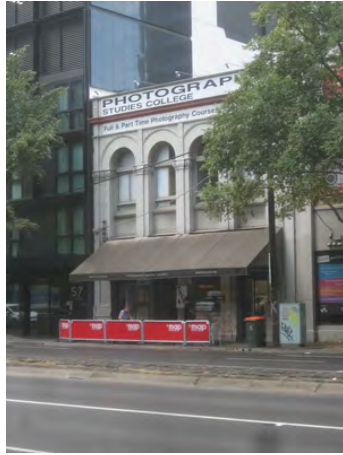
- It is recommended that Biosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised precinct extent. This includes removing 63-69 City Road from the precinct.
- Changes to the Statement of Significance for the City Road Industrial and Warehouse Precinct have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part of Attachment 4.

Refer submission to the planning panel.

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7. Urbis on behalf of Collins McPherson Australia (owner of 63-69 City Road)

Subject land



63-65 City Road – proposed HO1203 (Former Crown Chemical Co warehouse), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)



67-69 City Road – proposed HO1219 (former Kosky Bros), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)

Issues

- Insufficient justification for individual heritage overlay/s
- Insufficient justification for the extent of the City Road Industrial and Warehouse Precinct HO1214
- A planning permit has been issued but not yet acted on which affects the proposed heritage place/s

Summary of submission

- The introduction of precinct and site specific heritage controls for 63-65 City Road and 67-69 City Road are opposed.
- The proposed historical and aesthetic significance of the City Road heritage precinct and 63-65 City Road and 67-69 City Road is not justified.
- The proposed significant grading of 63-65 City Road and 67-69 City Road is not justified. Their historic use is not evident when viewed from the public realm and the both buildings have been altered.
- Planning permit TP-2015-1210 for 63-65 and 67-69 City Road was issued on 8 February 2017 which allows the demolition of the existing buildings.
- There is insufficient justification for the extent of the City Road Industrial and Warehouse Precinct to include this area.

Management response

- This submission was referred to City of Melbourne's heritage consultant Biosis.
- Biosis considers that the rating of significance of the two subject buildings

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and the proposed City Road precinct is based on the historic themes related to this part of Southbank, the rarity of the surviving places that reflect this theme, and the attributes of the particular places. The citation for these properties sets out the reasons for this; Crown Chemicals at 63-65 City Road and Kosky Brothers building at 67-69 City Road (along with the adjacent Maurice Artaud building at 71-75 City Road) present the most intact group of early twentieth century industrial/commercial buildings in the Southbank area according to Biosis. They are now around 100 years old and reflect the historical character of this part of Melbourne for most of its life, which has only undergone substantial change in the last couple of decades.

- Biosis considers that these buildings represent a former historical use related to manufacturing or wholesale storage and trade, and that this is clearly apparent in their design, materials, scale and form in the context of the new residential and office developments in Southbank.
- Management is satisfied that the heritage significance of 63-65 and 67-69 City Road is appropriately justified based on the advice of the heritage consultant.
- Application of a heritage overlay will not affect the existing permit TP-2015-1210. The permit allows for the demolition of 63-65 and 67-69 City Road as well as redevelopment. Heritage protection for these sites is being pursued in the event that the permit is not acted upon. If the permit is acted on, the heritage overlay can be amended by changing this Amendment after Panel or via a future amendment.
- Biosis has recommended a revised extent for the City Road Industrial and Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage review was undertaken which have increased fragmentation of the precinct. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report. Management has considered the revised extent and is satisfied that the precinct is legible with a recognisable industrial and warehouse streetscape.
- Management considers that the exclusion of City Road between Southbank Boulevard and Fanning Street within the revised precinct extent is justified based on the demolition of a contributory building and the rear of a significant building in this area. Additionally, the alignment of this section of City Road means that this part of the streetscape does not read as contiguous with that part of the precinct south west of Southbank Boulevard. The remaining four significant buildings in this section of City Road will be protected by individual overlays.
- The revised extent for the City Road precinct excludes the section of the precinct along City Road between Southbank Boulevard and Fanning

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Street, this section includes 63-69 City Road.

**Management
recommendation**


In response to this submission:

- It is recommended that Biosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised precinct extent. This includes removing 63-69 City Road from the precinct.
- Changes to the Statement of Significance for the City Road Industrial and Warehouse Precinct have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part of Attachment 4.

Refer submission to the planning panel.


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8. Central Equity (owner of 71-75 City Road)

Subject land	<ul style="list-style-type: none"> - 71-75 City Road – <i>proposed HO1220 (Maurice Artaud & Co), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)</i> 	
Issues	<ul style="list-style-type: none"> - A planning permit has been issued but not yet acted on which affects the proposed heritage place/s 	
Summary of submission	<ul style="list-style-type: none"> - Only the facade of the building should be included in the proposed HO1220. - This is appropriate because planning permit 201535466 dated 12 March 2017 and endorsed plans approved by the Minister for Planning allow the demolition of a substantial part of the rear of the building. 	
Management Response	<ul style="list-style-type: none"> - Amendment C305 does not affect permit 201535466 which allows for the partial demolition of 71-87 City Road. Heritage protection for this site is being pursued through Amendment C305 in the event that the permit is not acted upon. If the permit is acted on the heritage overlay can be amended by changing this Amendment after Panel or via a future amendment. 	
Management Recommendation	<p>In response to this submission:</p> <ul style="list-style-type: none"> - No changes are recommended in response to this submission. <p>Refer submission to the planning panel.</p>	

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9. Central Equity (owner of 155 City Road)

Subject land	<ul style="list-style-type: none"> - 155 City Road - amended HO366 (James Moore timber yard), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct) 	
Issues	<ul style="list-style-type: none"> - Insufficient justification for extent of individual heritage overlay/s 	
Summary of submission	<ul style="list-style-type: none"> - The façade of 155 City Road should not be covered by amended HO366 because it is a modern structure built in 2014. - The Southbank and Fishermans Bend Heritage Review notes that “a replica bay has been added to the west end of the façade, separated by a glass link”. - An endorsed plan for the planning permit issued by the Department of Planning and Community Development in 2011 for high rise development was attached to the submission. This shows the length of façade which was demolished and reconstructed at 155 City Road. 	
Management response	<ul style="list-style-type: none"> - This submission was referred to City of Melbourne’s heritage consultant Biosis. - Biosis noted that that the replica bay replaces a section of original façade that was continuous along the City Road frontage and wrapped around the side elevation. Additionally, they point out that the replica is very close to the original, apart from the surface finish which reveals it is constructed in concrete rather than brick and cement render. - Biosis argues that the replica section should be included in the heritage overlay to ensure that the historical and visual context of the surviving original fabric can be conserved, as well as the fabric itself. They point out that there are other examples of reproduction or reconstructed buildings remaining in heritage overlays, or even on the Victorian Heritage Register. A recent example of this approach provided by Biosis is Kirby’s Kiosk on St Kilda Pier which was destroyed by fire, but reconstructed, and the replica building continues to be protected under a heritage overlay. 	

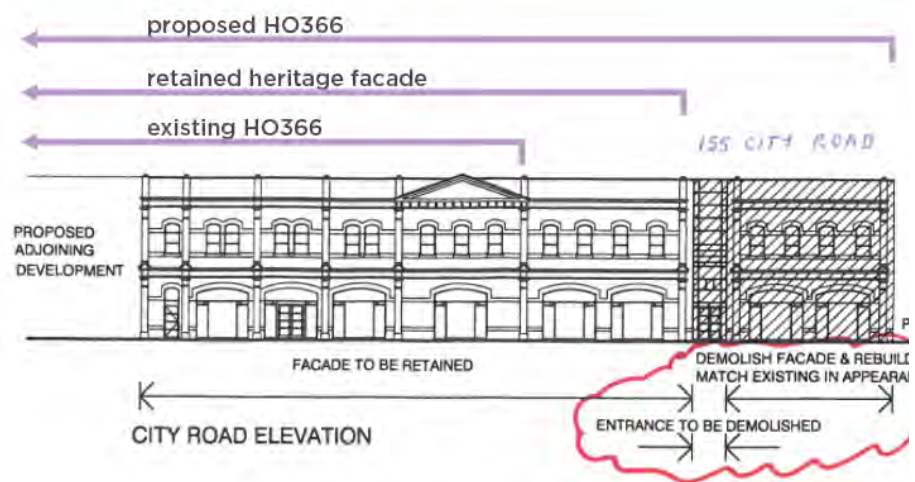
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- Management supports the proposed HO366 extent including the replica section in accordance with the heritage consultant's advice.

Management recommendation

In response to this submission:

- No changes are recommended in response to this submission.
- Refer submission to the planning panel. It should be noted that the existing HO366 extent does not include all the heritage façade retained in the 2014 development. HO366 will need to be extended along City Road to cover the whole of the heritage façade if a decision is made to not include the replica façade. See graphic below with City of Melbourne annotations in purple.



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10. Salvo Property Group (on behalf of the owner of 245 City Road, 33-51 Hancock Street, 42 Moray Street)

Subject land

'City Road site':

- 245-261 City Road – *contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)*



'Hancock Street site':

- 33 Hancock Street – *contributory to new group listing HO1215 (Electricity substation thematic group), contributory to proposed HO1214*



- 35-37 Hancock Street – *contributory to proposed HO1214*



- 39-51 Hancock Street – *not a proposed heritage place*



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'Moray Street site':

- 42-48 Moray Street – *non-contributory place within proposed HO1214*



- 11-13 Hancock Street – *contributory to proposed HO1214*



Issues

- Extent of the City Road Industrial and Warehouse Precinct HO1214
- Insufficient justification for a site/s being contributory to the City Road Industrial and Warehouse Precinct HO1214

Summary of submission

- The application of heritage related provisions needs to be balanced against other applicable planning provisions which designate Southbank as an area of urban renewal.
- The heritage significance of remnant older building stock in Southbank has been severely compromised by the extent of high density, high rise mixed use development that has already occurred.
- The proposed gradings for the existing buildings on the three sites [the 'City Road site' the 'Hancock Street site' and the 'Moray Street site' as listed as the subject land above] are unjustified. They are from different periods and do not demonstrate any of the characteristics or heritage values identified in the proposed Statements of Significance. Demolition of parts of the buildings has already occurred and/or other works have been carried out that diminishes the integrity of the buildings.
- There is no strategic justification for the proposed City Road heritage precinct overlay. The precinct is poorly considered and does not identify a meaningful heritage place that meets the threshold for local significance as defined by the Department of Environment, Land, Water and Planning's

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Applying the Heritage Overlay Practice Note 1.

- The extension of the precinct south-west of Kings Way - and particularly into Moray, Hancock and Clarendon Streets - is ill-conceived and opportunistic. The buildings identified as being of heritage significance in this portion of the precinct present as a series of individual buildings of highly variable heritage merit within a predominantly non-heritage context, rather than as a cohesive and legible heritage precinct.
- The submission notes the findings of Planning Panels in respect of Yarra C173, Boroondara C177 and Campaspe C50 which found that “a precinct should be able to show a consistency of built form and be able to be precisely described in a statement of significance”.
- Live planning permits are in place for the subject land:
 - Hancock Street site: planning permit TP-2016-274 for 35-37 Hancock Street and 39-51 Hancock Street issued 23 October 2017
 - City Road site: planning permit 2009/004752 for 245-261 City Road issued on 28 January 2011. Stage 1 of the development allowed by the permit is complete.
 - Moray Street site: planning permit PA1600136 for 42-48 Moray Street and 11-13 Hancock Street issued 6 July 2017

Management response

- Management notes that planning permit TP-2016-274 was issued by the City of Melbourne in November 2016 before the preparation of the Southbank and Fishermans Bend Heritage Review. The permit was then reissued at the direction of VCAT on 23 October 2017.
- This submission was referred to City of Melbourne’s heritage consultant Biosis.
- Biosis considers that the City Road Industrial and Warehouse Precinct comprises dispersed remnants of the former industrial character and that this is a key historical theme in the area. However, they note that there are still relatively extensive sections of historic streetscape and some substantial buildings remaining to justify a precinct.
- Biosis argues that the significance of the precinct lies in its development as an industrial and warehousing area from the end of the nineteenth century to the mid twentieth century; however some contributory buildings, such as 35-37 Hancock Street are a little later but still reflect the historic theme.
- Biosis considers that although a permit has been approved and demolition of parts of the buildings has occurred, the façade to 245 City Road and the two Hancock St contributory buildings are still in place, therefore until the buildings are demolished, there is still an opportunity to conserve the remaining cultural values of the place.
- Biosis has recommended a revised extent for the City Road Industrial and

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Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage review was undertaken, which have increased fragmentation of the precinct. Further, Bosis now advises that the Metropolitan Fire Brigade building at 26-40 Moray Street was incorrectly identified as contributory to the precinct. With this site now being identified as non-contributory, inclusion of the southern section of the City Road Precinct including Hancock Street is no longer warranted. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report.

- Management considers the exclusion of the southern section of the City Road Precinct, including Hancock Street as proposed within the revised precinct extent is appropriate based on the reclassification of a contributory building to non-contributory. Additionally, this section of the precinct is not visually recognisable as part of the precinct given its isolation from its contributory and significant elements mainly located on City Road, and the reclassification of a key linking building to non-contributory.
- The revised extent for the precinct excludes Hancock Street including 11-13, 33, 35-37 and 39-51 Hancock Street and 42-48 Moray Street.

Management recommendation


In response to this submission:

- It is recommended that Bosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised precinct extent. This includes removing Hancock Street and Moray Street properties from the precinct.
- Changes to the Statement of Significance for the City Road Industrial and Warehouse Precinct have been prepared by Bosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part of Attachment 4.

Refer submission to the planning panel.

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11. Urbis for GFM Investment (owner of 256-266 City Road)

Subject land	<ul style="list-style-type: none"> - 256-258 City Road – <i>non-contributory place within proposed HO1214 (City Road Industrial and Warehouse Precinct)</i> - 260-266 City Road – <i>non-contributory place within proposed HO1214 (City Road Industrial and Warehouse Precinct)</i> <p>Both vacant sites are shown in photo to the right.</p>	
Issues	<ul style="list-style-type: none"> - Insufficient justification for the extent of the City Road Industrial and Warehouse Precinct HO1214 	
Summary of submission	<ul style="list-style-type: none"> - Planning permit 2012/004821-1 was issued for demolition and the development of the land at 256-258 and 260-266 City Road for a multi-level tower on 21 October 2013. Demolition has occurred on site. - The inclusion of 256-266 City Road in HO1214 misrepresents heritage conditions and will place unreasonable burden on future works that may otherwise be exempt from requiring planning approval pursuant to the Melbourne Planning Scheme. - As proposed, the HO1214 boundary finishes at the north-eastern and north-western interfaces of the sites and therefore, altering the boundary of HO1214 to exclude 256-266 City Road is a logical adjustment that will maintain a regular boundary footprint and include those buildings within the block which have been nominated as contributory. 	
Management Response	<ul style="list-style-type: none"> - This submission was referred to City of Melbourne's heritage consultant Biosis. - Biosis noted that 256-258 City Road and 260-266 City Road were identified as non-contributory places in the City Road Industrial and Warehouse Precinct. Biosis state that the precinct boundary was drawn to include them on the basis that adjacent buildings were contributory or significant, and they were part of a group of low rise buildings on the corner. Given the removal of the buildings and the likely redevelopment as high rise, Biosis advises that these sites should be removed for the extent of the City Road Industrial and Warehouse Precinct. - Biosis has recommended a revised extent for the City Road Industrial and Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage 	

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review was undertaken which have increased fragmentation of the precinct. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report. Management has considered the revised extent and is satisfied that the precinct is legible with a recognisable industrial and warehouse streetscape.

- The revised extent for the City Road precinct excludes 256-270 City Road.

Management Recommendation

In response to this submission:

- It is recommended that Biosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised precinct extent. This includes removing 256- 270 City Road from the precinct.
- Changes to the Statement of Significance for the City Road Industrial and Warehouse Precinct have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part of Attachment 4.

Refer submission to the planning panel.

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12. Central Equity (owner of 272 City Road)

Subject land - 272 City Road - amended HO374 (Edward Murphy warehouse and workshop), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)



Issues - A planning permit has been issued but not yet acted on which affects the proposed heritage place/s

Summary of submission

- The building is currently included in a heritage overlay (HO374) under the Melbourne Planning Scheme.
- Amendment C305 proposes to retain the whole of the building in a heritage overlay including an additional splayed section at the rear of the building.
- We submit that only the front portion of the building (the frontage to City Road) should be included in a heritage overlay.
- This is appropriate because planning permit 201535464 and endorsed plans were approved on 18 July 2018 allowing the demolition of a substantial portion of the building.

Management Response

- Management notes that planning permit 201535464 was issued by the Minister for Planning at the direction of VCAT on 29 June 2015 before the preparation of the Southbank and Fishermans Bend Heritage Review.
- Application of a heritage overlay will not affect the existing permit 201535464. The permit allows for the demolition of 268-274 City Road as well as redevelopment. Additional heritage protection for these sites is being pursued in the event that the permit is not acted upon. If the permit is acted, on the heritage overlay can be amended by changing this Amendment after Panel or via a future amendment.

Management Recommendation In response to this submission:

- No changes are recommended in response to this submission.

Refer submission to the planning panel.

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13. Calgem (owner of 334-342 City Road)

Subject land - 334-342 City Road – *contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)*



Issues

- Insufficient justification for a site/s being contributory to the City Road Industrial and Warehouse Precinct HO1214
- A planning permit has been issued but not yet acted on which affects the proposed heritage place/s

Summary of submission

- Inclusion of 334-342 City Road as a contributory place in the proposed City Road Industrial and Warehouse Precinct is not supported.
- Planning permit 2014/002657 was issued on 19 June 2017 for the redevelopment of the site for serviced apartments and apartments.
- The building is an aging non-descript concrete structure that has been altered significantly and is coming to the end of its useful life.

Management Response

- This submission was referred to City of Melbourne's heritage consultant Biosis.
- Biosis confirmed the appropriateness of the contributory grading and noted that the Southbank and Fishermans Bend Heritage Review had not made additional claims on individual significance for this building. Biosis noted that the City Road Industrial and Warehouse Precinct was proposed to recognise the former industrial/warehouse history and character of Southbank. According to Biosis the subject building was built in 1940, at the peak of the industrial activity of the area and was a major warehouse for perfume & cosmetics manufacturers and distributors, W J Bush Ltd and Potter & Moore. Its scale reflects its importance in the historic theme for which the City Road precinct is considered significant.
- Biosis has recommended a revised extent for the City Road Industrial and Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage review was undertaken which have increased fragmentation of the precinct. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report. Management is satisfied that the

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revised extent of the precinct presents as a legible industrial and warehouse streetscape.

- Management considers the exclusion of that section of precinct west of Clarendon Street containing 334-342 City Road, and the exclusion of 105 Clarendon Street within the revised precinct extent is justified. The recent construction of a tower at 105 Clarendon Street and the demolition of 60-64 Clarendon Street, combined with the nature of Clarendon Street as a wide and busy thoroughfare visually isolates this section of the precinct from the City Road streetscape. Additionally, Management considers that the heritage values of the buildings at 334-342 City Road and 56-58 Clarendon Street do not warrant the extension of the precinct over Clarendon Street.
- The revised extent for the City Road precinct excludes the section of the precinct between Clarendon Street and the West Gate Freeway including 334-342 City Road.

Management Recommendation

In response to this submission:

- It is recommended that Biosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised precinct extent. This includes removing 334-342 City Road from the precinct.
- Changes to the Statement of Significance for the City Road Industrial and Warehouse Precinct have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part of Attachment 4.

Refer submission to the planning panel.

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14. Clause 1 Planning (on behalf of owner of 15-17 Hancock Street)

Subject land



11-13 Hancock Street – *contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)*



Laneway Sm 0549 – *contributory to proposed HO1216 (Laneways Group Listing), contributory to proposed HO1214*



67-69 Clarke Street – *proposed HO1223 (Melbourne Metropolitan Tramways Board Electricity Substation 'S'), contributory to proposed HO1214*



15-17 Hancock Street – *non-contributory place within proposed HO1214*



42 Moray Street – *non-contributory place within proposed HO1214*

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Issues

- Insufficient justification for a laneway/s being contributory to the Bluestone pitched laneways group HO1216
- Insufficient justification for a site/s being contributory to the City Road Industrial and Warehouse Precinct HO1214
- Insufficient justification for the extent of the City Road Industrial and Warehouse Precinct HO1214

Summary of submission

- The inclusion of laneway Sm0549 which is adjacent to 11-13 Hancock Street as a contributory place is not supported.
 - There appear to be inconsistencies in the grading of laneways across the amendment documents; they are indicated as significant in figure 91 of the Southbank and Fishermans Bend Heritage Review but are listed as contributory in the proposed inventory.
 - There appear to be inconsistencies in the extent of laneway Sm0549 to be included as a heritage place: figure 91 of the Southbank and Fishermans Bend Heritage Review includes the part of Sm0549 which runs along the southern boundary of 11-13 Hancock Street but mapping at page 552 includes only the part of the laneway located to the west of 11-13 Hancock Street, not the part to the south.
 - The proposed inclusion of laneway Sm0549 in the Laneways Group Listing HO1216 is not supported. The scale of new and proposed buildings adjoining and adjacent to Sm0549 has removed the fine-grained industrial nature in this area, and impacted the heritage significance and context of the place.
 - Planning permit TPMR-2016-22 [PA1600136] was issued on 6 July 2017 for development of a 50 storey tower on the consolidated sites of 42-48 Moray Street and 11-13 Hancock Street. This permit allows the demolition of 11-13 Hancock Street. This will compromise the heritage significance of the laneway by removing the historic building associated with the original uses of the laneway.
 - Laneway Sm0549 is not structurally sound and is becoming unsuitable for traffic. It needs to be re-paved with reinforced concrete to provide a serviceable surface, particularly given the significant increases in traffic anticipated with the approved developments adjoining.
 - The Southbank and Fishermans Bend Heritage Review incorrectly refers to the Fawkner Street stone-pitched lane as being adjacent to 11-13 Hancock Street (pages 187, 553).
 - The inclusion of 11-13 Hancock Street as a contributory place in the
-

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proposed HO1214 City Road Industrial and Warehouse Precinct is not supported.

- 11-13 Hancock Street is not clearly identified in the Southbank and Fishermans Bend Heritage Review as a contributory place to the precinct.
- Planning permit TPMR-2016-22 allows the demolition of 11-13 Hancock Street. Another planning permit, TP-2013-424, was issued at the direction of VCAT on 21 August 2014. The Tribunal's decision notes that Council did not object to the demolition of the existing building on the subject site at that time.
- The inclusion of 11-13 Hancock Street within HO1214, and a potential future site specific heritage overlay, has the potential to limit the scale and form of development on adjoining lots. This is not consistent with state and local planning policies for land in Southbank, including the strategic imperatives of land in the Capital City Zone to develop this area as an extension to the central city.
- It is not appropriate for 11-13 Hancock Street to be included as a contributory place as it has poor structural condition, it is not intact and it is being supported by an adjoining building which is due to be demolished.
- The inclusion of 65-67 Clarke Street, 11-17 Hancock Street, and 42 Moray Street and Lane Sm0549 in proposed HO1214 City Road Industrial and Warehouse Precinct is not supported.

Management response

- This submission was referred to City of Melbourne's heritage consultant Biosis.
- Biosis considers that the City Road Precinct comprises dispersed remnants of the former industrial character of Southbank, and that this is a key historical theme in the area. Similarly, they consider that the proposed bluestone lane serial listing identifies a number of physically separated places. These however are the now rare remnants and provide the last opportunity to preserve any elements of the area's history according to Biosis. Biosis argue that while there has been substantial new development changing the character of the area, this is not an argument for allowing any remaining heritage elements to be demolished.
- Biosis has recommended a revised extent for the City Road Industrial and Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage review was undertaken which have increased fragmentation of the precinct. Further, Biosis now advises that the Metropolitan Fire Brigade building at 26-40 Moray Street was incorrectly identified as contributory to the precinct. With this site now being identified as non-contributory inclusion of the

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southern section of the City Road Precinct including Hancock Street is no longer warranted. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report. .

- The revised extent for the precinct excludes Hancock Street including 11-13 and 15-17 Hancock Street, 67-69 Clarke Street and 42 Moray Street.
- Management considers that the exclusion of the southern section of the City Road Precinct, including Hancock Street as proposed within the revised precinct extent is appropriate based on the reclassification of a contributory building to non-contributory. Additionally, this section of the precinct is not visually recognisable as part of the precinct given its isolation from its contributory and significant elements mainly located on City Road, and the reclassification of a key linking building to non-contributory.
- The inclusion of Sm0549 as a contributory place is appropriate. Notwithstanding the future development adjoining it, Sm0549 provides a direct and tangible link to the former industrial character of the area. It is of aesthetic significance and represents past urban design styles and the use of natural materials in urban street construction.
- Sm0549 is owned by the City of Melbourne. The condition of laneways is managed in accordance with the City of Melbourne's operating procedure for bluestone in Melbourne's streets and lanes which provides guidance in relation to maintaining laneways with heritage controls (<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/operating-procedure-bluestone.pdf>). The condition of the laneway does not justify not applying for heritage controls and is managed through the operating procedure.
- Management acknowledges the inconsistencies in the extent of laneway Sm0549 to be included as a heritage place in the Amendment documentation. The part of Sm0549 which runs along the southern boundary of 11-13 Hancock Street does not include heritage fabric and should not be part of the Amendment. It is also noted that the Fawkner Street laneway is incorrectly referenced as being adjacent to 11-13 Hancock Street in the Southbank and Fishermans Bend Heritage Review.

Management Recommendation

In response to this submission:

- It is recommended that Biosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised precinct extent. This includes removing Hancock Street, Clarke Street and Moray Street properties from the precinct.
- Changes to the Statement of Significance for the City Road Industrial and Warehouse Precinct have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of

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Attachment 4 to the 2 October 2018 Future Melbourne Committee report.

- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part of Attachment 4.
- The change to the extent of HO1216 to remove the part of Sm0549 to the south of 11-13 Hancock Street is also shown in the planning scheme amendment maps which are part of Attachment 4.

Refer submission to the planning panel.

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15. Urbis on behalf of Run All International & Hengmao Australia (63 Kings Way)

Subject land 63 Kings Way – *proposed HO1226 (Austral Otis engineering house, later Regent House), contributory to HO1214 (City Road Industrial and Warehouse Precinct)*



Issues

- A planning permit has been issued but not yet acted on which affects the proposed heritage place/s

Summary of submission

- The proposed individual heritage overlay HO1226 at 63 Kings Way is not supported.
- Planning permit 2010/024795 applies to the site. An application to amend the permit under Section 72 of the Planning and Environment Act 1987 has been submitted. This seeks to improve the presentation of the built form of the proposed development and better respond to the historic and contemporary characteristics of the area. The identified heritage characteristics of the current building are primarily in relation to the exterior appearance. The revised proposal retains and incorporates the façade of the existing building.
- The level of significance afforded to the site by a site specific heritage overlay is obstructive, given the development potential of this urban renewal area site.
- The existing building is in significant disrepair and unstable internally.
- The proposed new City Road Industrial and Warehouse Precinct will adequately protect the heritage quality of the site and its contribution to the Southbank area.

Management Response

- Heritage protection for sites with live permits was pursued through Amendment C305 in the event that the permits are not acted upon.
- In the case of 63 Kings Way, management notes that permit 2010/024795 allows the use and development of land for two multi-storey residential towers but it does not include allowing for the demolition or part demolition of the building on site because this was not a requirement under the Mixed Use Zone which applied at the time the permit was issued.
- The application to amend permit 2010/024795 was submitted to the Minister for Planning on 31 May 2018 for his assessment as the

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Responsible Authority. The application to amend the permit proposes a revised scheme which retains the façade of the heritage place and includes amending the permit to allow partial demolition. This application will be assessed against the planning controls in place or seriously entertained at the time it was submitted, balanced against the amended application which partially retains the heritage place.

- The current state of the building and its urban renewal context do not justify not applying for heritage controls on this site. Heritage considerations will be balanced with all other relevant planning considerations in the Melbourne Planning Scheme when assessing planning permit applications, as is standard practice.

**Management
Recommendation**

In response to this submission:

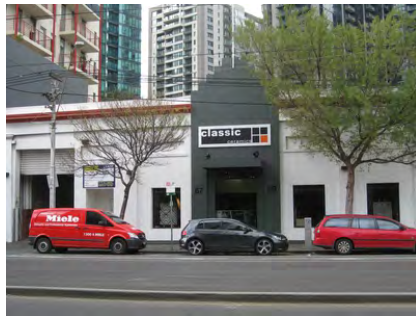
- No changes are recommended in response to this submission.

Refer submission to the planning panel.

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16. Sheng Le Group (owner of 87-127 Queens Bridge Street)

Subject land



87-89 Queens Bridge Street –
*contributory to proposed HO1214 (City
Road Industrial and Warehouse
Precinct)*



91-93 Queens Bridge Street – *non-
contributory place within proposed
HO1214*



99 Queens Bridge Street – not a
proposed heritage place



107-127 Queens Bridge Street (part) –
*proposed HO1229 (Robur Tea
Company factory-warehouse),
contributory to proposed HO1214*



107-127 Queens Bridge Street (part) –
*proposed HO1200 (former
Castlemaine Brewery) contributory to
proposed HO1214, interim HO1200
applies*

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Issues	<ul style="list-style-type: none"> - Insufficient justification for individual heritage overlay/s - Insufficient justification for a site/s being contributory to the City Road Industrial and Warehouse Precinct HO1214
Summary of submission	<ul style="list-style-type: none"> - Sheng Le Group owns 87-89, 91-93, 99 and 107-127 Queens Bridge Street. Sheng Le Group has a current live Incorporated Document application (a site specific Planning Scheme Amendment C284) with the Minister for Planning to provide planning approval for a 47 storey building on these sites. - The proposed individual heritage overlay HO1229 for the Robur Tea company factory/warehouse at 107 Queens Bridge Street (part of site) is not supported. - Sheng Le Group has engaged heritage consultant Lovell Chen who has provided advice that the Robur Tea company factory/warehouse building should be excluded from the amendment because it has been substantially modified and altered. This includes demolishing the Voca House building which faced City Road. The significance of the site has been overstated in the Southbank and Fishermans Bend Heritage Review which also contains some inaccuracies about the site. - The former Castlemaine Brewery on part of 127 Queens Bridge Street (HO1200) is a significant building and Sheng Le Group has worked to incorporate it respectfully in their development proposal. - 87-89 Queens Bridge Street should be excluded from the City Road Heritage Precinct. This building is described in Southbank and Fishermans Bend Heritage Review as having a “utilitarian design and alteration (which) diminishes (its) aesthetic value”. Its historical value is “only as a representative of former motoring industry theme” which is not considered high enough to warrant heritage protection.
Management Response	<ul style="list-style-type: none"> - This submission was referred to City of Melbourne’s heritage consultant Biosis. - Biosis noted that in response to the Robur Tea building, Sheng Le Group’s heritage consultant identified changes to the building including alterations to the earlier Victorian façade, claiming these diminish its significance. However, Biosis argues that these changes are equally evidence of its history and contribute to its cultural significance, defining the changes in use and the changes in architectural fashion. They go on to point out that the Robur Tea building was not recommended for inclusion on the heritage overlay only for its connection to Train & Co., but for its broader historical significance as part of the former industrial/warehouse history and character of Southbank. - Biosis noted that Sheng Le Group’s heritage consultant identified that the

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building was not erected for the Robur Tea Co in 1904. However Biosis argue that this does not diminish its significance since it the building was significantly enlarged by Robur in 1905, going from two stories to five, gaining a new façade, and substantially more floor area.

- Biosis considers that arguments about the architectural qualities of the building would appear to be a matter of opinion. They state that the “well-developed architectural treatment and its tall-arched fenestration” refers to the way the arches rise through several floors creating a monumental scale and avoiding the monotony of identical window treatment to each floor. This is a major characteristic of the Romanesque Revival warehouse and commercial buildings emanating from America as a response to the tall facades of the growing scale of these buildings of the period, and typical of the work of Henry Hobson Richardson according to Biosis. Additionally Biosis point out that the massive round arched form is the reflection of the style’s interest in medieval architectural sources while the arts & crafts detailing is evident in the ornament around the capitals and window mouldings.
- Biosis noted that Voca House at 216 City Road is identified by the submission as having been demolished in 1990 and replaced. Biosis advised that the building on site retains the same sawtooth roof evident in 1945 aerial photographs of Voca House and has been assessed to date from before 1945, noting that it has been refaced to the City Road elevation.
- Biosis confirmed the appropriateness of the contributory grading for 87-89 Queens Bridge Street. They consider it to be contributory given it represents the character of the industrial and warehouse precinct, and is now, along with the few other survivors of this period, a rare building type in Southbank. Although altered, it retains some architectural detail (mouldings, pilasters, etc.) according to Biosis.
- Management is satisfied that the heritage significance of HO1229 for the Robur Tea House building at part of 107-127 Queens Bridge Street is appropriately justified based on the Biosis’ advice.
- Management notes that Amendment C284 which applies to 107-127 Queens Bridge Street was gazetted on 9 August 2018 after the submission was lodged. Amendment C284 inserts an Incorporated Document which provides planning approval for the demolition of 87-105 Queens Bridge Street, partial demolition of 107-127 Queens Bridge Street and construction of a multi-level building comprising dwellings, residential hotel, office and retail premises.
- Heritage protection for these sites does not affect the Incorporated Document as is stated in the Incorporated Document. Heritage controls are being pursued in the event that the Incorporated Document is not acted upon. If the Incorporated Document is acted on, the heritage overlay can be

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amended as part of Amendment C305 or as part of a future amendment.

- Biosis has recommended a revised extent for the City Road Industrial and Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage review was undertaken which have increased fragmentation of the precinct. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report. The revised extent for the City Road precinct excludes 87-89 Queens Bridge Street.
- Management considers that the exclusion of the northern section of the City Road Precinct along Queens Bridge Street, including 87-99 Queens Bridge Street as proposed within the revised precinct extent is appropriate. The heritage values of 87-89 Queens Bridge Street do not warrant continuation of the precinct to this extent along Queens Bridge Street, particularly given the existence of two large non-contributory sites between this building and the Robur Tea House and Castlemaine Brewery sites.

Management Recommendation



In response to this submission:

- It is recommended that Biosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised precinct extent. This includes removing 87-89 Queens Bridge Street from the precinct.
- Changes to the Statement of Significance for the City Road Industrial and Warehouse Precinct have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part of Attachment 4.

Refer submission to the planning panel.

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17. Whitemark Property and Planning on behalf of Eurasia Pacific (owner of 133 Queens Bridge Street)

Subject land	<ul style="list-style-type: none"> - 133 Queens Bridge Street – <i>part of proposed HO1200 (Castlemaine Brewery complex), contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct), interim HO1200 applies</i> 	
	<ul style="list-style-type: none"> - 135 Queens Bridge Street – <i>contributory to proposed HO1214</i> 	
Issues	<ul style="list-style-type: none"> - Insufficient justification for extent of individual heritage overlay/s - Insufficient justification for a site/s being contributory to the City Road Industrial and Warehouse Precinct HO1214 	
Summary of submission	<ul style="list-style-type: none"> - The proposed individual heritage overlay HO1200 should be amended so that it does not cover the area occupied by the modern extensions which abut the heritage building. There are many examples in Amendment C305 where individual heritage overlays do not cover full title boundaries but are restricted to the actual heritage structures on the property. - The heritage significance of this site is derived from the buildings themselves and more specifically the Queens Bridge Street frontage façade, rather than the rear of the buildings as seen from City Road or the rear yard. The one exception is that reference is made to short section of brick wall on City Road which may have been a shed or stable. The retention of this wall as a heritage feature does little to assist in the interpretation of the site and is a distraction from the impressive heritage values of the three primary buildings that remain which front onto Queens Bridge Street. - There should be no heritage controls related to the former Castlemaine Hotel placed on the pocket park at 135 Queens Bridge Street. There is no 	

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value in this from a heritage perspective and this may be an impediment to future activation. Instead this archaeological site should be added to the Victorian Heritage Inventory.

Management Response

- This submission was referred to City of Melbourne's heritage consultant Biosis.
- Biosis argues that the purpose of applying the heritage overlay to the whole site is to ensure that both the significant fabric of the historic buildings and the relationship and views between these and surrounding areas can be effectively managed for their cultural heritage values. They acknowledge that the modern additions and alterations do not in themselves contribute to the cultural significance of the place, however, the existing scale and form of these buildings in their present state assists in protecting and revealing the cultural heritage of the significant components. If these areas were to be excluded there would be diminished ability to manage future changes within the excluded parcels of land outside of the heritage overlay according to Biosis.
- Biosis considers that the remnant brick wall on City Road assists in demonstrating the former extent of the Castlemaine Brewery complex and the former presence of outbuildings on the site. They consider it to be a contributory element to the significance of the place.
- Biosis considers that the pocket park, as the site of the former Castlemaine Hotel is highly likely to retain archaeological evidence of the former hotel, including remains of footings and artefact deposits from former cesspits and the rear yard. They note that as this site is in public ownership, there is greater opportunity than would be present on a privately owned site for archaeological investigation and the potential for conservation and interpretation of any features uncovered within the site. This might be seen as consistent with the objectives of the City Road Masterplan, as it would allow the community space to be developed in a manner that contributed to and enhanced the cultural heritage and character of the area according to Biosis.
- Biosis further argues that the site is both archaeologically significant and in public ownership which gives purpose to applying the heritage overlay, as this recognises the role of the City of Melbourne in managing the conservation values of the site. They note that this would be in addition to the separate approval process that would run through Heritage Victoria in the event that it is recorded on the Victorian Heritage Inventory. Specifically, Biosis note that the Victorian Heritage Inventory is only intended to manage the excavation and destruction of archaeological sites, but not to preserve them in situ, while the heritage overlay provides a means for the long term conservation and public interpretation of the site.
- Management is satisfied that the extent of HO1214 is appropriate based on

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Biosis' advice. Heritage considerations will be balanced with all other relevant planning considerations in the Melbourne Planning Scheme when assessing planning permit applications, as is standard practice and will not necessarily impede works and development on the rear of the site or the rear wall.

**Management
Recommendation**

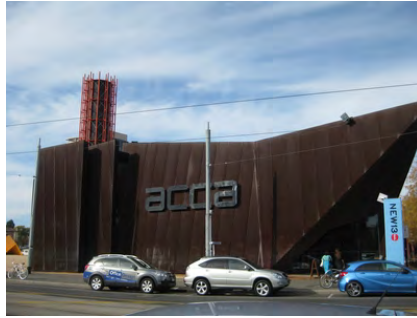
In response to this submission:

- No changes are recommended in response to this submission.
 - Refer submission to the planning panel.
-

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18. Creative Victoria (101-111 Sturt Street)

Subject land



101-111 Sturt Street – *not a proposed heritage place*



113-129 Sturt Street – existing HO390 (Castlemaine Brewery Malthouse/ Malthouse Theatre)

Issues

- A correction to the Amendment documentation is needed

Summary of submission

- Amendment C305 proposes to correct a mapping error by removing HO390 from 111 Sturt Street and applying it to 113 Sturt Street (Malthouse Theatre).
- Amendment map 006 which shows heritage overlay areas to be deleted on planning scheme maps 8HO and 11HO needs to be amended to include the deletion from 111 Sturt Street.

Management Response

- Supported.

Management Recommendation


In response to this submission:

- The deletion of HO390 from 111 Sturt Street on amendment map 006 is included in Attachment 4 to the 2 October 2018 Future Melbourne Committee report.

Refer submission to the planning panel.

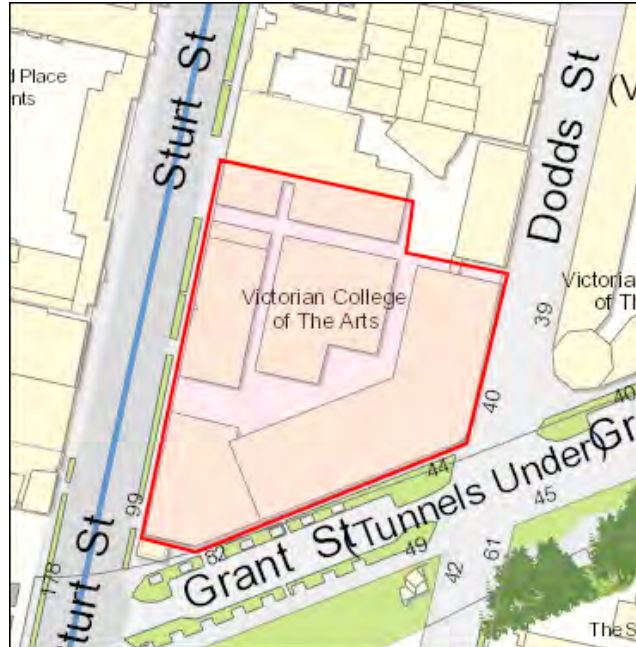
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19. Norton Rose Fulbright for The University of Melbourne (Crown Land Administrator of 45-99 Sturt Street)

Subject land	<ul style="list-style-type: none"> - 45-99 Sturt Street – <i>proposed HO1201 (PMG Postal Workshops, Garage & Stores), interim HO1201 applies</i> 	
Issues	<ul style="list-style-type: none"> - Insufficient justification for the extent of individual heritage overlay/s - The appropriateness of an individual heritage overlay rather than a precinct overlay. - Status of recommendations related to Fishermans Bend in the Southbank and Fishermans Bend Heritage Review 	
Summary of submission	<ul style="list-style-type: none"> - The extent of HO1201 should be revised so that it does not include recently demolished buildings 878 and 877 (part), and the portion of building 876 which is the former 1973 amenities building. - HO1201 should be a precinct overlay, rather than a site-specific overlay, because it covers a number of buildings. - The list of works that do not require a planning permit under the Former PMG garage, stores & workshops, part 45-99 Stuart Street Southbank Incorporated Document under clause 43.01 should include: <ul style="list-style-type: none"> - Constructing a building or constructing or carrying out works that will not harm the significance of the heritage place, subject to the agreement of the Responsible Authority. - Constructing a building or constructing or carrying out specific works as listed in the submission. - The University of Melbourne has concerns about the implications of the recommendations of the Southbank and Fishermans Bend Heritage Review in relation to places in Fishermans Bend. 	
Management Response	<ul style="list-style-type: none"> - This submission was referred to City of Melbourne's heritage consultant Biosis. - Biosis considers that changes to the extent of the heritage overlay may be appropriate, to exclude the area covered by the Melbourne Conservatorium, which is now under construction, and to exclude parts of the site where 	

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buildings have been demolished. However, Biosis argues that the heritage overlay should still cover a contiguous area, rather than just the footprints of surviving buildings. Biosis has prepared the following map with a revised heritage overlay extent:



- Biosis noted that precinct heritage overlay could be appropriate, if it is accompanied by appropriate management measures. Separate grading of the various buildings could be undertaken, but this process has to some extent been pre-empted by recent demolitions according to Biosis. Biosis identify that an appropriate alternative approach would be for the owners to commission a comprehensive Conservation Management Plan (CMP) for the whole site so that future development can be undertaken in an informed manner. If a CMP were undertaken, or specific works were proposed that can be undertaken without impacting on the heritage values of the place, then Biosis consider that there would be scope for including further permit exemptions within an incorporated document.
- Management notes the submission and Biosis' responses. Management considers it appropriate to maintain the use of an individual heritage overlay listing rather than a precinct listing as separate gradings of buildings has not been undertaken and recent demolitions have occurred. Management considers it appropriate to reduce the extent of the heritage overlay in accordance with Biosis' response.
- The recommendations related to Fishermans Bend in the Southbank and Fishermans Bend Heritage Review will be implemented through a separate process which will go through a public notice and exhibition process. There will be opportunities for affected parties to make submissions during this

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process.

- Management notes that the Southbank and Fishermans Bend Heritage Review is proposed to be listed as a policy reference in the heritage local policies 22.04 and 22.05 and that clarification could be provided in the proposed local policies to acknowledge that the recommendations relating to Fishermans Bend have no formal status.

**Management
Recommendation**


In response to this submission:

- Changes to the Incorporated Document for 45-99 Sturt Street have been prepared by Biosis and are included as part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Planning scheme amendment maps have been updated to reflect the amended extent of HO1201 so that it does not apply to the recently demolished building 878 and part of building 877 and are included as part of Attachment 4.
- Heritage local policies 22.04 and 22.05 have been updated to list the Southbank and Fishermans Bend Heritage Review as a policy reference document in relation to the recommendations for places in Southbank and South Wharf only and are included as part of Attachment 4.

Refer submission to the planning panel.

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20. Mills Oakley on behalf of Powdervale (owner of 242-246 Sturt Street)

Subject land	<ul style="list-style-type: none"> - 242-246 Sturt Street – <i>proposed HO1230 (Commonwealth Artificial Limb Factory)</i> 	
Issues	<ul style="list-style-type: none"> - Insufficient justification for individual heritage overlay/s 	
Summary of submission	<ul style="list-style-type: none"> - The proposed individual heritage overlay for 242-246 Sturt Street is not appropriate. - The existing building does not hold any physical historical significance and does not bear any resemblance to the factory as described in the Southbank and Fishermans Bend Heritage Review. The factory was used for the manufacture of prosthetic limbs, but did not provide health care or surgical services directly to amputees. - The original factory has been significantly altered, including the carving out of large vehicle access points on both the northern and eastern facades and significant modifications to the original entrance of the building. Contributory elements identified for this site in the Southbank and Fishermans Bend Heritage Review apply to a large number of conventional industrial properties and are not architecturally distinctive and do not in themselves amount to heritage value. The building is also of low aesthetic value. - The original factory was located on a site made up of both the subject site at 242-246 Sturt Street and the adjacent site at 250 Sturt Street. It is arbitrary that the proposed heritage overlay applies to 242-264 Sturt Street and not the adjacent site. - The use of the subject site as a factory should be commemorated by a memorial plaque or monument rather than by applying a heritage overlay to the site. 	
Management Response	<ul style="list-style-type: none"> - This submission was referred to City of Melbourne's heritage consultant Biosis. - Biosis notes that the history of the site's use indicates that war veterans attended the site either for measuring, fitting or repair of artificial limbs. For example, the chief orthopaedic surgeon for the 3rd Military District Lieut. Colonel J. Gordon attended once a week to supervise fittings. The role of 	

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the site in serving the needs of veterans was sufficiently important to see a dedicated waiting shelter erected on the new tramline adjacent to the factory according to Biosis. Biosis consider that the suggestion that health services were provided elsewhere is irrelevant to the significance of the place.

- Biosis argue that the current configuration of the land parcels is irrelevant to the significance of the place. According to Biosis the property now at 248-250 Sturt Street was previously part of the same factory complex, but the earlier building at this location has been demolished and replaced with a modern structure of no significance, and the mapping of the proposed heritage overlay area has been designed to reflect this.
- Biosis acknowledge that there have been alterations to the building but that some of these occurred while the building was under the Repatriation Department which continued at least into the 1960s. Sufficient building fabric is extant in the form it was constructed in or as modified while it was still used for making artificial limbs to express its previous role according to Biosis.
- Biosis noted that this place does not have architectural or aesthetic significance. They argue that the heritage significance is based on social and historical values. Biosis acknowledge that there may be an argument that as few living ex-servicemen or others will have had direct involvement in the site, the social significance has diminished, but this value would simply transfer to historical significance. Biosis argues that the conventional nature of the building form simply means that it is representative of the construction type. Its relatively modest scale, use of sawtooth roof lights to illuminate the working space used by individual craftsmen, and modernist façade presentation to the public realm (in an area that was at the time dominated by larger utilitarian manufacturing buildings), provides some insight into its former role and significance according to Biosis.
- Management is satisfied that the heritage significance of 242-246 Sturt Street is appropriately justified based on the advice of the heritage consultant.

Management Recommendation

In response to this submission:

- No changes are recommended in response to this submission.
 - Refer submission to the planning panel.
-

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21. Development Victoria (three sites in Fishermans Bend)

Subject land	<ul style="list-style-type: none"> - 221-245 Salmon Street, Port Melbourne - rear 33-39 Cook Street, Port Melbourne - 61-65 Cook Street, Port Melbourne
Issues	<ul style="list-style-type: none"> - Status of recommendations related to Fishermans Bend in the Southbank and Fishermans Bend Heritage Review
Summary of submission	<ul style="list-style-type: none"> - Amendment C305 is proposing to include the Southbank and Fishermans Bend Heritage Review as a reference document in the Melbourne Planning Scheme. - The proposed inclusion of this document and the recommendations it makes with respect to updating the heritage places inventory as it relates to the former GMH site should in no way prejudice any future heritage consideration of this land.
Management Response	<ul style="list-style-type: none"> - The recommendations related to Fishermans Bend in the Southbank and Fishermans Bend Heritage Review will be implemented through a separate process which will go through a public notice and exhibition process. There will be opportunities for affected parties to make submissions during this process. - Management notes that the Southbank and Fishermans Bend Heritage Review is proposed to be listed as a policy reference in the heritage local policies 22.04 and 22.05 and that clarification could be provided in the proposed local policies to acknowledge that the recommendations relating to Fishermans Bend have no formal status.
Management Recommendation	<p>In response to this submission:</p> <ul style="list-style-type: none"> - Heritage local policies 22.04 and 22.05 have been updated to list the Southbank and Fishermans Bend Heritage Review as a policy reference document in relation to the recommendations for places in Southbank and South Wharf only and are included as part of Attachment 4. <p>Refer submission to the planning panel.</p>

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22. HY Clarendon Development (owner of 56-62 and 64-68 Clarendon Street)

Subject land



56-62 Clarendon Street – *contributory to proposed HO1214 (City Road Industrial and Warehouse Precinct)*



64-68 Clarendon Street – *non-contributory place within proposed HO1214*

Issues

- Insufficient justification for a site/s being contributory to the City Road Industrial and Warehouse Precinct HO1214
- Insufficient justification for the extent of the City Road Industrial and Warehouse Precinct HO1214
- A planning permit has been issued but not yet acted on which affects the proposed heritage place/s

Summary of submission

- The inclusion of 56-62 and 64-68 Clarendon Street in the City Road Industrial and Warehouse Precinct is opposed.
- This is for the following reasons:
 - Lack of heritage importance of the buildings. 56-62 Clarendon Street is proposed to be graded as a contributory building within the precinct. The front of the building retains its original form but has been significantly altered.
 - Fragmentation of the Precinct. 56-62 and 64-68 Clarendon Street are located on the north western edge of the precinct, and are disconnected from the main precinct area.
 - The Amendment does not consider other planning policy directions for the site, which are for high density development.
 - There are live planning for demolition and development on both 56-62 and 64-68 Clarendon Street. 64-68 Clarendon Street has been demolished.

Management Response

- This submission was referred to City of Melbourne's heritage consultant Biosis.
- Biosis confirmed the appropriateness of the contributory grading of 56-62

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Clarendon Street. They are of the opinion that the heritage importance of the precinct is established through the thematic history and consideration of all the values of the area, including historical and social values as well as architectural. They further are of the opinion that while the buildings have little aesthetic significance, they represent the last examples of the building type which was once ubiquitous in the Southbank area.

- Biosis advised that 56-62 Clarendon Street was included in the precinct because these buildings are consistent with the historical theme and building forms of the precinct and they complement the similar scaled individually significant Eckersley & Co building opposite at 93-103 Clarendon Street (proposed HO1222).
- Biosis has recommended a revised extent for the City Road Industrial and Warehouse Precinct in response to submissions and in response to demolitions and redevelopment which have occurred since the heritage review was undertaken which have increased fragmentation of the precinct. This revised extent is included as Attachment 3 to the 2 October 2018 Future Melbourne Committee report.
- Management considers the exclusion of that section of precinct west of Clarendon Street containing 56-68 Clarendon Street and 334-342 City Road, and the exclusion of 105 Clarendon Street within the revised precinct extent is justified. The recent construction of a tower at 105 Clarendon Street and the demolition of 60-64 Clarendon Street, combined with the nature of Clarendon Street as a wide and busy thoroughfare visually isolates this section of the precinct from the City Road streetscape. Additionally, Management considers that the heritage values of the buildings at 56-58 Clarendon Street and 334-342 City Road do not warrant the extension of the precinct over Clarendon Street.

Management Recommendation

In response to this submission:

- It is recommended that Biosis update the citation for the City Road Industrial and Warehouse Precinct in the Southbank and Fishermans Bend Heritage Review in accordance with their recommended revised precinct extent. This includes removing 56-68 Clarendon Street from the precinct.
- Changes to the Statement of Significance for the City Road Industrial and Warehouse Precinct have been prepared by Biosis. They are included in the Statements of Significance Incorporated Document which is part of Attachment 4 to the 2 October 2018 Future Melbourne Committee report.
- Changes to the extent of HO1214 City Road Industrial and Warehouse Precinct are shown in the planning scheme amendment maps and reflected in the Southbank Heritage Inventory Incorporated Document which are part of Attachment 4.

Refer submission to the planning panel.

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General submissions in support of Amendment C305

Twenty one general submissions in support of Amendment C305 were received as listed in Table 1.

Table 1: General submissions in support of Amendment C305

Submission #	Submitter Name	Submission #	Submitter Name
23.	Carol Tobin	34.	Monika Roleff
24.	Stefan Ingallina	35.	Anthony Mancuso
25.	Clive Tillman	36.	Hans Lukiman
26.	Patrick Kilby	37.	Paul Gallant
27.	Megan Hill	38.	Carey Dell
28.	Alison Weaver	39.	Tom Smallman
29.	Pamela Smith	40.	Martin Turnbull
30.	Tony Morris	41.	Adrienne Davies
31.	Georgina Goring	42.	Christopher Lamb
32.	Duncan McPherson	43.	Peter Enright
33.	Rebecca Jepson		

Themes raised in these submissions included:

- The importance of protecting the last remnants of the industrial heritage of Southbank
- The social and economic benefits of preserving heritage
- The value of heritage in giving character to Southbank, in contrast to apartment towers
- More planning controls to protect heritage places in Southbank should have been in place earlier.

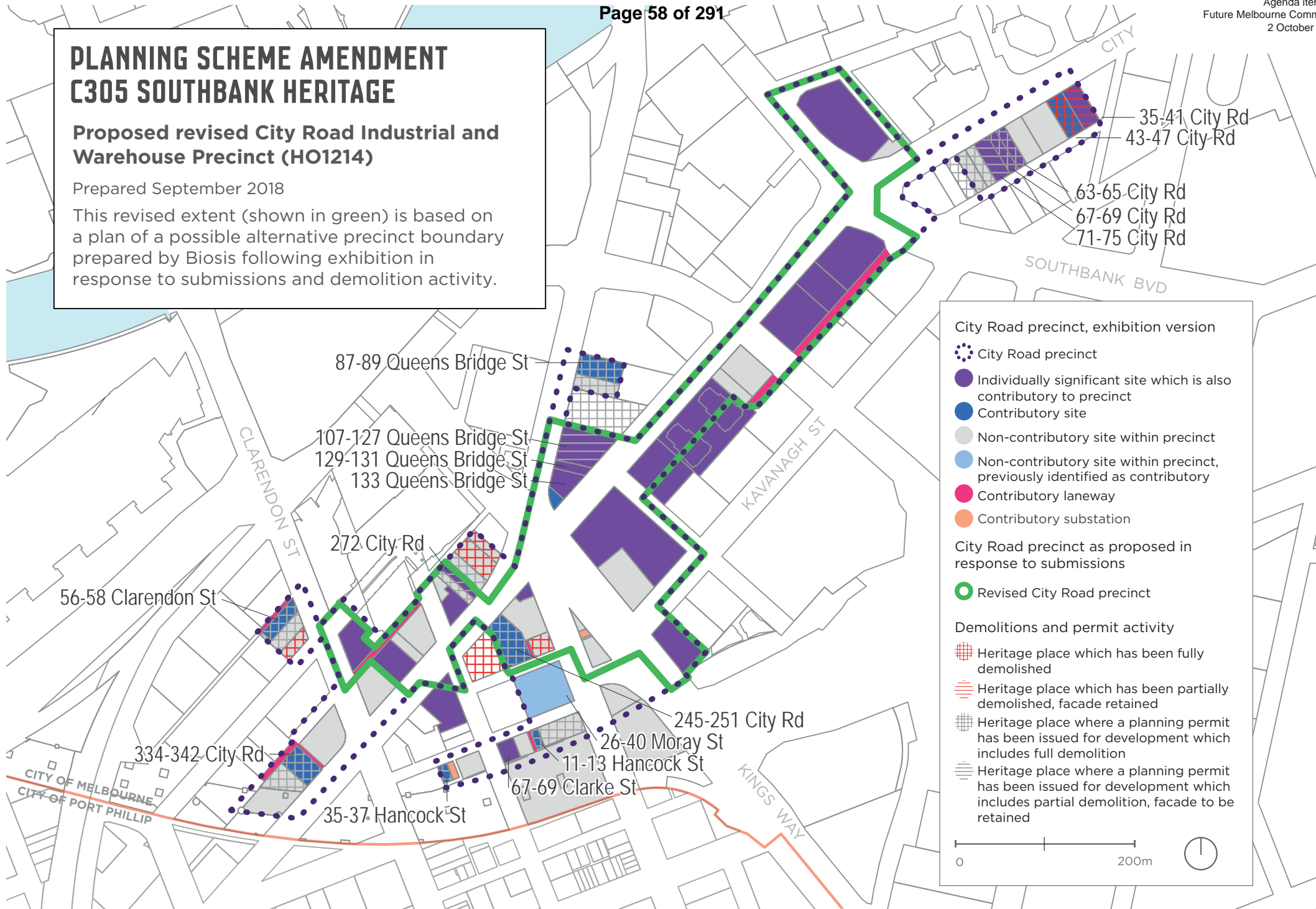
No changes are recommended in response to these submissions. They will be referred to the panel.

PLANNING SCHEME AMENDMENT C305 SOUTHBANK HERITAGE

Proposed revised City Road Industrial and Warehouse Precinct (HO1214)

Prepared September 2018

This revised extent (shown in green) is based on a plan of a possible alternative precinct boundary prepared by Biosis following exhibition in response to submissions and demolition activity.



City Road precinct, exhibition version

- City Road precinct
- Individually significant site which is also contributory to precinct
- Contributory site
- Non-contributory site within precinct
- Non-contributory site within precinct, previously identified as contributory
- Contributory laneway
- Contributory substation

City Road precinct as proposed in response to submissions

- Revised City Road precinct

Demolitions and permit activity

- Heritage place which has been fully demolished
- Heritage place which has been partially demolished, facade retained
- Heritage place where a planning permit has been issued for development which includes full demolition
- Heritage place where a planning permit has been issued for development which includes partial demolition, facade to be retained

0 200m

87-89 Queens Bridge St

107-127 Queens Bridge St
 129-131 Queens Bridge St
 133 Queens Bridge St

272 City Rd

56-58 Clarendon St

334-342 City Rd

35-37 Hancock St

67-69 Clarke St

245-251 City Rd

26-40 Moray St

35-41 City Rd
 43-47 City Rd

63-65 City Rd
 67-69 City Rd
 71-75 City Rd

CLARENDON ST

KAVANAGH ST

KINGS WAY

SOUTHBANK BVD

CITY OF MELBOURNE
 CITY OF PORT PHILLIP

Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

AMENDMENT C305

EXPLANATORY REPORT

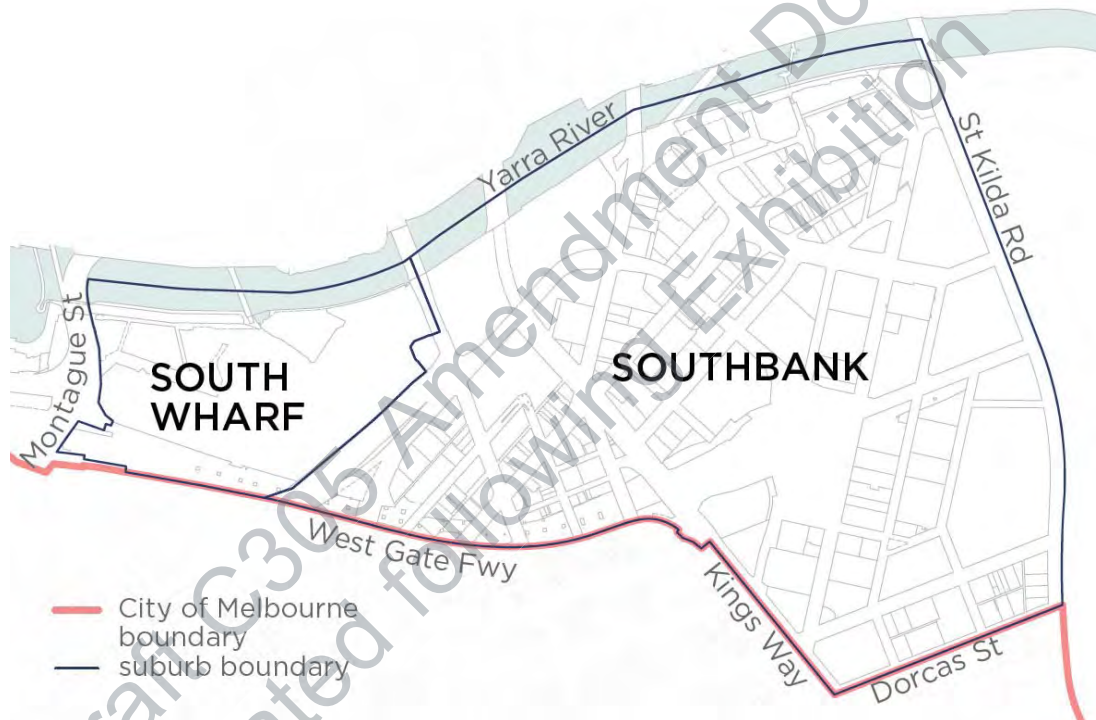
Who is the planning authority?

This amendment has been prepared by the Melbourne City Council, which is the planning authority for this amendment.

This Amendment has been made at the request of the Melbourne City Council.

Land affected by the Amendment

The Amendment affects 48 places in the suburbs of Southbank and South Wharf shown below and one place in Port Melbourne located at 344-370 Lorimer Street and 231-249 Todd Road. The affected places are listed in Attachment 1 to this Explanatory Report.



What the amendment does

The Amendment implements the recommendations of the *Southbank and Fishermans Bend Heritage Review* 16 June 2017 by:

- Amending the Schedule to clause 43.01 Heritage Overlay for places in Southbank and South Wharf, by:
 - Applying the Heritage Overlay to 20 additional places, including one precinct, two group listings and 17 individual places.
 - Deleting the Heritage Overlay from 11 places due to buildings being demolished or places being incorrectly mapped.
 - Amending the Heritage Overlay for 17 existing places to correct addresses, descriptions or boundary anomalies.

- Amending the Schedule to Clause 43.01 Heritage Overlay for one place in Port Melbourne located at 344-370 Lorimer Street and 231-249 Todd Road to reflect that an aircraft hangar that was previously in this location has been relocated to Tyabb.
- Inserting the following new Incorporated Documents into the Melbourne Planning Scheme at the Schedule to Clause 81.01:
 - *Southbank Statements of Significance*, ~~2-October-2017~~September 2018
 - *Southbank Heritage Places Inventory*, ~~26-April~~September 2018 (this inventory will replace that section of the existing *Heritage Places Inventory* June 2016 relating to Southbank).
 - *Former PMG garage, stores & workshops, part 45-99 Sturt Street Southbank Incorporated Document*, ~~19-December-2017~~September 2018.
- Removing the section which relates to Southbank from the *Heritage Places Inventory* June 2016. The *Heritage Places Inventory* June 2016 is an Incorporated Document to the Melbourne Planning Scheme.
- Amending Local Policies Clause 22.04 (Heritage Places within the Capital City Zone) and Clause 22.05 (Heritage Places outside the Capital City Zone) to make reference to the *Southbank and Fishermans Bend Heritage Review*, ~~16-June-2017~~September 2018 and the *Southbank Statements of Significance*, ~~2-October-2017~~September 2018.
- Amending planning scheme maps 8HO, 8HO1, 8HO2 and 11HO to reflect the changes described above.

It is noted that four of the additional heritage places identified as part of the *Southbank and Fishermans Bend Heritage Review* 16 June 2017 were initially proposed to be the subject of Amendment C280 and have now been incorporated into Amendment C305. These places are:

- G.P. Motors Pty. Ltd, 35-41 City Road Southbank.
- Crown Chemicals, 63-65 City Road Southbank.
- The Castlemaine brewery, 107-127, 129-131 and 133 Queens Bridge Street Southbank.
- The PMG/ GPO depot, 45-99 Sturt Street Southbank.

It is noted that the following properties were included within interim heritage overlays on 8 February 2018 under Amendment C276:

- The Castlemaine brewery, 107-127, 129-131 and 133 Queens Bridge Street Southbank.
- The PMG/ GPO depot, 45-99 Sturt Street Southbank.

A further 13 places identified in the Review are not included as part of Amendment C305. Eleven of these places are located in the Fishermans Bend Employment Precinct and two places are wholly or partially affected by the Port of Melbourne Planning Scheme. All 13 places require further investigation before being included in a Heritage Overlay.

The Review also recommended various amendments / deletions to the Heritage Overlay for sites included in the Victorian Heritage Register. These changes cannot be pursued in this Amendment and will be pursued following an application to amend these heritage places on the Victorian Heritage Register.

Strategic assessment of the Amendment

Why is the Amendment required?

Southbank and South Wharf are suburbs with important and rich histories. They are also important urban renewal areas.

The Review was undertaken to assess the heritage significance of all buildings and places in Southbank and South Wharf. The Review recommended the introduction of new heritage places, deletion of the Heritage Overlay due to demolition of heritage buildings or mapping anomalies and the correction of various anomalies relating to existing heritage overlays.

How does the Amendment implement the objectives of planning in Victoria?

By including buildings of historic and aesthetic significance in the Heritage Overlay, the Amendment implements the following objectives under Section 4 of the *Planning and Environment Act 1987*:

- 4(1)(d) - to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value
- 4(1)(g) - to balance the present and future interests of all Victorians.

How does the Amendment address any environmental, social and economic effects?

It is expected that the amendment will have positive environmental, social and economic outcomes for the area. Heritage places enhance an area as a place in which to live, work, invest and visit.

The Amendment will encourage reuse, restoration and adaptation of heritage places. Retention of places will reduce building waste associated with demolition and construction of new buildings and it will also conserve embodied energy in existing buildings.

The Amendment will have positive social effects by recognising buildings, streetscapes, and precincts that make the area a distinctive neighbourhood for its local population and also visitors to the area. Heritage places provide identity for an area, add character, appeal and interest to the city. The inclusion of heritage places in the Heritage Overlay will ensure that the heritage value of these sites is considered as part of any planning permit application process and enable the protection of this part of Melbourne's history for present and future generations.

The Amendment will have positive economic effects by retaining the urban qualities that make the Southbank and Fishermans Bend area distinctive as an area for locals and visitors. It is expected to have further positive economic effects by facilitating decision making and minimising time delays.

Does the Amendment address relevant bushfire risk?

The Amendment will not result in any increased bushfire risk.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The Amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes, pursuant to section 7(5) of the *Planning and Environment Act 1987*.

The Amendment is consistent with Ministerial Direction 11 on the Strategic Assessment of Planning Scheme Amendments.

The Amendment is also consistent with Ministerial Direction 15 – the Planning Scheme Amendment Process and Ministerial Direction No. 9 – Metropolitan Strategy, which requires that the amendment support the provisions of *Plan Melbourne 2017-2050*. Specifically, the Amendment is supported by the following policy directions:

- Direction 4.4 - Respect Melbourne's heritage as we build for the future: The Amendment will encourage new development to be designed and sited to respect the identified significance of heritage places. The Amendment will also protect newly identified places in Southbank and Fishermans Bend and ensure that they are not compromised by new development.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

The Amendment supports the following objectives of the State Planning Policy Framework:

Clause 15 - Built Environment and Heritage

- 15.01-1 Urban design - To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity
- 15.03-1 Heritage conservation - To ensure the conservation of places of heritage significance
- 15.03-2 Aboriginal cultural heritage - To ensure the protection and conservation of places of aboriginal cultural heritage

Clause 17 - Economic Development

- 17.03-1 Facilitating tourism - To encourage tourism development to maximise the employment and long-term economic, social and cultural benefits of developing the State as a competitive domestic and international tourist destination
- 17.03-2 Tourism in Metropolitan Melbourne - To maintain and develop Metropolitan Melbourne as a desirable tourist destination.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The Amendment is consistent with the objectives, strategies, and policies outlined in the Local Planning Policy Framework of the Melbourne Planning Scheme. In particular, the Amendment supports the following provisions:

- Clause 21.06-2 (Heritage) which specifies the objective to conserve and enhance places and precincts of identified cultural heritage significance.
- Clause 22.04 (Heritage Places within the Capital City Zone), particularly the objective to conserve fabric of historic, aesthetic, social, spiritual and scientific heritage value, which contributes to the significance, character and appearance of heritage places.
- Clause 22.05 (Heritage Places outside the Capital City Zone), particularly the objective to conserve and enhance Melbourne's heritage places.

Does the Amendment make proper use of the Victoria Planning Provisions?

The Amendment makes proper use of the Victoria Planning Provisions. The Schedule to the Heritage Overlay is the proper Victorian Planning Provision tool for the introduction of heritage controls for places identified as having heritage significance.

The Amendment also addresses the requirements of the Planning Practice Note "Applying the Heritage Overlay, September 2012". This Practice Note specifies that places identified in local heritage studies should be included in the Heritage Overlay if the significance of the place can be established.

How does the Amendment address the views of any relevant agency?

The views of any relevant agencies have not been sought.

Council will engage with relevant agencies, affected property owners and relevant principal community groups during the public exhibition phase for the Amendment.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The Amendment is not expected to have any significant impact on the transport system as defined under Section 3 of the *Transport Integration Act 2010*.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The inclusion of additional Southbank and Fishermans Bend places may contribute to a minor increase in the number of planning permit applications on an annual basis. However, this increase can be accommodated within existing Council resources.

The resource and administration costs will be offset by a reduction in the need for individual responses to the possible demolition of significant heritage places which are not currently included within the Schedule to the Heritage Overlay.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at:

City of Melbourne
Customer Service Counter
Ground Floor
Melbourne Town Hall Administration Building
120 Swanston Street
MELBOURNE VIC 3000

The Amendment can also be inspected free of charge:

- At the Department of Environment, Land, Water and Planning website at: www.delwp.vic.gov.au/public-inspection.
- At the City of Melbourne website at: www.participate.melbourne.vic.gov.au/amendmentc305

Submissions

~~Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by **Friday 29 June 2018**.~~

~~A submission must be in writing and lodged either:~~

- ~~Online: <https://participate.melbourne.vic.gov.au/AmendmentC305>~~
- ~~By email: amendmentC305@melbourne.vic.gov.au~~
- ~~By post: Team leader – Heritage
City of Melbourne
GPO Box 1603
Melbourne VIC 3001~~

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- Directions hearing: ~~Week of 81 November-October~~, 2018.
- Panel hearing: Week of ~~5 November~~3 December, 2018.

ATTACHMENT 1: SITES AFFECTED BY AMENDMENT C305

1. Existing heritage overlays to be amended

HO Number	HO Map changed	Address	Name /Description and proposed change
HO5	Deletion Map - 8HO and 11HO	Various streets	Commonwealth Clothing Factory and surrounding streets (no heritage significance)
HO366	Deletion Map - 8HO and 11HO	135 and 151 City Road, 68-82 Southbank Boulevard, Southbank	James Moore timberyard and sawmills façade – revised address in the schedule to the heritage overlay, heritage inventory and revised heritage overlay boundaries
HO368	Deletion Map - 8HO and 11HO	171-193, 195-205 City Road, 100 and 118 Kavanagh Street, 1 Balston Street Southbank	Sharp & Sons timber, later General Motors, later International Harvester - revised address in the schedule to the heritage overlay, the heritage inventory and revised heritage overlay boundaries
HO369	N/A	207 City Road, Southbank	State school No. 2686, later South Melbourne Girls School, JH Boyd Domestic College (1932 -) and Boyd Community Hub - revised address in the schedule to the heritage overlay
HO370	N/A	235 -239 City Road, Southbank	Main Point Hotel – revised address in the schedule to the heritage overlay and heritage inventory, and no mapping change
HO371	Deletion Map - 8HO and 11HO	269 - 283 City Road, Southbank	Bank of New South Wales - revised address in heritage inventory the schedule to the heritage overlay, and revised heritage overlay boundaries
HO374	Map 8HO	272 City Road, Southbank	Edward Murphy's warehouse and workshop - revised address in the schedule to the heritage overlay and revised heritage overlay boundaries
HO375	Deletion Map - 8HO and 11HO	276-282 City Road, Southbank	Murphy's Buildings, Australian Chemicals/Scott Paint Works - revised address in the schedule to the heritage overlay and heritage inventory, and revised heritage overlay boundaries
HO376	Deletion Map - 8HO and 11HO & 8HO	300 City Road, Southbank	White & Hancock's Warehouse, later White, Hancock and Mills Pty. Ltd - revised address in the schedule to the heritage overlay and revised heritage overlay boundaries

HO Number	HO Map changed	Address	Name /Description and proposed change
HO390	Map 8HO Deletion Map 8HO & 11HO	113 Sturt Street, Southbank	Castlemaine Brewery Malthouse - revised address in the schedule to the heritage overlay and heritage inventory, and revise heritage overlay boundaries
HO760	N/A	100 St. Kilda Road, Southbank	Hamer Hall and Arts Centre – amend the schedule to the heritage overlay and the heritage inventory, no mapping change
HO762	N/A	1 Queens Bridge Street, Southbank	Sandridge Rail Bridge, over the Yarra River, Queensbridge Square - revised address in the schedule to the heritage overlay and heritage inventory, no mapping change
HO764	N/A	1-27 and 29-65 South Wharf Promenade and 2 Clarendon Street, South Wharf	Duke and Orrs Dry Dock, South Wharf and Cargo Sheds 4, 5, 6, 7, 8, 9, South Wharf – revised address in the schedule to the heritage overlay and heritage inventory, no mapping change
HO765	N/A	28 Clarendon Street, Southbank	Fergus & Mitchell, later Robur Tea warehouse - revised address in the schedule to the heritage overlay and heritage inventory, no mapping change
HO791	N/A	Queens Bridge Street, Southbank	Queens Bridge over Yarra River - revised address in the schedule to the heritage overlay and heritage inventory, no mapping change
HO792	N/A	180 St Kilda Road, Southbank	National Gallery of Victoria – revised address in the schedule to the heritage overlay and heritage inventory, no mapping change
HO910	N/A	234 St Kilda Road and 13 Dodds Street, Southbank	Police Barracks (later part of the Victorian College of the Arts) - revised address in the schedule to the heritage overlay and heritage inventory, no mapping change

2. Existing heritage overlays to be deleted

HO Number	HO Map changed	Address	Name / Description
HO367	Deletion Map -8HO and 11HO	157-165 City Road, South Melbourne	Stewarts & Lloyds (demolished)
HO377	Deletion Map -8HO and 11HO	109-117 Clarendon Street, South Melbourne	Southern Cross Service Station (demolished)
HO378	Deletion Map -8HO and 11HO	Clarendon Street Bridge, South Melbourne	Clarendon Street Rail Bridge (demolished)
HO380	Deletion Map -8HO and 11HO	46-48 Haig Street, South Melbourne	Former Cider factory (demolished)
HO381	Deletion Map -8HO and 11HO	93 Kavanagh Street, South Melbourne	Former Halford Timber (demolished)
HO384	Deletion Map -8HO and 11HO	40-46 Kavanagh Street, South Melbourne	Former Thomas Warburton & co (demolished)
HO387	NA	234-254 St Kilda Road, South Melbourne	Victorian College of The Arts (listed twice in HO schedule with two separate numbers - HO387 needs to be deleted from schedule)
HO388	Deletion Map - 8HO2	23-31 Sturt Street, South Melbourne	Alcock's Billiard Tables (demolished)
HO389	Deletion Map -8HO and 11HO	43 Sturt Street, Southbank	Victorian College of the Arts (replaced with new HO)
HO391	Deletion Map -8HO and 11HO	102-118 Sturt Street, Southbank	Former Melford Motors (demolished)
HO913	Deletion Map - 8HO2	20 Convention Centre Place, South Wharf	Buchanan & Brock (demolished - mapping change only required, not listed in 43.01s)
HO934	Not on existing HO maps	Lorimer Street /Todd Road, Port Melbourne	Former Commonwealth Aircraft Hangar (building no longer exists)

3. New heritage overlays to be introduced

HO Number	Address	Name /Description
HO1214	Heritage precinct: City Road various (and others), Southbank	City Road Industrial and Warehouse Precinct
HO1215	Group listing – various addresses Southbank	Group listing – 5 Electrical substations
HO1216	Group Listing – various addresses Southbank	Group Listing – 10 bluestone laneways
HO1200	107-127 (part), 129 -131 and 133 Queens Bridge Street, Southbank	Castlemaine Brewery
HO1201	45-99 Sturt Street, Southbank	GPO/ PMG depot
HO1202	35-41 City Road, Southbank	G.P. Motors Pty. Ltd.
HO1203	63-65 City road, Southbank	Crown Chemicals
HO1218	20 City Road, Southbank	New St Johns Lutheran church
HO1219	67-69 City Road, Southbank	Kosky Bros Pty. Ltd. Furriers
HO1220	71-75 City Road, Southbank	Maurice Artaud & Co
HO1221	Clarendon Street, Southbank and Spencer Street, Melbourne	Spencer Street Bridge
HO1222	93-103 Clarendon Street, Southbank	Eckersley & Sons soda fountain factory
HO1223	67-69 Clarke Street, Southbank	Melbourne Metropolitan Tramways Board Electricity Substation 'S'
HO1224	49-61 Coventry Street and 50 Dorcas Street, Southbank	Thornycraft (Aust.), later Herald Sun Television Studio
HO1225	Grant Street (corner Dodds Street) Southbank	Vault sculpture
HO1226	63 Kings Way, Southbank	Austral Otis engineering works, later Regent House
HO1227	Kings Way, Southgate	Kings Way Bridge
HO1228	1-7 Queens Bridge Street, Southbank	Queensbridge Hotel
HO1229	107-127 (part) Queens Bridge Street, Southbank	Robur Tea Company factory/warehouse
HO1230	242-246 Sturt Street, Southbank	Commonwealth Artificial Limb Factory

Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

AMENDMENT C305

INSTRUCTION SHEET

The planning authority for this amendment is the City of Melbourne

The Melbourne Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 7 attached map sheets.

Overlay Maps

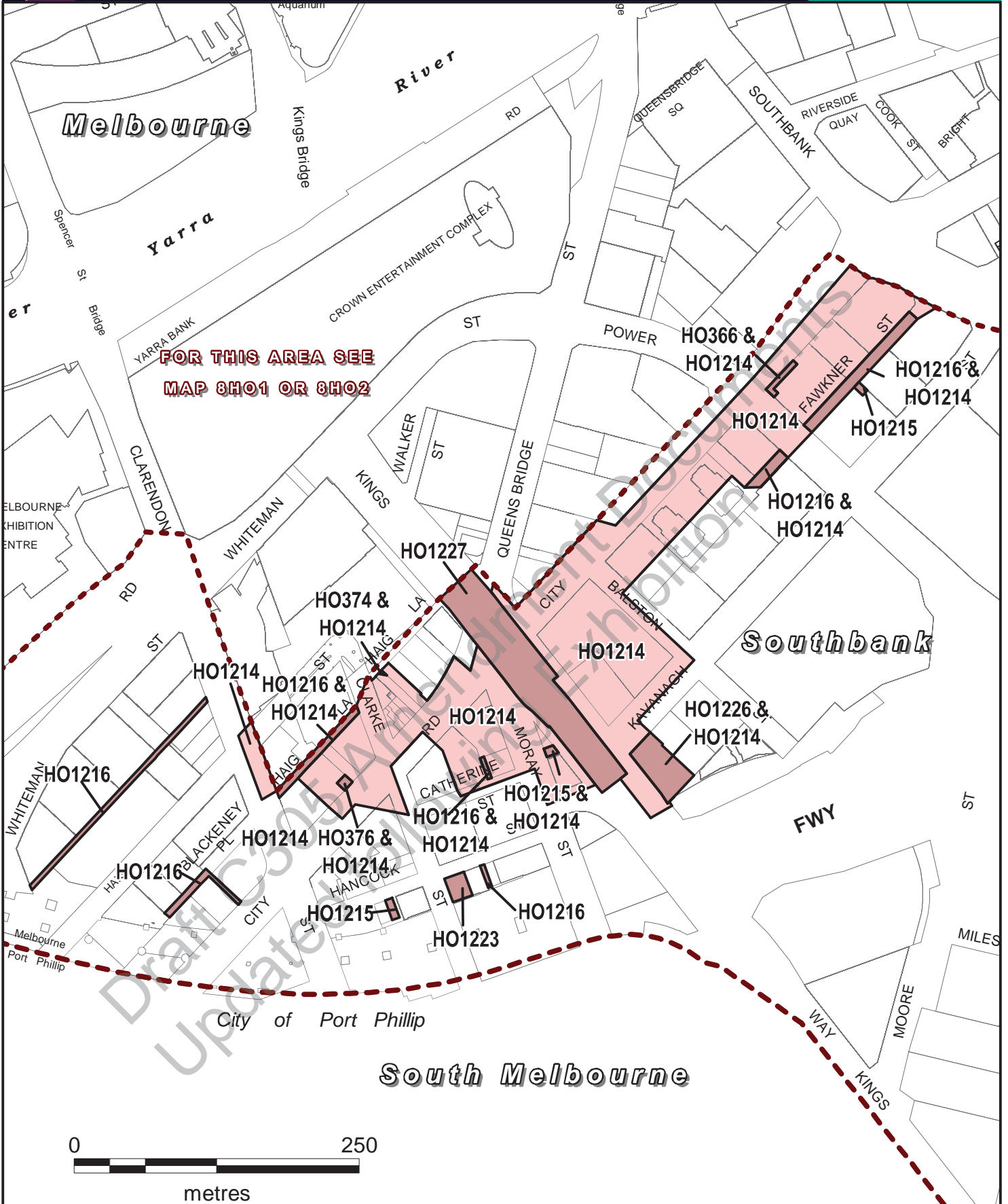
1. Amend Planning Scheme Map Nos 8HO, 8HO1, 8HO2 and 11HO in the manner shown on attached maps marked Melbourne Planning Scheme, Amendment C305.

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In Local Planning Policy Framework – replace Clause 22.04 with a new Clause 22.04 in the form of the attached document.
3. In Local Planning Policy Framework – replace Clause 22.05 with a new Clause 22.05 in the form of the attached document.
4. In Overlays – Clause 43.01 replace the Schedule with a new Schedule in the form of the attached document.
5. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document



LEGEND

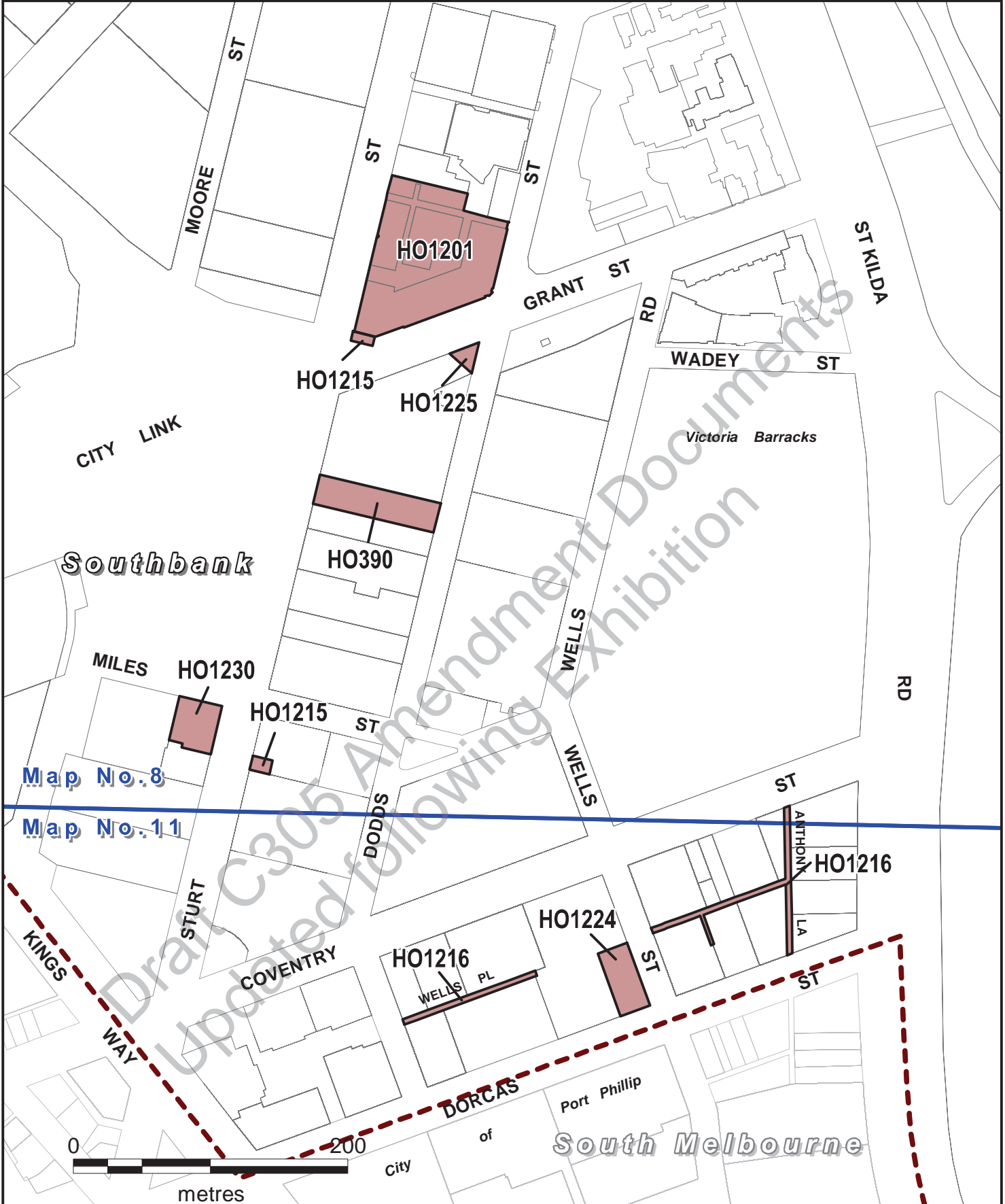
- HO Heritage Overlay
- HO Heritage Overlay - HO1214 Precinct

Part of Planning Scheme Map 8HO

AMENDMENT C305



MELBOURNE PLANNING SCHEME



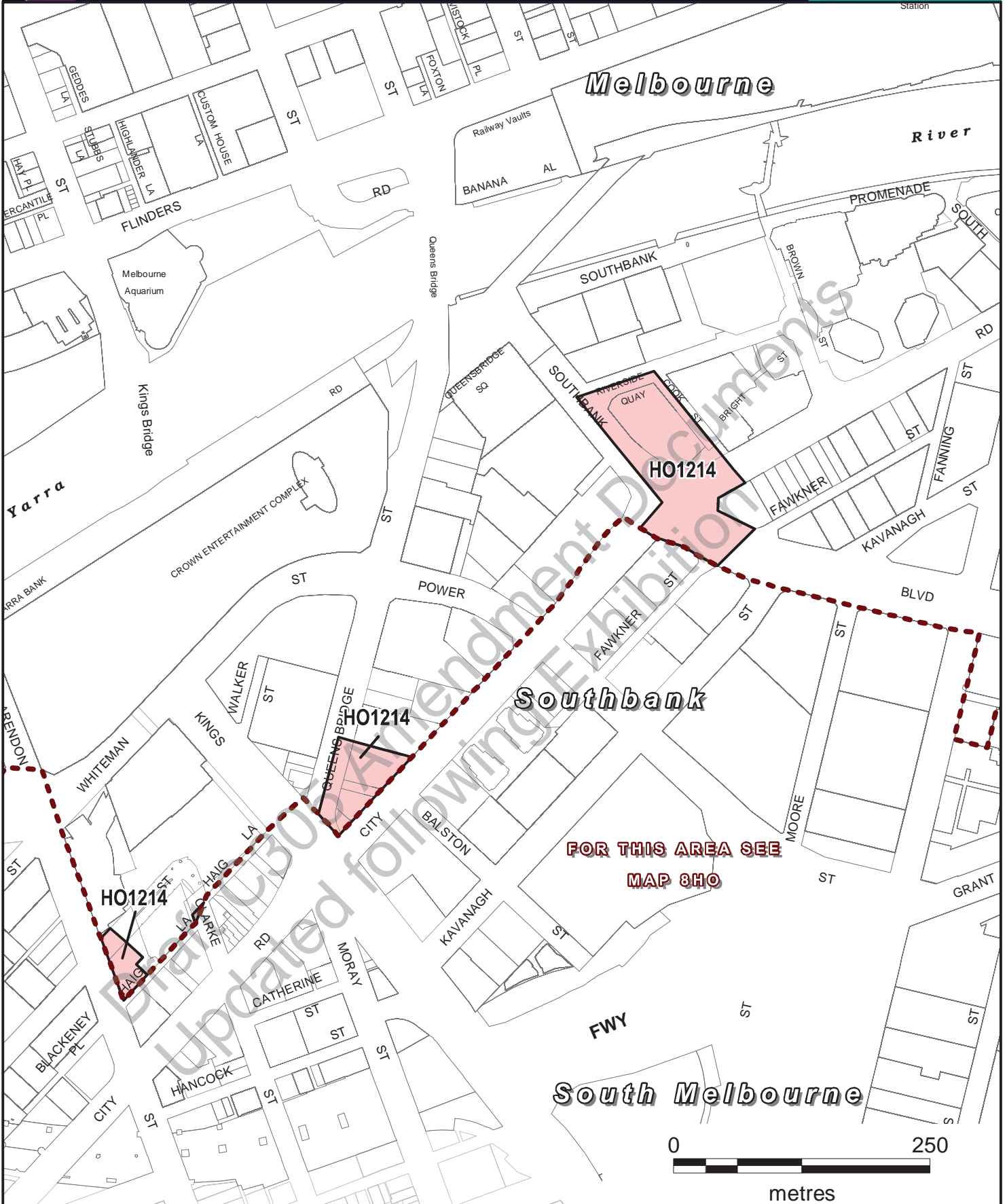
LEGEND

 HO Heritage Overlay

Planning Scheme Maps 8HO & 11HO

AMENDMENT C305





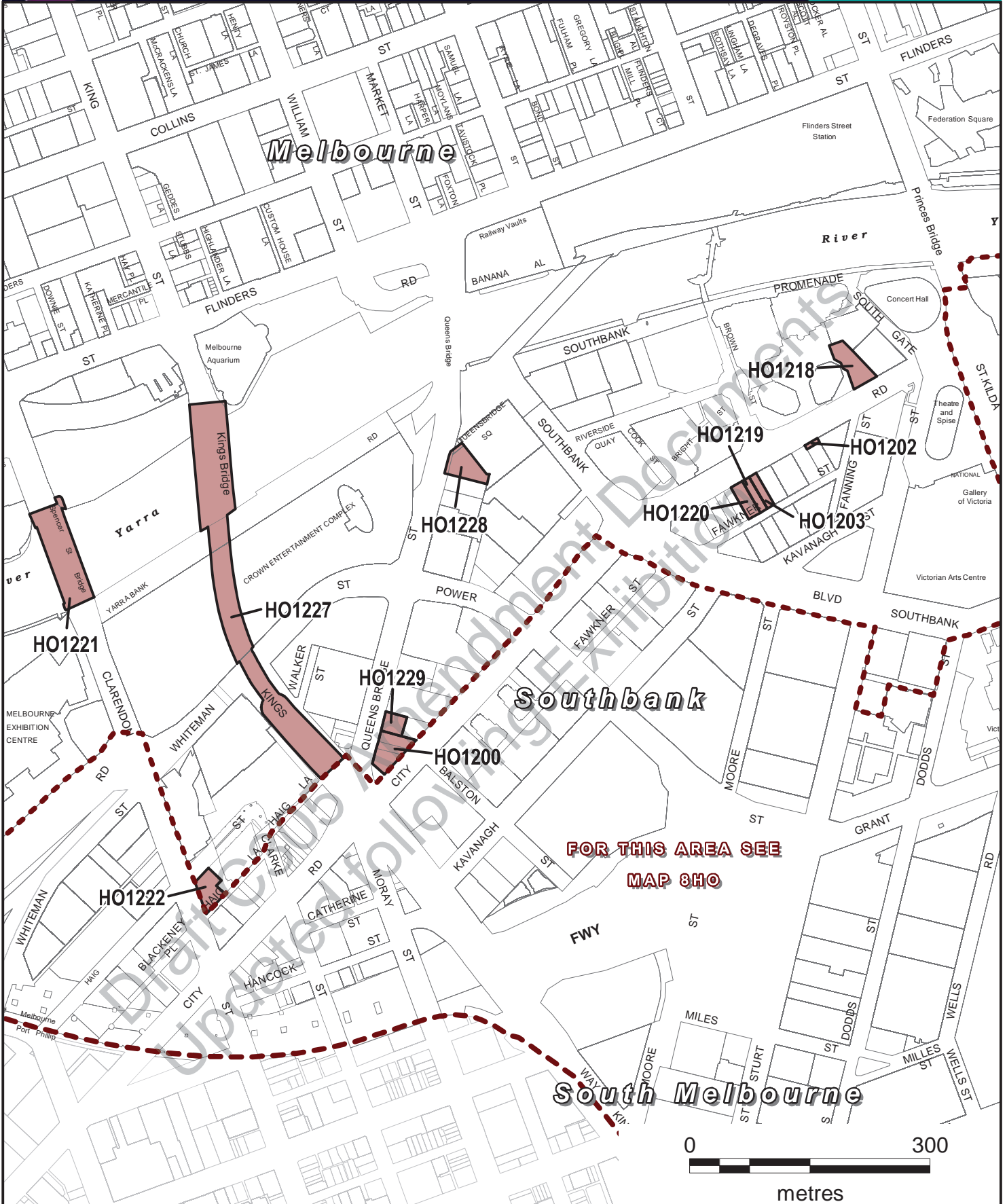
LEGEND

HO1214	Heritage Overlay - HO1214 precinct
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Part of Planning Scheme Map 8HO1

AMENDMENT C305





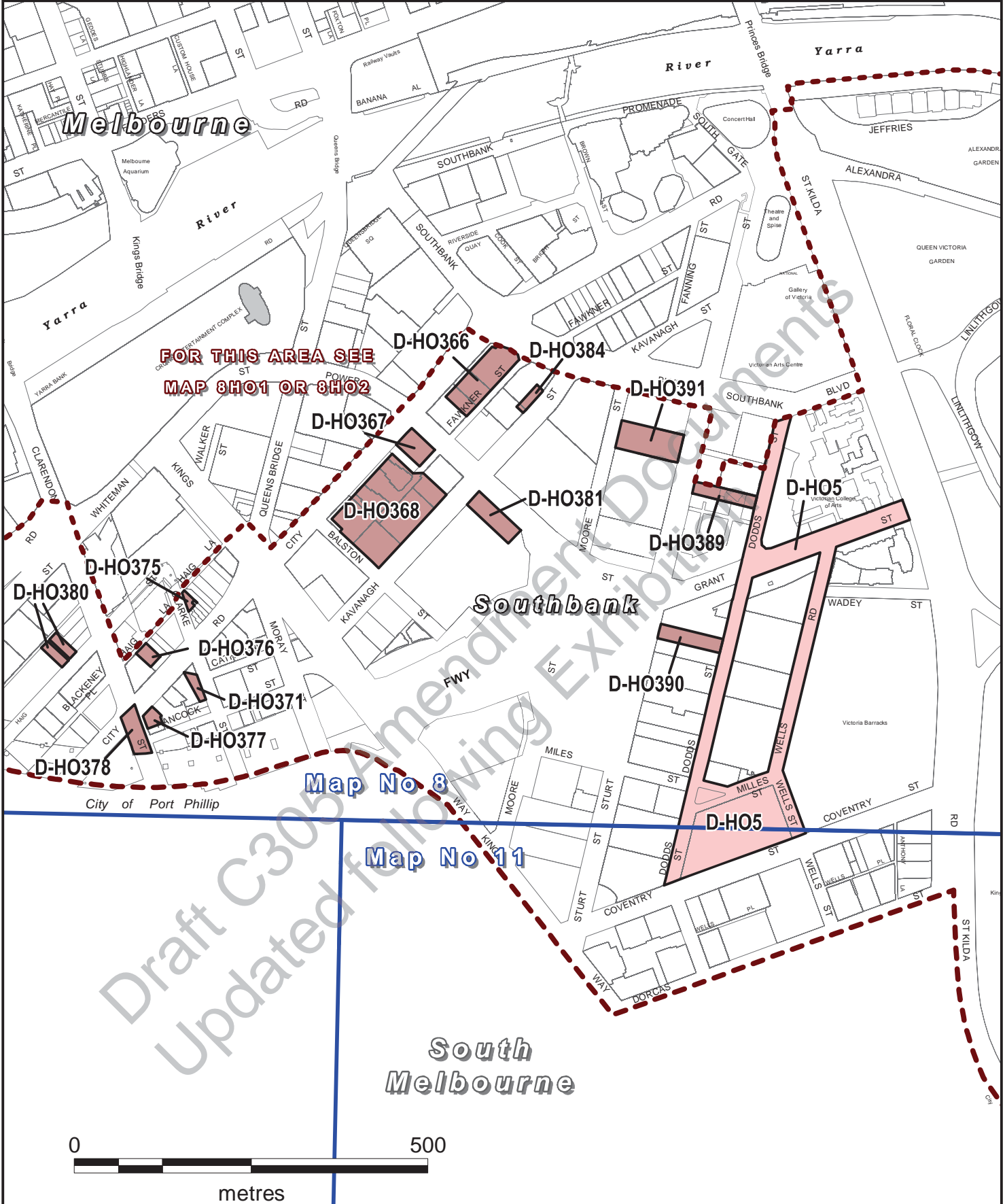
LEGEND

HO Heritage Overlay

Part of Planning Scheme Map 8HO2

AMENDMENT C305





FOR THIS AREA SEE
MAP 8HO1 OR 8HO2

Map No 8

Map No 11

LEGEND

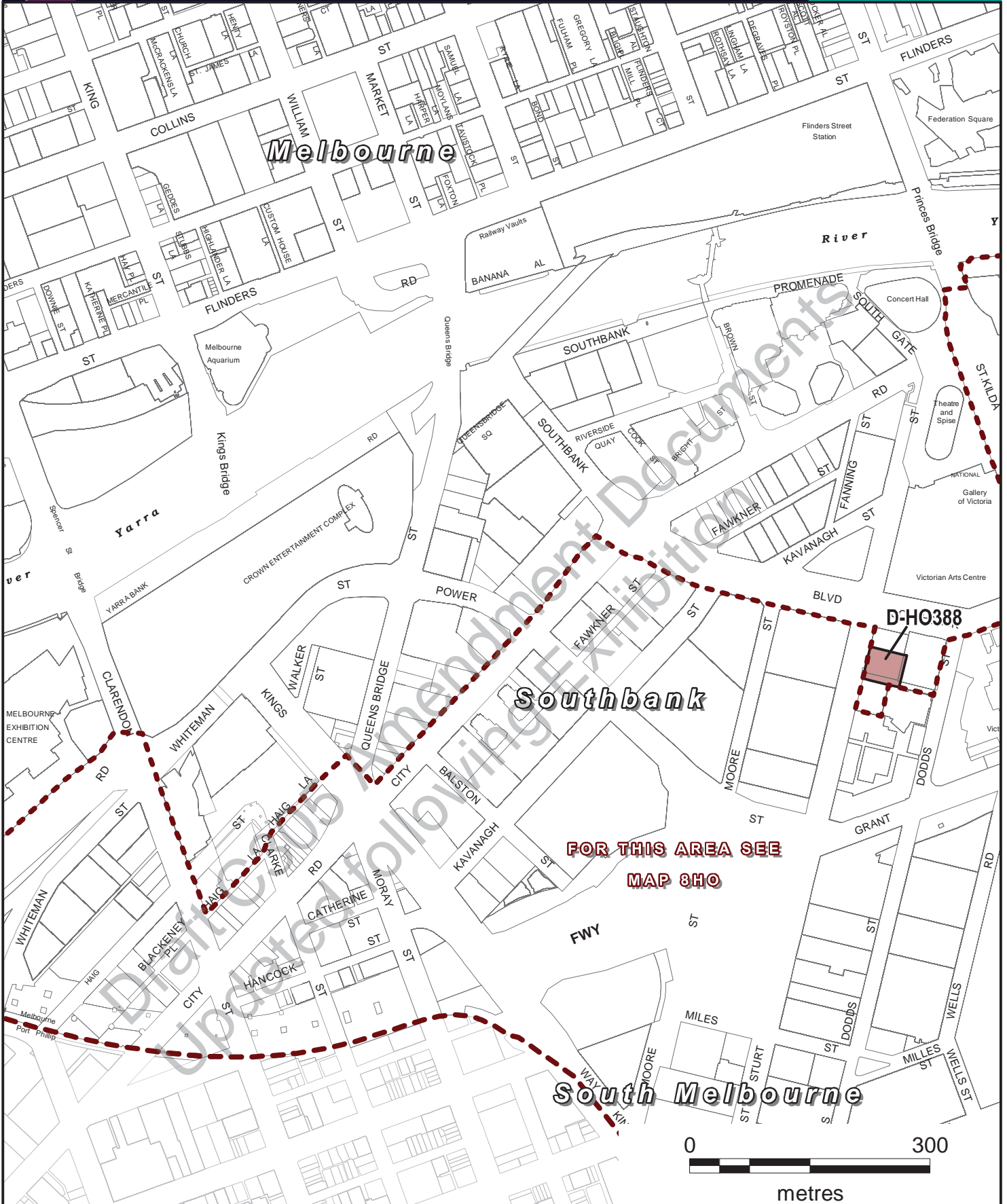
- D-HO Area to be deleted from a Heritage Overlay
- D-HO Area to be deleted from a Heritage Overlay (Precinct)

Part of Planning Scheme Maps 8HO & 11HO

AMENDMENT C305



MELBOURNE PLANNING SCHEME



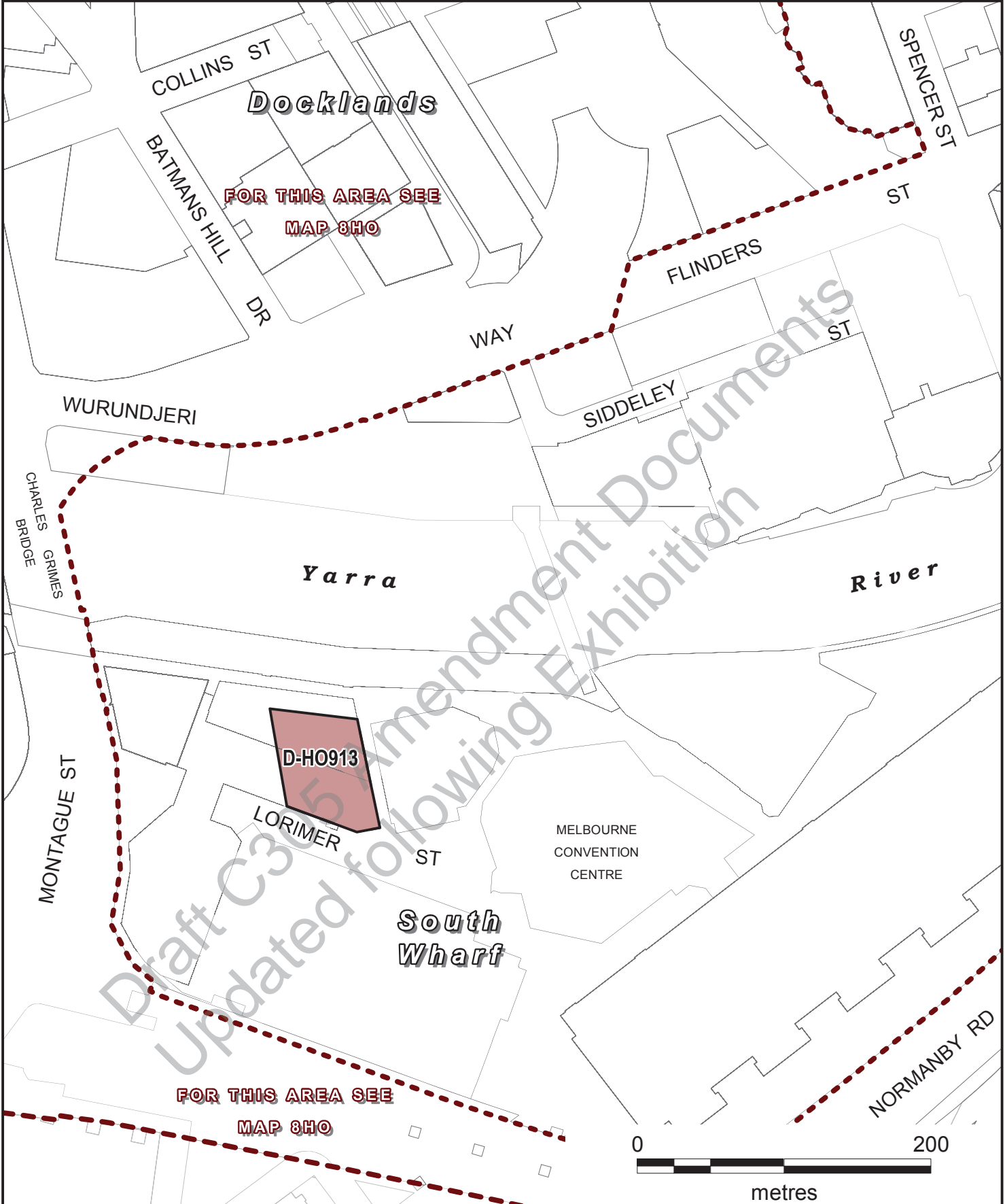
LEGEND

D-HO Area to be deleted from a Heritage Overlay

Part of Planning Scheme Map 8HO2

AMENDMENT C305





LEGEND

D-HO Area to be deleted from a Heritage Overlay

Part of Planning Scheme Map 8HO2

AMENDMENT C305



22.04

HERITAGE PLACES WITHIN THE CAPITAL CITY ZONE

45/40/2015
C198

~~---/---/---~~
Proposed
C305

This policy applies to the Capital City Zone excluding land within Schedule 5 to the Capital City Zone (City North).

Policy Basis

The heritage of the Capital City Zone area, comprising individual buildings, precincts, significant trees, and aboriginal archaeological sites, is a significant part of Melbourne's attraction as a place in which to live, visit, do business and invest. It is also important for cultural and sociological reasons, providing a distinctive historical character and a sense of continuity. Much of Melbourne's charm is provided by its older buildings, which, while not always of high individual significance, together provide cultural significance or interest, and should be retained in their three dimensional form, not as two dimensional facades as has sometimes occurred.

The identification, assessment, and citation of heritage places have been undertaken over decades, as part of an ongoing heritage conservation process and their recognition and protection have been a crucial component of planning in Melbourne since 1982.

Objectives

- To conserve and enhance all heritage places, and ensure that any alterations or extensions to them are undertaken in accordance with accepted conservation standards.
- To consider the impact of development on buildings listed in the Central Activities District Conservation Study and the South Melbourne Conservation Study.
- To promote the identification, protection and management of aboriginal cultural heritage values.
- To conserve and enhance the character and appearance of precincts identified as heritage places by ensuring that any new development complements their character, scale, form and appearance.

Policy

The following matters shall be taken into account when considering applications for buildings, works or demolition to heritage places as identified in the Heritage Overlay:

- Proposals for alterations, works or demolition of an individual heritage building or works involving or affecting heritage trees should be accompanied by a conservation analysis and management plan in accordance with the principles of the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 1992 (The Burra Charter).
- The demolition or alteration of any part of a heritage place should not be supported unless it can be demonstrated that that action will contribute to the long-term conservation of the significant fabric of the heritage place.
- The impact of proposed developments on aboriginal cultural heritage values, as indicated in an archaeologist's report, for any site known to contain aboriginal archaeological relics.

The recommendations for individual buildings, sites and areas contained in the Central City Heritage Study Review 1993 except for the buildings detailed in the incorporated documents titled Central City (Hoddle Grid) Heritage Review: Statements of Significance June 2013 and Southbank Statements of Significance, 2-October-2017 September 2018, in which case the Central City (Hoddle Grid) Heritage Review: Statements of Significance

June 2013 or the Southbank Statements of Significance. ~~2 October 2017~~ September 2018 will apply.

- All development affecting a heritage precinct should enhance the character of the precinct as described by the following statements of significance.
- Regard shall be given to buildings listed A, B, C and D or significant and/or contributory in the individual conservation studies, and their significance as described by their individual Building Identification Sheet.

Statements of Significance and Key Attributes for Heritage Areas within the Heritage Overlay

Bank Place Precinct

Statement of Significance

The character of the intimate space within Bank Place is created by the architectural variety of the comparatively small, individual buildings that enclose it. They vary in style from the English domestic of the Mitre Tavern (1865), through to the Victorian facades of Stalbridge Chambers and the romanesque revival of Nahun Barnett's Bank Houses. The Savage Club, 12 Bank Place, was erected as a townhouse in the 1880s and is now on the Victorian Heritage Register. With its narrow entrances, flanked at the northern end by the impressive and ornately detailed Stalbridge Chambers on one side and on the other by a significant row of two-storey shops, representing the oldest legal offices in what was once Chancery Lane, it provides a pleasant and intimate space in the heart of the City. The area extends across Little Collins Street to include the Normanby Chambers, another sophisticated facade featuring Italian and English Renaissance design, another office long associated with the legal fraternity, and forming an architectural focus for Bank Place.

Key Attributes

- The intimate scale and character of Bank Place, as well as its strong social and traditionally pedestrian role.
- Architecturally interesting building facades and detailing throughout.

Bourke Hill Precinct

What is Significant

The Bourke Hill Precinct, located in the north east of the CBD, comprises Spring, Little Bourke, Bourke, Little Collins and Exhibition Streets and the network of laneways between the major streets. It contains a range of buildings that predominantly date from the nineteenth century, with a number of significant buildings dating from the early twentieth century through to the Postwar period. The precinct contains a number of landmark buildings.

Elements which contribute to the significance of the precinct include (but are NOT limited to):

- All buildings and land identified as significant and / or contributory;
- The regularity of the Hoddle Grid;
- The hierarchy and network of streets, lanes and alleyways;
- The early street materials including bluestone pitchers, kerbs and gutters;

- The distinctive character between the streets and lanes notably: the change in scale, visual contribution of the side and rear elements of the significant built forms, and cohesive materials;
- The character of various laneways, formed by the heritage buildings that face onto them, along with the side and rear walls of buildings that face into the main streets;
- The side elevations, rear elevations, roof forms (including chimneys) and rear walls, etc. that are visible throughout the precinct due to the particular configuration of laneway development in combination with the regular layout of main and sub-streets;
- The pre-1875 (pre land boom) buildings, as a rare collection of early buildings;
- The diverse architectural expression linking the key periods of Melbourne's development (from pre gold rush to the Postwar period), seen throughout the precinct;
- Evidence of layering through the application of later change and the influence of various cultures, seen throughout the precinct;
- The low scale of the buildings to Bourke Street and the precinct as a whole;
- Narrow frontages to Bourke Street;
- Cohesive massing and use of materials present on Bourke Street;
- The continuing presence of a retail, restaurant and café culture within the precinct;
- Visual dominance of the three landmark buildings: Hotel Windsor, Princess Theatre and Parliament House (including steps and 'piazza');
- Vista along Bourke Street East towards Parliament House taking in the consistent diminutive scale of Bourke Street East and its contrast with the monumentality of Parliament House and steps at the street's eastern termination. Vista includes the junction of Spring and Bourke Street that form a 'piazza' to Parliament House;
- The vista along Bourke Street from the main entrance to Parliament House with expansive views of open sky that reinforces the consistent diminutive scale of the eastern end of Bourke Street and which, by comparison, increases the monumentality of Parliament House;
- The views to the Parliament Gardens from Little Bourke Street;
- The cohesive scale, architectural expression and materiality of the red brick buildings located on Little Bourke Street; and;
- The cohesive scale, Interwar & Postwar character and materiality of Crossley Street.

How is it Significant

The Bourke Hill Precinct is of aesthetic, architectural, historic, scientific and social significance to the City of Melbourne.

Why is it Significant

The Bourke Hill Precinct is of local significance to the City of Melbourne.

The Bourke Hill Precinct is historically significant as the land upon which the precinct sits and the site now occupied by Parliament House and steps is historically connected to its traditional owners, the Kulin clan as a meeting point prior to European settlement.

The Bourke Hill Precinct is historically significant as it demonstrates the early structure of the Hoddle Grid through its layout of main and sub-streets, interspersed with sporadic laneway development.

The Bourke Hill Precinct is historically and aesthetically significant as a longstanding section of the CBD, which demonstrates all aspects of growth and consolidation of the city

from its early post-European beginnings through to the Postwar period seen in the early built form and layering of subsequent eras.

The Bourke Hill Precinct is historically and aesthetically significant as it contains the only surviving main CBD thoroughfare that retains a character and scale of the pre land boom era, and possesses a large collection of central city buildings surviving from the pre land boom era.

The Bourke Hill Precinct is historically significant as it demonstrates the pattern of immigration beginning from the first Jewish and European immigrants, to the wave of Italian immigration in the Postwar period. The character of the precinct is a direct result of those different nationalities that have lived and worked in the area, making their mark on all aspects of the precinct.

The Bourke Hill Precinct is historically and socially significant as an entertainment and leisure precinct, containing well known cultural places such as Pellegrini's and Florentino's cafes and the Princess and Palace Theatres.

The Bourke Hill Precinct is aesthetically significant for its fine collection of landmark buildings that provide an outstanding streetscape along Spring Street.

The Precinct is aesthetically significant as it contains the unique vista east along Bourke Street terminating with the monumental presence of Parliament House and its setting. This vista is of high aesthetic value to the City of Melbourne and Victoria as a whole.

The Bourke Hill Precinct is of architecturally significant for its rich and varied architectural expression. It encompasses a range of styles from Early and Late Victorian, Federation, Interwar, Moderne and Postwar styles. The stylistic development of the precinct, seen not only in the expression of individual buildings, but also in the layering of subsequent eras, architectural expression and cultural influences, is of aesthetic and historic significance.

The Bourke Hill Precinct is of scientific significance through the presence of Turnbull Alley, and a notable collection of pre-gold rush buildings. The area is an extremely important and sensitive archaeological site within the CBD.

The Bourke Hill Precinct is of social significance for its connections to a large number of cultural, community and professional groups, and individuals. The precinct contains Parliament House a place of community gathering and it contains a strong association with many cultures that arrived as migrants from the early days of settlement.

The Bourke Hill Precinct is historically and socially significant as it contains Parliament House and connections with the Salvation Army. Parliament House is a place of importance in the operation of the State of Victorian and formerly Australia, and as a place for civic events and public meeting. At their City Temple, the Salvation Army, has provided religious and moral guidance and welfare services since the late nineteenth century.

The Bourke Hill Precinct is significant for its association with the following Victorians who have played a role in the development of the city: Robert Hoddle, surveyor of the original city grid and Sir Richard Bourke Governor of NSW.

Bourke West Precinct

Statement of Significance

Architecturally diverse but coherent in scale and picturesque setting, this precinct contains highly expressive elements of the late 19th and early 20th century city. Apart from containing a rare and interesting mix of diverse functions and building types, this precinct includes a range of government services located in the western quarter of the City. Some buildings such as Unity Hall (1916), Hudsons's Stores (1876-77) and the Old Tramways Building (1891) have important historical associations with transport and the Spencer Street railway yards. The comparatively low levels of even the tallest buildings contrast

well with the single-storey structures on the southern side of Bourke Street, enabling the taller structures to be seen from their original perspective.

Key Attributes

- A group of architecturally diverse 19th and early 20th century buildings that are consistent in scale and associated with public services and warehousing.
- The dominance of the Tramways Building on the south side of Bourke Street and the Mail Exchange building on the north side.
- The amenity of the garden around St Augustine's Church.

Collins East Precinct

Statement of Significance

Collins Street has often been identified as Melbourne's leading street. This is due, in part, to the pleasant amenity and distinctive character of its eastern end. Its relative elevation and proximity to the Government Reserve and points of access to the City provided for its development as an elite locale. Initially a prestige residential area, the Melbourne Club re-established itself here in 1857 and by the 1860s the medical profession had begun to congregate. By the turn of the century it was firmly established as a professional and artistic centre of Melbourne, with part of its fame due to its tree plantations in the French boulevard manner (hence the 'Paris end'), which date from 1875.

A number of significant buildings come together in this precinct to form a series of prominent streetscapes. These include, at the western end, the Town Hall, Athenaeum, and Assembly Hall through to the Scots and Independent Churches, with the Regent Theatre through to the redeveloped T&G building opposite. The eastern end includes the early 19th century residential and artists' studio buildings at the foot of No. One Collins, with the predominantly 20th century intact run to the north featuring Alcaston, Anzac Portland and Chanonry Houses, and Victor Horsley Chambers plus the nearby Melbourne Club.

At all times until the post 1939-45 war period, redevelopment took place in a quiet and restrained manner with an emphasis on dignity, harmony and compatibility with the intimate scale and pedestrian qualities of the street. These qualities are still embodied in significant remnant buildings and other artifacts, despite the intrusion of large developments. The qualities of the street are also embodied in the social functions of the buildings which include elite smaller scale residential, religious, social, quality retailing and professional activities.

Key Attributes

- The buildings remaining from before the Second World War.
- The boulevard quality of this end of Collins Street with street tree plantations and street furniture.
- A consistent height, scale, character and appearance of the remaining 19th and early 20th century buildings.
- The historic garden of the Melbourne Club.

Flinders Gate Precinct

Statement of Significance

This precinct comprises the City's southern face, a major access point at Princes Bridge, and the specialised commercial district of Flinders Street. The area has been a gateway to the City from the south ever since the first Prince's Bridge (1841) and Melbourne's first railway were constructed, and Flinders and Spencer Street stations were linked by a viaduct in 1879. A grand new Princes Bridge (1886) confirmed the trend to redevelopment in the latter decades of the 19th century. The present Flinders Street Station (1906-10) also dates from this period. Proximity to the centre of Victoria's railway system explains the location and the size of the Commercial Travellers' Club (1899) in Flinders Street.

It was here, at Melbourne's southern gate, that the Anglican community chose to build their grand new St Paul's Cathedral (1880-91), replacing an earlier church on the same site. The choice was a logical one as many of them lived in the southern and eastern suburbs. More commercial motives saw the construction in Flinders Street of large retail emporia such as the former Mutual Store (1891) and Ball and Welch (1899).

This precinct offers evidence of all these changes, and also includes two of Melbourne's earliest and best known hotels, the Duke of Wellington (1850) and Young and Jackson's Princes Bridge Hotel (1854). An important feature of Flinders Street's southern face of buildings is their uniform height facing the station, Federation Square and the Yarra River.

Key Attributes

- The traditional gateway to the central city from the south and an area associated with retailing.
- Major 19th and early 20th century buildings including Flinders Street Station, St Paul's Cathedral and Princes Bridge.

Flinders Lane Precinct

Statement of Significance

Proximity to the Yarra River, Queens Wharf and the Customs House marked Flinders Lane as an appropriate location for the establishment of wholesaling businesses in the 19th century. Up until the 1870s and 1880s, Melbourne was the centre of the colonial re-export trade. Overseas cargoes were received, re-packed and distributed to the southern colonies and New Zealand. This trade created a demand for functional warehouses offering large areas of space close to the ground without any need for external display. This generation of buildings were plain brick or stone, up to three storeys in height, and limited to one commercial occupant.

The international exhibition of 1880-81 helped change this. International agents were introduced into the commercial economy, together with a system of indented goods sent direct from manufacturer to retailer. As this system took hold and the southern face of the city became more accessible to rail and road (with the development of Flinders and Spencer Street stations, and the construction of the new Princes Bridge), it became uneconomic to maintain large areas of warehouse space in Flinders Lane. The new wholesaler was able to store his goods elsewhere, requiring only a rented office and sample room in the city proper. However, clothing manufacturers and designers did find the larger floor areas to their liking and a number of 'Rag Trade' activities were established in the area.

An intense period of building between 1900 and 1930 resulted in taller buildings incorporating large showcase windows to both ground and basement floors,

characteristically separated by a floor line approximately 1 metre from the ground. The new buildings of the 1970s and 1980s were even taller, more architecturally pretentious, and presented a display to the street. Flinders Lane retains buildings from all three eras, and presents a striking physical display of the changing pattern of trading activity in Melbourne.

Key Attributes

- The scale and character of the six and seven-storey office and warehouse buildings constructed in Flinders Lane before the Second World War and the predominant building forms and materials of the precinct.
- The traditional association with 'Rag Trade' activities, other creative professions, or dwellings.
- The large showcase windows at the ground and basement floors of the warehouse offices constructed before the Second World War.

Little Bourke Precinct

Statement of Significance

Chinese immigrants settled in Little Bourke Street as early as the mid 1850s. Chinese occupation in the city centre then extended north and west, creating a distinct enclave. The buildings that they occupied were not distinctively 'Chinese' in their appearance but were rather the typical small brick shops, dwellings, warehouses and factories of the less affluent areas of Victorian Melbourne (indeed the area was not known as 'Chinatown' until the 1970s).

A number of architecturally distinctive, community-oriented buildings were constructed in the heart of the precinct on Little Bourke Street. These included the Num Pon Soon Chinese Club House (1861) and the premises of leading Chinese merchant Sum Kum Lee (1888). However, the most obvious features of Chinatown were the Chinese themselves, their characteristic trades, and the often run-down general character of their quarter of the City. In the late 19th century, the overwhelmingly Anglo-Celtic community stigmatised both the Chinese and their portion of the city for an association with vice but, for many Chinese, Little Bourke Street was a centre of trade and community life. Today, Chinatown's shops, restaurants and distinctive character are popular with many Melburnians and tourists as well as the Chinese community.

The precinct is bordered on its northern boundary by taller strip development fronting Lonsdale Street. Many Victorian and Edwardian buildings survive in this location and they provide an important contextual link between the 'back streets and lanes' of the heart of the precinct and the more public areas of the City. Since the Second World War, Lonsdale Street has become a centre for Melbourne's Greek community, further enhancing the cultural diversity of this cosmopolitan precinct.

Key Attributes

- The small low-scale Victorian and Edwardian buildings densely located along Little Bourke Street and the adjoining laneways.
- The traditional association with the Chinese community expressed through uses and signage.
- The focus for Greek commercial, entertainment, professional and cultural activities on the southern side of Lonsdale Street.
- The Swanston Street, Russell Street and Exhibition Street entry points to Chinatown.

- The prominence of Sum Kum Lee (112-114 Little Bourke Street) and Num Pon Soon (200-202 Little Bourke Street) within Little Bourke Street.
- The amenity of Little Bourke Street and the adjoining laneways for pedestrian use.
- The attractiveness of the precinct for tourism and recreation.

Post Office Precinct

Statement of Significance

For the immigrant community of Victorian Melbourne, dependant on the mail for news of all kinds, the General Post Office (GPO) was an important social institution. The present building reflects this social standing in its imposing architecture and occupation of a prominent corner site. The present building replaced an earlier structure of 1841 and was constructed in three stages between 1859 and 1907. The importance of the post office ensured a variety of other commercial attractions in the vicinity, many of them of retail character. The confluence of omnibus and tramway facilities assisted this.

Overall, this precinct has maintained its place as a major retail centre for the metropolis, surviving the challenges of such suburban centres as Smith and Chapel Streets and Chadstone. In the inter-war period, such establishments as Buckley and Nunn redeveloped their properties, the Myer Emporium put on its present face, and London Stores, the Leviathan Public Benefit Bootery, G J Coles and Dunklings all developed as substantial variety and specialist stores.

Important 19th century buildings such as the Royal Arcade and the GPO are now intermingled with the commercial gothic and art-deco characteristics of the 20th century shops and emporia to create a precinct characterised by glamour and variety. The precinct also contains sub-areas of great cultural value, such as the post office steps and arcades and Myer's windows (especially when decorated at Christmas time). The precinct's status as a meeting place has been recognised and enhanced by the establishment of the Bourke Street Mall.

Key Attributes

- The traditional character of the precinct as a major retail centre.
- The scale, form and appearance of the buildings constructed before the Second World War and of the surviving 19th century buildings.

The Block Precinct

Statement of Significance

Within this precinct may be found not only the heart of Victorian Melbourne's most fashionable retail area but also the beginnings of its 'Chicago end' along Swanston Street. 'Doing the Block', a term coined to describe the popular pastime amongst Melbourne's middle classes of promenading outside the plush retail and accessory stores, reached its height in the boom years of the 1880s. The tradition of arcaded shopping was borrowed from nearby Royal Arcade and became a marked feature of this precinct. Block Arcade (1891-93), Centreway Arcade (1913), Block Court (1930), Manchester Unity Arcade (1932), and the Century Arcade (1938-40) testify to the continued popularity of this form.

The precinct contains a great number of significant and architecturally impressive buildings dating from the boom years of the 19th century through to the period immediately prior to the 1939-45 war. The Elizabeth Street end is dominated by the smaller buildings of the earlier period whereas along Swanston Street may be found the Manchester Unity

Building, the Capitol Theatre and the Century Arcade, all based on precedents found in Chicago at the time, and pushed to the maximum height limit of 132 feet that existed in Melbourne until the construction of the ICI building in 1958.

Key Attributes

- The historic character of the precinct as a retail area, characterised by a large number of buildings from the late Victorian and early 20th century periods and by the network of arcade shopping.
- The comfortable pedestrian movement within the precinct.
- The commercial and retail buildings of the Victorian and 1900-1940 periods.

The Queen Victoria Market Precinct

Statement of Significance

What is Significant?

The Queen Victoria Market precinct is of historic and social significance as Melbourne's premier market in operation for over 130 years (since the late 1870s), with origins dating back to 1859. It is the last surviving 19th century market established by the City of Melbourne, and has been an important hub of social life in the city. The Meat Hall, the oldest extant building, was constructed in 1869. It is one of the earliest, purpose-built market complexes in Australia, with its single span roof only the second of its type when erected. The market has evolved throughout its history in line with changing requirements, with several phases of expansion.

The Queen Victoria Market precinct is of aesthetic significance as a fine example of a Victorian era market which retains much of its original 19th century fabric intact. Its present configuration is largely that which was established by the end of the Interwar period. Architecturally, there is a mixture of utilitarian buildings – the sheds – and more elaborate brick buildings, with the most exuberant being the 1884 façade of the Meat Hall, by noted architect William Salway. The later but more intact Dairy Produce Hall (1929) features a distinctive Georgian Revival style to the upper part of the façade in combination with Art Deco style to the lower part (canopy, tiling and shop fronts). The groups of shops to Victoria and Elizabeth Streets are rare examples of such extensive, intact rows of Victorian period commercial buildings, as are the Interwar period shops to Franklin Street.

Key Attributes

- The historic character of the precinct as a retail area.
- The generally simple, low-scale and remarkably intact example of a utilitarian form from the period of its construction. Taken as a whole, the Market and its component buildings are substantially intact in its 1923 form.
- The visual dominance of the Queen Victoria Market in the surrounding area.

Little Lon Precinct

Statement of Significance

The precinct is locally significant, historically, socially and aesthetically to the City of Melbourne. The building group, which epitomises the much publicised and interpreted

'Little Lon' district and its colourful past, represents three key development phases in the City's history, the immediate post golden era boom of the late 1850s and early 1860s, the development boom of the 1880s leading to the great Depression of the 1890s, and the Edwardian-era recovery with development of local manufacturing that also saw the establishment of a greater Chinatown in the street.

The building group commences with the gold rush era Exploration Hotel and develop through the 19th century with the associated boarding and row houses at 120-122 Little Lonsdale Street and the Leirim Hotel, itself erected on an old hotel site. The next phase of building is from the Edwardian era with factory warehouse construction that was to serve the Chinese cabinet making and furniture trade.

Key Attributes

- A single and strong architectural expression derived from classical revival architecture that emerged in the Colony during the 1860s and is seen here extending into the Edwardian-era.
- Contributory elements include external walls and finishes, parapeted form, mouldings, fenestration, joinery two and three-storey scale, and roof form, along with any new material added in sympathy to the original fabric it replaced.
- The architecturally significant Leirim Hotel displays a strong boom-era dynamism in its façade ornament.

Policy Reference

Urban Conservation in the City of Melbourne 1985

Central Activities District Conservation Study 1985

Harbour, Railways, Industrial Conservation

South Melbourne Conservation Study 1985

Central City (Hoddle Grid) Heritage Review 2011

Bourke Hill Precinct Heritage Review Amendment C240 2015

City North Heritage Review, RBA Architects 2013

[Southbank and Fishermans Bend Heritage Review, Biosis and Graeme Butler, 16 June 2017](#) (only as it relates to recommendations for heritage places in Southbank and South Wharf).

[Southbank Statements of Significance 2-October-2017](#) [September 2018](#).

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Proposed
C305**HERITAGE PLACES OUTSIDE THE CAPITAL CITY ZONE**

This policy applies to all places within the Heritage Overlay Area excluding the Capital City Zone Schedules 1, 2, 3 and 4 and the Docklands Zone.

Policy Basis

The Municipal Strategic Statement identifies that Melbourne has a high-quality, rich and diverse urban environment. Heritage is an extremely significant component of Melbourne's attractiveness, its character and its distinction, and therefore its appeal as a place to live, work and visit. This policy is the mechanism to conserve and enhance places and areas of architectural, social or historic significance and aboriginal archaeological sites and to encourage development which is in harmony with the existing character and appearance of designated heritage places and areas. This policy is consistent with policy document *Urban Conservation in the City of Melbourne*, which has been in operation since 1985 and has contributed to the conservation of the character of places of heritage significance.

Objectives

- To conserve all parts of buildings of historic, social or architectural interest which contribute to the significance, character and appearance of the building, streetscape or area.
- To ensure that new development, and the construction or external alteration of buildings, make a positive contribution to the built form and amenity of the area and are respectful to the architectural, social or historic character and appearance of the streetscape and the area.
- To promote the identification, protection and management of aboriginal cultural heritage values.

Policy

The following matters will be taken into account when considering planning applications for Heritage Places within the Heritage Overlay.

Performance Standards for Assessing Planning Applications

The performance standards outline the criteria by which the heritage aspects of planning applications will be assessed. Definitions of words used in these performance standards and an explanation of building and streetscape grading's are included at the end of this policy.

In considering applications under the Heritage Overlay, regard should be given to the heritage places listed in the individual conservation studies and their significance as described by their individual Building Identification Sheets and the individual Statements of Significance which are incorporated documents in this scheme. The Building Identification Sheets and Statements of Significance include information on the age, style, notable features, integrity and condition of the heritage place.

Demolition

Demolishing or removing original parts of buildings, as well as complete buildings, will not normally be permitted in the case of 'A' and 'B', the front part of 'C' and many 'D'

graded buildings. The front part of a building is generally considered to be the front two rooms in depth.

Before deciding on an application for demolition of a graded building the responsible authority will consider as appropriate:

- The degree of its significance.
- The character and appearance of the building or works and its contribution to the architectural, social or historic character and appearance of the streetscape and the area.
- Whether the demolition or removal of any part of the building contributes to the long-term conservation of the significant fabric of that building.
- Whether the demolition or removal is justified for the development of land or the alteration of, or addition to, a building.

A demolition permit should not be granted until the proposed replacement building or works have been approved.

Renovating Graded Buildings

Intact significant external fabric on any part of an outstanding building, and on any visible part of a contributory building, should be preserved. Guidelines on what should be preserved are included in *Urban Conservation in the City of Melbourne*.

In considering a planning application to remove or alter any fabric, consideration will be given to:

- The degree of its significance.
- Its contribution to the significance, character and appearance of a building or a streetscape.
- Its structural condition.
- The character and appearance of proposed replacement materials.
- The contribution of the features of the building to its historic or social significance.

Where there is evidence of what a building originally looked like, renovation of any part of an outstanding building, or any visible part of a contributory building, should form part of an authentic restoration or reconstruction process, or should not preclude it at a future date. Evidence of what a building used to look like might include other parts of the building or early photographs and plans.

Where there is no evidence of what a building originally looked like, renovations should preferably be respectful of an interpretive modern design, rather than "guesswork" reconstruction or any other form of reproduction design.

Sandblasting and Painting of Previously Unpainted Surfaces

Sandblasting of render, masonry or timber surfaces and painting of previously unpainted surfaces will not normally be permitted.

Designing New Buildings and Works or Additions to Existing Buildings

Form

The external shape of a new building, and of an addition to an existing building, should be respectful in a Level 1 or 2 streetscape, or interpretive in a Level 3 streetscape.

Facade Pattern and Colours

The facade pattern and colours of a new building, and of an addition or alteration to an existing building, should be respectful where visible in a Level 1 streetscape, and interpretive elsewhere.

Materials

The surface materials of a new building, and of an addition or alteration to an existing building, should always be respectful.

Details

The details (including verandahs, ornaments, windows and doors, fences, shopfronts and advertisements) of a new building, and of an addition or alteration to an existing building, should preferably be interpretive, that is, a simplified modern interpretation of the historic form rather than a direct reproduction.

Concealment Of Higher Rear Parts (Including Additions)

Higher rear parts of a new building, and of an addition to an existing graded building, should be concealed in a Level 1 streetscape, and partly concealed in a Level 2 and 3 streetscape. Also, additions to outstanding buildings ('A' and 'B' graded buildings anywhere in the municipality) should always be concealed. In most instances, setting back a second-storey addition to a single-storey building, at least 8 metres behind the front facade will achieve concealment.

These provisions do not apply to land within Schedule 5 to the Capital City Zone (City North).

Facade Height and Setback (New Buildings)

The facade height and position should not dominate an adjoining outstanding building in any streetscape, or an adjoining contributory building in a Level 1 or 2 streetscape. Generally, this means that the building should neither exceed in height, nor be positioned forward of, the specified adjoining building. Conversely, the height of the facade should not be significantly lower than typical heights in the streetscape. The facade should also not be set back significantly behind typical building lines in the streetscape.

These provisions do not apply to land within Schedule 5 to the Capital City Zone (City North).

Building Height

The height of a building should respect the character and scale of adjoining buildings and the streetscape. New buildings or additions within residential areas consisting of predominantly single and two-storey terrace houses should be respectful and interpretive.

Archaeological Sites

Proposed development must not impact adversely on the aboriginal cultural heritage values, as indicated in an archaeologist's report, for any site known to contain aboriginal archaeological relics.

Sites of Historic or Social Significance

An assessment of a planning application should take into account all aspects of the significance of the place. Consideration should be given to the degree to which the existing fabric demonstrates the historic and social significance of the place, and how the proposal will affect this significance. Particular care should be taken in the assessment of cases where the diminished architectural condition of the place is outweighed by its historic or social value.

Definitions of Words Used in the Performance Standards

Concealed means not visible from any part of the street serving the front of the building, as defined under 'visible'. 'Partly concealed' means that a limited amount of the addition or higher rear part may be visible, provided it does not dominate the appearance of the building's facade and the streetscape.

Conservation means looking after a place to retain its heritage significance. It may include maintenance, preservation, restoration, reconstruction and adaptation to accommodate new uses.

Context means:

- The surrounding area as a whole
- Adjoining or nearby significant buildings or works
- In the case of additions or alterations, significant parts of the subject building.

Contributory building means a 'C' grade building anywhere in the municipality, or a 'D' grade building in a Level 1 or Level 2 streetscape.

Cultural significance means aesthetic, historic, scientific or social value for past, present and future generations.

Enhancement means:

- Encouraging removal of buildings or objects that detract from an area's character and appearance.
- Allowing replacement of buildings or objects that do not contribute to an area's character and significance by a building of a sympathetic new design.
- Allowing new works specifically designed to enhance an area's character and appearance.

Fabric means all the physical material of the place.

Outstanding building means a grade A or B building anywhere in the municipality.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Reconstruction means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric. This is not to be confused with either 'recreation' or 'conjectural reconstruction'.

Respectful and interpretive refer to design that honestly admits its modernity while relating to the historic or architecturally significant character of its context. 'Respectful' means a design approach in which historic building size, form, proportions, colours and materials are adopted, but modern interpretations are used instead of copies of historic detailing and decorative work. 'Interpretive' means a looser reference to historic size, form, proportions, colours, detailing and decoration, but still requires use of historic or closely equivalent materials.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or later additions or by reassembling existing components without the introduction of new material.

Significant means of historic, architectural or social value for past, present or future generations. All graded buildings are significant. 'Significant parts' of a graded building means parts which contribute to the historic, architectural or social value of the building. The Building Identification Forms within *City of Melbourne Conservation Schedule* highlight many of the significant parts of each building.

Visible means anything that can be seen from any part of the street serving the front of the building including:

- Side elevations that are readily visible from the front street.
- Anything that can be seen from a side or rear laneway, if the laneway itself is classified as a Level 1 or 2 streetscape.

Grading of Buildings and Streetscape Levels

Every building of cultural significance has been assessed and graded according to its importance. Streetscapes, that is complete collections of buildings along a street frontage, have also been graded for planning control purposes. The individual buildings are grade A to D, the streetscapes from Level 1 to 3, both in descending order of significance. The grade of every building and streetscape is identified in the incorporated document *Heritage Places Inventory 2000*.

'A' Buildings

'A' buildings are of national or state importance, and are irreplaceable parts of Australia's built form heritage. Many will be either already included on, or recommended for inclusion on the Victorian Heritage Register or the Register of the National Estate.

'B' Buildings

'B' buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on, or recommended for inclusion on the Register of the National Estate.

'C' Buildings

'C' buildings demonstrate the historical or social development of the local area and /or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and building types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

'D' buildings

'D' buildings are representative of the historical, scientific, architectural or social development of the local area. They are often reasonably intact representatives of particular periods, styles or building types. In many instances alterations will be reversible. They may also be altered examples which stand within a group of similar period, style or type or a street which retains much of its original character. Where they stand in a row or street, the collective group will provide a setting which reinforces the value of the individual buildings.

Level 1 Streetscapes

Level 1 streetscapes are collections of buildings outstanding either because they are a particularly well preserved group from a similar period or style, or because they are highly significant buildings in their own right.

Level 2 Streetscapes

Level 2 streetscapes are of significance either because they still retain the predominant character and scale of a similar period or style, or because they contain individually significant buildings.

Level 3 Streetscapes

Level 3 streetscapes may contain significant buildings, but they will be from diverse periods or styles, and of low individual significance or integrity.

Policy Reference

Urban Conservation in the City of Melbourne 1985

East Melbourne & Jolimont Conservation Study 1985

Parkville Conservation Study 1985

North & West Melbourne Conservation Study 1985, & 1994

Flemington & Kensington Conservation Study 1985

Carlton, North Carlton and Princes Hill Conservation Study 1994 & 1985

South Yarra Conservation Study 1985

South Melbourne Conservation Study 1985 & 1998

Harbour, Railway, Industrial Conservation Study 1985

Kensington Heritage Review, Graeme Butler 2013

Review of Heritage Buildings in Kensington: Percy Street Area, Graeme Butler 2013

City North Heritage Review, RBA Architects 2013

Arden Macaulay Heritage Review, Graeme Butler 2012

[Southbank and Fishermans Bend Heritage Review, Biosis and Graeme Butler, 16 June 2017 \(only as it relates to recommendations for heritage places in Southbank and South Wharf\).](#)

[Southbank Statements of Significance 2 October 2017 September 2018.](#)

Draft C305 Amendment Documents
Updated following Exhibition

SCHEDULE TO THE HERITAGE OVERLAY

08/12/2016
C277
Proposed C305

The requirements of this overlay apply to both the heritage place and its associated land.

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	PRECINCTS OUTSIDE THE CAPITAL CITY ZONE								
HO1120	Former Ramsay Surgical Precinct 182-210 Berkeley Street, Carlton	Yes	No	No	No	No	No	-	No
HO1121	Little Pelham Street Precinct 183 195 Bouverie Street, (Alternate addresses 168-180 Leicester Street & 150-170 Pelham Street, Carlton)	Yes	No	No	No	No	No	-	No
HO1	Carlton Precinct	Yes	No	No	No	No	No	-	No
HO2	East Melbourne & Jolimont Precinct	Yes	No	No	No	No	No	-	No
HO1124	Elizabeth Street North (Boulevard) Precinct 518-708 and 527-651 Elizabeth Street, 60 O'Connell Street, 309-317 Queensberry Street and 222-238 Victoria Street	Yes	No	No	No	No	No	-	No
HO9	Kensington Precinct	Yes	No	No	No	No	No	-	No
HO1122	Lincoln Square South Precinct 11-31 Lincoln Square South & 631- 645 Swanston Street, Carlton	Yes	No	No	No	No	No	-	No
HO3	North & West Melbourne Precinct	Yes	No	No	No	No	No	-	No
HO4	Parkville Precinct	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO5	South Melbourne Precinct	Yes	No	No	No	No	No	-	No
HO6	South Yarra Precinct	Yes	No	Yes – 120W Toorak Rd; 2 Canary Island Date Palms & Row of 11 Italian Bhutan Cypress	No	No	No	Melbourne Grammar Merton Campus Master Plan, June 2002	No
HO1123	Villiers Street Precinct 14-42 Villiers Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO992	World Heritage Environs Area Precinct	Yes	No	No	No	No	No	-	No
HO1162	Barnett Street North Residential Precinct	Yes	No	No	No	-	No	-	No
HO1163	Barnett Street South Residential Precinct	Yes	No	No	No	-	No	-	No
HO1164	Kensington Railway Station Commercial & Residential Precinct	Yes	No	No	No	-	No	-	No
HO1165	Lambeth Street Streetscape	Yes	No	No	No	-	No	-	No
HO1166	Parsons Street South Streetscape	Yes	No	No	No	-	No	-	No
HO1167	Parsons Street West Precinct	Yes	No	No	No	-	No	-	No
HO1168	Pridham Street North Residential Precinct	Yes	No	No	No	-	No	-	No
HO1169	Rankins Road North Streetscape	Yes	No	No	No	-	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1170	Smith Street Victorian Residential Streetscape Era	Yes	No	No	No	-	No	-	No
HO1171	William Adams' Investment House Streetscape	Yes	No	No	No	-	No	-	No
HO1092	Moonee Ponds Creek and Infrastructure Precinct The heritage place consists of the Racecourse Road, Macaulay Road, Arden Street and Dynon Road Bridges (plus 3m from the bridge perimeter), Pumping stations 1-5, the water course with vegetated banks and existing channel widths and creek reserve including bluestone pitcher lining and the brick pipe bridge piers	Yes	No	Yes	No	No	No	Melbourne Water Permit Exemptions for the Moonee Ponds Creek and Infrastructure Precinct 2015	No
HO869	Home for Lost and Starving Dogs, later Lost Dogs Home & Animal Hospital 2-52 Gracie Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO455	North and West Melbourne Biscuit Making & Flour Milling Precinct 3-21 Anderson Street, 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne	Yes	No	No	No	No	No	-	No
PRECINCTS INSIDE THE CAPITAL CITY ZONE									
HO503	Bank Place Precinct	Yes	No	No	No	No	No	-	No
HO500	Bourke Hill Precinct	Yes	No	No	No	No	No	-	No

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO501	Bourke West Precinct	Yes	No	No	No	No	No	-	No
HO502	The Block Precinct	Yes	No	No	No	No	No	-	No
<u>HO1214</u>	<u>City Road Industrial and Warehouse Precinct</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>-</u>	<u>No</u>
HO504	Collins East Precinct	Yes	No	No	No	No	No	-	No
HO1125	Elizabeth Street (CBD) Precinct 413-503 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO505	Flinders Gate Precinct	Yes	No	No	No	No	No	-	No
HO506	Flinders Lane Precinct	Yes	No	No	No	No	No	-	No
HO510	Law Courts Precinct	Yes	No	No	No	No	No	-	No
HO507	Little Bourke Street Precinct	Yes	No	No	No	No	No	-	No
HO509	Post Office Precinct	Yes	No	No	No	No	No	-	No
HO7	Queen Victoria Market Precinct	Yes	No	No	No	No	No	-	No
HO984	Little Lon Precinct	Yes	No	No	No	No	No	-	No
TREES & GARDENS									
HO10	Aboriginal Scarred Tree Fitzroy Gardens	No	No	Yes	No	No	No	-	Yes
HO11	Aboriginal Scarred Tree Royal Zoological Gardens	No	No	Yes	No	No	No	-	Yes
HO14	Aboriginal Burial Site Kings Domain	No	No	No	No	No	No	-	Yes
HO402	Royal Botanic Gardens, Birdwood Ave, Melbourne	-	-	-	-	Yes Ref No H1459	Yes	-	No
HO512	Chinese Honey Locusts Tree, King Street, Melbourne	-	No	Yes	No	No	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO514	Common Olive Tree, Little Lonsdale Street, Melbourne	No	No	Yes	No	No	No	-	No
HO907	Federal Oak, Parliament House Gardens, 110-160 Spring St, Melbourne	-	-	-	-	Yes Ref No H1317			
HO883	Fitzroy Gardens, Wellington Pde, Lansdowne St, Clarendon St and Albert St, East Melbourne	-	-	-	-	Yes Ref No H1834	No	-	No
HO793	Flagstaff Gardens, King St & William St & LaTrobe St & Dudley St, West Melbourne	-	-	-	-	Yes Ref No H2041	Yes	-	No
HO69	Royal Exhibition Building and Carlton Gardens (World Heritage Place), Nicholson Street & Victoria Street & Rathdowne Street & Carlton Street, Carlton	-	-	-	-	Yes Ref No H1501	Yes	-	No
HO917	Treasury Gardens, Spring Street, and Wellington Parade, Melbourne	-	-	-	-	Yes Ref No H1887	Yes	-	No
HO1095	Mature pepper tree row Part 208-292 Arden Street, North Melbourne The heritage place is the pepper tree row and land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter	No	No	Yes	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO1096	Clayton Reserve, drinking fountain and plane trees which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter 201-241 Macaulay Road, North Melbourne	Yes	No	Yes	No	No	No	-	No
CARLTON									
HO17	Former Myer Despatch Buildings 31-47 Barry Street and 258-274 Queensberry Street, Carlton	Yes	No	No	No	No	No	-	No
HO800	Pair of houses 56-58 Barry Street, Carlton	Yes	No	No	No	No	No	-	No
HO1126	Repco Warehouse 90-104 Berkeley Street, Carlton	Yes	No	No	No	No	No	-	No
HO803	Former Modern Printing Company Warehouse 21 – 25 Bouverie Street, Carlton	Yes	No	No	No	No	No	-	No
HO1127	Former Modern Printing Company Factory 129-135 Bouverie Street, Carlton	Yes	No	No	No	No	No	-	No
HO804	Former Ingram Bros Warehouse 145 – 147 Bouverie Street, Carlton	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO1130	Former Baptist Kindergarten Part 197-235 Bouverie Street, Carlton (alternate address 233-235 Bouverie Street, Carlton)	Yes	No	No	No	No	No	-	No
HO25	Former Carlton & United Brewery, 2- 76 Bouverie Street & Swanston Street, Carlton	-	-	-	-	Yes Ref No H24	Yes	-	No
HO1128	Former Pitman Books Building 158-164 Bouverie Street, Carlton	Yes	No	No	No	No	No	-	No
HO1129	House 166-170 Bouverie Street, Carlton	Yes	No	No	No	No	No	-	No
HO27	51 – 65 Cardigan St, Carlton	Yes	No	No	No	No	No	-	No
HO28	71 Cardigan St, Carlton	Yes	No	No	No	No	No	-	No
HO29	83-87 Cardigan St, Carlton	Yes	No	No	No	No	No	-	No
HO30	101-111 Cardigan St, Carlton	Yes	No	No	No	No	No	-	No
HO32	199-201 Cardigan St, Carlton	Yes	No	No	No	No	No	-	No
HO34	245-257 Cardigan St, Carlton	Yes	No	No	No	No	No	-	No
HO35	18-22 Cardigan St, Carlton	Yes	No	No	No	No	No	-	No
HO36	50-56 Cardigan St, Carlton	Yes	No	No	No	No	No	-	No
HO799	Melbourne General Cemetery, College Crescent, Carlton North	-	-	-	-	Yes Ref No H1788	Yes	-	No
HO39	Drummond Terrace, Drummond St, Carlton	-	-	-	-	Yes Ref No H872	Yes	-	No

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HO40	Lothian Buildings, Drummond St, Carlton	-	-	-	-	Yes Ref No H372	Yes	-	No
HO41	Shops and residences, Drummond St, Carlton	-	-	-	-	Yes Ref No H43	Yes	-	No
HO43	Carlton Court House, Drummond St, Carlton	-	-	-	-	Yes Ref No H1467	Yes	-	No
HO37	Rosaville, 46 Drummond St, Carlton	-	-	-	-	Yes Ref No H408	Yes	-	No
HO38	Medley Hall, 48 Drummond St, Carlton	-	-	-	-	Yes Ref No H409	Yes	-	No
HO45	Police Station, 334-344 Drummond St, Carlton	-	-	-	-	Yes Ref No H1543	Yes	-	No
HO46	518 Elizabeth St, Carlton	Yes	No	No	No	No	No	-	No
HO49	556 Elizabeth St, Carlton	Yes	No	No	No	No	No	-	No
HO50	576 Elizabeth St, Carlton	Yes	No	No	No	No	No	-	No
HO51	580 Elizabeth St, Carlton	Yes	No	No	No	No	No	-	No
HO52	614-618 Elizabeth St, Carlton	Yes	No	No	No	No	No	-	No
HO44	656-668 Elizabeth St, Carlton	Yes	No	No	No	No	No	-	No
HO54	708 Elizabeth St, Carlton	Yes	No	No	No	No	No	-	No
HO924	Underground Public Toilets, Faraday Street, Carlton	-	-	-	-	Yes Ref No H2134	Yes	-	No
HO925	La Mama Theatre Building, 205-207 Faraday St, Carlton	-	-	-	-	Yes Ref No H1991	Yes	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

MELBOURNE PLANNING SCHEME

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HO56	272-278 Faraday St, Carlton	Yes	No	No	No	No	No	-	No
HO57	Kathleen Syme Education Centre (Former Primary School No. 112) 251 Faraday Street, Carlton	-	-	-	-	Yes Ref No H1625	Yes	-	No
HO884	Queen Elizabeth Maternal & Child Health Centre, 52-112 Keppel Street, 455-495 Cardigan Street & 960 Swanston Street, Carlton	-	-	-	-	Yes Ref No H1813	Yes	-	No
HO59	The 60L Green Building 62 Leicester St, Carlton	Yes	No	No	No	No	No	-	No
HO62	Pattison Terrace 148-152 Leicester St, Carlton	Yes	No	No	No	No	No	-	No
HO85	Carlton Inn 154-160 Leicester Street, Carlton (Alternate address is 175 Pelham St, Carlton)	Yes	No	No	No	No	No	-	No
HO1131	Former Astral Motor Wheel Works 51-61 Leicester Street, Carlton	Yes	No	No	No	No	No	-	No
HO63	Former Factory & Residence 119-125 Leicester St, Carlton	Yes	No	No	No	No	No	-	No
HO1132	Former Factory 135-139 Leicester Street, Carlton	Yes	No	No	No	No	No	-	No
HO64	1-31 Lygon St, Carlton	Yes	No	No	No	No	No	-	No
HO65	St Judes Anglican Church, 349-371 Lygon Street, 221-239 Palmerston Street & 2-34 Keppel Street, Carlton	Yes	-	-	-	Yes Ref No H14	Yes	-	No

HERITAGE OVERLAY – SCHEDULE

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HO68	Trades Hall, 2 Lygon Street & 172 Victoria Street, Carlton	-	-	-	-	Yes Ref No H663	Yes	-	No
HO66	Lygon Buildings, 98-126 Lygon Street and 68-72 Queensberry Street, Carlton	-	-	-	-	Yes Ref No H406	Yes	-	No
HO67	Holdsworth Buildings, 380 Lygon St, Carlton	-	-	-	-	Yes Ref No H74	Yes	-	No
HO885	Former Carlton Creche, 101-111 Neill Street, Carlton	-	-	-	-	Yes Ref No H1864	Yes	-	No
HO70	16-22 Orr St, Carlton	Yes	No	No	No	No	No	-	No
HO71	22-24 Palmerston St, Carlton	Yes	No	No	No	No	No	-	No
HO976	Church of All Nations and Organ, 180 Palmerston St, Carlton	-	-	-	-	Yes Ref No H2179	Yes	-	No
HO81	5-21 Pelham St, Carlton	Yes	No	No	No	No	No	-	No
HO84	Former C Huppert & Co. Factory 157-163 Pelham St, Carlton	Yes	No	No	No	No	No	-	No
HO82	96 Pelham St, Carlton	Yes	No	No	No	No	No	-	No
HO83	Former Residence 226 Pelham St, Carlton	Yes	No	No	No	No	No	-	No
HO1159	House 228 Pelham Street, Melbourne	Yes	No	No	No	No	No	-	No
HO926	Cast Iron Urinal, Queensberry Street – North Side, East of Elizabeth Street, Carlton	-	-	-	-	Yes Ref No H2137	No	-	No

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HO927	Cast Iron Urinal, Queensberry Street -South Side, West of Swanston Street, Carlton	-	-	-	-	Yes Ref No H2138	No	-	No
HO87	19 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO88	Dalmeny House, 21 Queensberry St, Carlton	-	-	-	-	Yes Ref No H525	Yes	-	No
HO89	Cramond House, 23 Queensberry St and 4-12 Elm Tree Place, Carlton	-	-	-	-	Yes Ref No H482	Yes	-	No
HO90	59 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO91	133-135 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO1136	Former Factory 225-227 Queensberry Street, Carlton	Yes	No	No	No	No	No	-	No
HO1091	Carlton Tram Substation, 214-222 Queensberry St, Carlton	-	-	-	-	Yes Ref No H2325	Yes	-	No
HO94	Former Independent Mission Hall 229 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO95	Former Mills Hotel 259 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO96	106-108 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO97	128-140 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO807	144-146 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO1134	Former Paton's Brake Replacement Factory 198-202 Queensberry street, Carlton	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO99	Shop 210 Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO1135	Melbourne Metropolitan Board (MMTB) Substation 214-222 Queensberry Street	Yes	No	No	No	No	No	-	No
HO93	Former Primary School No. 2365 224 Queensberry St, Carlton	-	-	-	-	Yes Ref No H970	Yes	-	No
HO102	Public Urinal, Queensberry St, Carlton	Yes	No	No	No	No	No	-	No
HO103	25-27 Rathdowne St, Carlton	Yes	No	No	No	No	No	-	No
HO809	29-31 Rathdowne St, Carlton	Yes	No	No	No	No	No	-	No
HO104	49 Rathdowne St, Carlton	Yes	No	No	No	No	No	-	No
HO105	Former Presbyterian Manse, 97-105 Rathdowne Street, Carlton	-	-	-	-	Yes Ref No H17	Yes	-	No
HO106	Primary School No. 2605, 201-231 Rathdowne St, Carlton	-	-	-	-	Yes Ref No H1624	Yes	-	No
HO107	Sacred Heart Catholic Church, 169- 199 Rathdowne Street, 2-40 Pelham Street & 154-184 Drummond Street, Carlton	-	-	-	-	Yes Ref No H16	Yes	-	No
HO108	Queensberry Hotel 593 Swanston St, Carlton	Yes	No	No	No	No	No	-	No
HO810	Shop 599 Swanston St, Carlton	Yes	No	No	No	No	No	-	No
HO110	625-629 Swanston St, Carlton	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

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MELBOURNE PLANNING SCHEME

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HO111	466 Swanston St, Carlton	Yes	No	No	No	No	No	-	No
HO112	508-512 Swanston St, Carlton	Yes	No	No	No	No	No	-	No
HO113	554-556 Swanston St, Carlton	Yes	No	No	No	No	No	-	No
HO811	630 Swanston St, Carlton	Yes	No	No	No	No	No	-	No
HO115	Former No 3 Carlton Fire Station, 644-658 Swanston St, Carlton	-	-	-	-	Yes Ref No H1320	Yes	-	No
HO116	676-682 Swanston St, Carlton	Yes	No	No	No	No	No	-	No
HO117	784-786 Swanston St, Carlton	Yes	No	No	No	No	No	-	No
HO912	Residence, 896-898 Swanston Street, Carlton	-	-	-	-	Yes Ref No H95	Yes	-	No
HO1092	Plumbers and Gasfitters Union Building, 50-52 Victoria Street, Carlton	-	-	-	-	Yes Ref No H2307	Yes	-	No
HO118	68-72 Victoria St, Carlton	Yes	No	No	No	No	No	-	No
EAST MELBOURNE/ JOLIMONT									
HO928	Mary Mackillop House, 348-362 Albert Street, East Melbourne	-	-	-	-	Yes Ref No H1062	Yes	-	No
HO120	402-406 Albert St, East Melbourne	Yes	No	No	No	No	No	-	No
HO121	Terrace, 408 Albert St, East Melbourne	-	-	-	-	Yes Ref No H851	Yes	-	No
HO122	Victorian Artists Society, 428-430 Albert St, East Melbourne	-	-	-	-	Yes Ref No H634	Yes	-	No
HO123	Former Baptist Church House, 486- 492 Albert St, East Melbourne	-	-	-	-	Yes Ref No H3	Yes	-	No

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HO124	East Melbourne Synagogue, 494-500 Albert St, East Melbourne	-	-	-	-	Yes Ref No H495	Yes	-	No
HO125	494-508 Albert St, East Melbourne	Yes	No	No	No	No	No	-	No
HO128	Old Men's Shelter, Powlett Reserve, 61-67 Albert Street & 150-152 Powlett Street, East Melbourne	-	-	-	-	Yes Ref No H945	Yes	-	No
HO129	St. Patricks Cathedral Precinct, 2-20 Gisborne Street, 2-60 Cathedral Place, 371-449 Albert Street, 7-9 Lansdowne Street, East Melbourne	-	-	-	-	Yes Ref No H8	Yes	-	No
HO890	Melbourne Cricket Ground, Brunton Ave, East Melbourne	-	-	-	-	Yes Ref No H1928	Yes	-	No
HO134	St. Hilda's House, 1-19 Clarendon St, East Melbourne	-	-	-	-	Yes Ref No H481	Yes	-	No
HO130	Philadelphia Robertson House (Mosspennoch), 22-40 Clarendon Street, East Melbourne	-	-	-	-	Yes Ref No H420	Yes	-	No
HO131	Bishopscourt, 84-122 Clarendon St, East Melbourne	-	-	-	-	Yes Ref No H27	Yes	-	No
HO886	Freemasons Hospital, 166 Clarendon Street, , East Melbourne	-	-	-	-	Yes Ref No H1972	Yes	-	No
HO132	Residence, 202-206 Clarendon St, cnr Albert Street, East Melbourne	-	-	-	-	Yes Ref No H28	Yes	-	No
HO133	Clarendon Terrace, 208-212 Clarendon St, East Melbourne	-	-	-	-	Yes Ref No H29	Yes	-	No

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HO136	Residence, 191-197 George St, East Melbourne	-	-	-	-	Yes Ref No H565	Yes	-	No
HO135	Braemar, 176-180 George St, East Melbourne	-	-	-	-	Yes Ref No H52	Yes	-	No
HO922	Ola Cohn House, 41-43 Gipps Street, East Melbourne	-	-	-	-	Yes Ref No H2002	Yes	-	No
HO986	Residence, 104 Gipps Street, East Melbourne	-	-	-	-	Yes Ref No H2131	Yes	-	No
HO138	Little Parmdon, 159 Gipps St, East Melbourne	-	-	-	-	Yes Ref No H56	Yes	-	No
HO139	Town House, 179 Gipps St, East Melbourne	-	-	-	-	Yes Ref No H57	Yes	-	No
HO137	Nepean Terrace, 128-132 Gipps Street, East Melbourne	-	-	-	-	Yes Ref No H53	Yes	-	No
HO142	St. Peters Eastern Hill Precinct, 13-19 Gisborne St & 453-479 Albert Street, East Melbourne	-	-	-	-	Yes Ref No H9	Yes	-	No
HO143	Eastern Hill Fire Station, 23-41 Gisborne Street, 446-476 Albert Street, & 108-122 Victoria Street, East Melbourne	-	-	-	-	Yes Ref No H1042	Yes	-	No
HO144	Town House, 115-117 Grey St, East Melbourne	-	-	-	-	Yes Ref No H58	Yes	-	No
HO145	Terrace, 128-132 Grey St, East Melbourne	-	-	-	-	Yes Ref No H59	Yes	-	No

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HO929	Mercy Hospital, 145-161 Grey Street, East Melbourne	-	-	-	-	Yes Ref No H1954	Yes	-	No
HO146	St. John's Church, 1251-1289 Hoddle Street, 576-594 Victoria Pde & 2-30 Albert Street, East Melbourne	-	-	-	-	Yes Ref No H757	Yes	-	No
HO147	Chandos, 42-48 Hotham St, East Melbourne	-	-	-	-	Yes Ref No H535	Yes	-	No
HO148	Queen Bess Row, 72-76 Hotham St, East Melbourne	-	-	-	-	Yes Ref No H602	Yes	-	No
HO149	Fairhall, 154-156 Hotham St, East Melbourne	-	-	-	-	Yes Ref No H60	Yes	-	No
HO887	Residence, 157 Hotham St, East Melbourne	-	-	-	-	Yes Ref No H61	Yes	-	No
HO150	Cyprus Terrace, 158 Hotham St, East Melbourne	-	-	-	-	Yes Ref No H62	Yes	-	No
HO151	Cyprus Terrace, 160 Hotham St, East Melbourne	-	-	-	-	Yes Ref No H63	Yes	-	No
HO152	Cyprus Terrace, 162 Hotham St, East Melbourne	-	-	-	-	Yes Ref No H64	Yes	-	No
HO153	Cyprus Terrace, 164 Hotham St, East Melbourne	-	-	-	-	Yes Ref No H65	Yes	-	No
HO192	Residence, 12 Jolimont Terrace, Jolimont	-	-	-	-	Yes Ref No H513	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO193	Residence, 32 Jolimont Terrace, Jolimont	-	-	-	-	Yes Ref No H514	Yes	-	No
HO154	Burlington Terrace, 15-27 Lansdowne Street & 384-400 Albert Street, East Melbourne	-	-	-	-	Yes Ref No H797	Yes	-	No
HO888	Tram Shelter, Chr Macarthur St & St. Andrews Place, East Melbourne	-	-	-	-	Yes Ref No H1870	Yes	-	No
HO127	New Temple Church, 2-6 Morrison Place & 420-422 Albert Street, East Melbourne	-	-	-	-	Yes Ref No H852	Yes	-	No
HO160	Terrace, 8-10 Morrison Place, East Melbourne	-	-	-	-	Yes Ref No H853	Yes	-	No
HO161	Terrace, 14-18 Morrison Place, East Melbourne	-	-	-	-	Yes Ref No H854	Yes	-	No
HO162	Terrace, 20 Morrison Place, East Melbourne	-	-	-	-	Yes Ref No H855	Yes	-	No
HO163	Terrace, 22 Morrison Place, East Melbourne	-	-	-	-	Yes Ref No H856	Yes	-	No
HO164	Aubrey Bowen Wing, Royal Vict. Eye & Ear Hospital, Morrison Place, East Melbourne	-	-	-	-	Yes Ref No H1724	Yes	-	No
HO930	Cast Iron Urinal, Nicholson Street, East Melbourne	-	-	-	-	Yes Ref No H2149	No	-	No
HO165	ICI House, 1-4 Nicholson St & 510-532 Albert St, East Melbourne	-	-	-	-	Yes Ref No H1786	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO166	Tasma Terrace, 2-12 Parliament Place & 34-40 St Andrews Place, East Melbourne	-	-	-	-	Yes Ref No H1025	Yes	-	No
HO167	Lutheran Church, 22-36 Parliament Place & 65-75 Cathedral Place, East Melbourne	-	-	-	-	Yes Ref No H15	Yes	-	No
HO168	Foynes, 52 Powlett St, East Melbourne	-	-	-	-	Yes Ref No H499	Yes	-	No
HO169	Eastcourt, 54 Powlett St, East Melbourne	-	-	-	-	Yes Ref No H87	Yes	-	No
HO170	Canterbury Terrace, 82-112 Powlett St, East Melbourne	-	-	-	-	Yes Ref No H454	Yes	-	No
HO171	Residence, 130 Powlett St, East Melbourne	-	-	-	-	Yes Ref No H88	Yes	-	No
HO172	The Opera House, 138 Powlett St, East Melbourne	-	-	-	-	Yes Ref No H89	Yes	-	No
HO889	East Collingwood Rifles Volunteer Orderly Room, 172-188 Powlett Street, East Melbourne	-	-	-	-	Yes Ref No H1801	Yes	-	No
HO174	Treasury Reserve Precinct, 3 Treasury Place, & St Andrews Place & Macarthur Street & 2 Treasury Place, East Melbourne, and Spring Street & 1 Treasury Place & 1 Macarthur Place, Melbourne	-	-	-	-	Yes Ref No H1526	Yes	-	No
HO931	Gordon Reserve, Spring Street and Macarthur Street, East Melbourne	-	-	-	-	Yes Ref No H47	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO188	Former Salvation Army Training Garrison, 68-88 Victoria Pde, East Melbourne	-	-	-	-	Yes Ref No H554	Yes	-	No
HO179	Terrace, 146-148 Victoria Pde, East Melbourne	-	-	-	-	Yes Ref No H857	Yes	-	No
HO180	Terrace, 150 Victoria Pde, East Melbourne	-	-	-	-	Yes Ref No H858	Yes	-	No
HO812	152 Victoria Pde, East Melbourne	Yes	No	No	No	No	No	-	No
HO813	160 Victoria Pde, East Melbourne	Yes	No	No	No	No	No	-	No
HO181	Ardee, 162-166 Victoria Pde, East Melbourne	-	-	-	-	Yes Ref No H859	Yes	-	No
HO182	Ensor, 168-172 Victoria Pde, East Melbourne	-	-	-	-	Yes Ref No H860	Yes	-	No
HO183	Church of the Holy Annunciation Evangelismos, 186-196 Victoria Parade, East Melbourne	-	-	-	-	Yes Ref No H532	Yes	-	No
HO184	Cathedral College, Former Christian Brothers College 'Parade', 256-278 Victoria Parade, East Melbourne	-	-	-	-	Yes Ref No H20	Yes	-	No
HO185	Terrace, 352-354 Victoria Pde, East Melbourne	-	-	-	-	Yes Ref No H638	Yes	-	No
HO186	Terrace, 356-358 Victoria Pde, East Melbourne	-	-	-	-	Yes Ref No H639	Yes	-	No
HO187	Former Victoria Brewery, 388-442 Victoria Parade, 148-200 Albert St & 187-225 Powlett St, East Melbourne	-	-	-	-	Yes Ref No H624	Yes	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO189	Ornamental Tramway Overhead Poles, Victoria Pde, East Melbourne (see also HO299)	-	-	-	-	Yes Ref No H1023	Yes	-	No
HO173	Former Yarra Park Primary School No. 1406, 2-40 Webb Lane, East Melbourne	-	-	-	-	Yes Ref No H768	Yes	-	No
HO194	Yarra Park & Former Grand Rank Cabman's Shelter near Footbridge, Wellington Pde and Punt Rd and Vale St and Jolimont Tce and Brunton Ave and Jolimont St, East Melbourne The heritage place includes Two Aboriginal Scarred Trees Yarra Park	-	-	-	-	Yes Ref No H849 & Ref No H2251	Yes	-	No
HO190	Elizabeth House, 86-92 Wellington Pde, East Melbourne	-	-	-	-	Yes Ref No H102	Yes	-	No
HO921	Jolimont Square, 95-133 Wellington Pde south and 49-55 Charles St and 50-62 Agnes St, East Melbourne	-	-	-	-	Yes Ref No H2009	Yes	-	No
HO191	Virginia, 116 Wellington Pde, East Melbourne	-	-	-	-	Yes Ref No H103	Yes	-	No
	FLEMINGTON								
HO221	Royal Agricultural Showgrounds, 300 Epsom Road, Flemington The heritage place includes Cape Chestnut tree (Calodendron Capense)	-	-	-	-	Yes Ref No H1329	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO272	Flemington Racecourse, Epsom Road and Smithfield Road, Flemington	-	-	-	-	Yes Ref No H2220	Yes	-	No
KENSINGTON									
HO1091	Kimpton & Sons Barastoc Products Provender Mill, later part Gaston Bros P/L work site Part 329-351 Arden Street, Kensington	Yes	No	No	No	No	No	-	No
HO195	Alfred Lawrence & Co Ltd offices and warehouse 13-19 Barrett St, Kensington	Yes	No	No	No	No	No	-	No
HO1097	Limb Scurry & Limb and Alfred Lawrence Laboratories and works 29-37 Barrett Street, Kensington (including alternate address 43 Bruce Street, Kensington)	Yes	No	No	No	No	No	-	No
HO195	13 Barrett St, Kensington	Yes	No	No	No	No	No	-	No
HO198	17 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO199	21-29 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO200	33-39 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO201	59 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO202	71-75 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO204	83 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO205	2 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO206	16-18 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO207	24-26 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO208	34-38 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO209	42-44 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO210	62-68 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO815	72-76 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO211	90-98 Bayswater Road, Kensington	Yes	No	No	No	No	No	-	No
HO863	Railway Bridge, Bellair St, Kensington	Yes	No	No	No	No	No	-	No
HO1098	Railway gravitation shunting yards retaining wall and two Canary Island palms which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter East side of Bellair Street, Kensington	Yes	No	Yes	No	No	No	-	No
HO1100	Victorian Railways Kensington Signal Box and Pepper Tree which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter Bellair Street	Yes	No	Yes	No	No	No	-	No
HO960	2 Bellair Street, Kensington Railway Station, Kensington	Yes	No	No	No	No	No	-	No
HO973	Semaphore Rail Signals, Kensington	Yes	No	No	No	No	No	-	No
HO954	22 Bellair Street, former municipal offices, Kensington	Yes	No	No	No	No	No	-	No
HO955	114 Bellair Street, Kensington	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

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PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO956	Former Kensington Property Exchange, Office, Shop and Residences, 166-168 Bellair Street, Kensington	-	-	-	-	Yes Ref No H1204	Yes	-	No
HO215	1-3 Belmont Road, Kensington	Yes	No	No	No	No	No	-	No
HO217	7 Belmont Road, Kensington	Yes	No	No	No	No	No	-	No
HO816	5-7 Bruce Street, Kensington	Yes	No	No	No	No	No	-	No
HO867	Bridge Over Maribymong River at Dynon Road, Kensington	No	No	No	No	No	No	-	No
HO1162	Goldsbrough Row and Co. later Youngusband P/L Wool and Grain warehouses	Yes	No	No	No	No	No	-	No
HO262	2-50 Elizabeth Street, Kensington	-	-	-	-	Yes Ref No H1430	Yes	-	No
HO223	Former Newmarket Saleyards & Abattoirs, Epsom Road & Smithfield Road, Kensington	Yes	No	No	No	No	No	-	No
HO818	17-21 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO227	25 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO228	29-33 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO230	43 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO232	15 Gower Street, Kensington	Yes	No	No	No	No	No	-	No
HO233	19 Gower Street, Kensington	Yes	No	No	No	No	No	-	No
HO234	27-37 Gower Street, Kensington	Yes	No	No	No	No	No	-	No
HO236	20-22 Gower Street, Kensington	Yes	No	No	No	No	No	-	No
HO237	5-9 Henry Street, Kensington	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO238	2-6 Henry Street, Kensington	Yes	No	No	No	No	No	-	No
HO239	1-39 Hobsons Road, Kensington	Yes	No	No	No	No	No	-	No
HO240	21-31 Kensington Road, Kensington	Yes	No	No	No	No	No	-	No
HO819	35 Kensington Road, Kensington	Yes	No	No	No	No	No	-	No
HO241	2-4 Kensington Road, Kensington	Yes	No	No	No	No	No	-	No
HO243	24-26 Kensington Road, Kensington	Yes	No	No	No	No	No	-	No
HO244	32-40 Kensington Road, Kensington	Yes	No	No	No	No	No	-	No
HO245	46-52 Kensington Road, Kensington	Yes	No	No	No	No	No	-	No
HO246	56 Kensington Road, Kensington	Yes	No	No	No	No	No	-	No
HO247	60-68 Kensington Road, Kensington	Yes	No	No	No	No	No	-	No
HO957	McCracken Street, Kensington Primary School No. 2374 (1880-1881), Kensington	Yes	No	No	No	No	No	-	No
HO251	R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School Part 369-391, 393-399 Macaulay Road, Kensington	Yes	No	No	No	No	No	-	No
HO1094	Duncan & Yeo Wool Store later R Lohn & Co P/L warehouse precinct 407-411 Macaulay Road, 43-51 Albermarle Street, Kensington	Yes	No	No	No	No	No	-	No
HO253	Bell and Wilson wool store Part 435-451 Macaulay Road, Kensington	Yes	No	No	No	No	No	-	No
HO865	521 Macaulay Road, Kensington	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

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MELBOURNE PLANNING SCHEME

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HO866	537-539 Macaulay Road, Kensington	Yes	No	No	No	No	No	-	No
HO260	Foot Bridge, Maribyrnong River, Kensington	No	No	No	No	No	No	-	No
HO952	Nottingham / Collett Street, Kensington	Yes	No	No	No	No	No	-	No
HO1101	Racecourse Road Railway Bridge, Upfield line Racecourse Road, Kensington	Yes	No	No	No	No	No	-	No
HO959	Former Burge Bros Factory, 135-157 Racecourse Road,, Kensington	-	-	-	-	Yes Ref No H1216	Yes	-	No
HO1172	201-223 Racecourse Road, Kensington	Yes	No	No	No	No	No	-	No
HO958	15-17 Rankins Road, Kensington	Yes	No	No	No	No	No	-	No
HO963	165 Rankins Road, Kensington - House	Yes	No	No	No	No	No	-	No
HO1173	25 Rankins Road Kensington Former returns Sailors & Soldiers Imperial League of Australia	Yes	No	No	No	No	No	-	No
HO1174	43 Rankins Road, Kensington-shop & residence	Yes	No	No	No	No	No	-	No
HO1175	45 Rankins Road, Kensington-Bates shop and part residence	Yes	No	No	No	No	No	-	No
HO1176	47 Rankins Road, Kensington-Bates shop and part residence	Yes	No	No	No	No	No	-	No
HO1177	49 Rankins Road, Kensington-Bates shop and part residence	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO1102	James Hill's factory and drop forge	Yes	No	No	No	No	No	-	No
HO1103	57-59 Robertson Street, Kensington	Yes	No	No	No	No	No	-	No
HO1104	Crescent Manufacturing Company factory and offices later Cork & Seals P/L 64-68 Stubbs Street, Kensington	Yes	No	No	No	No	No	-	No
HO265	Gibson & Son Pynerzone factory and offices, later Ross, Robbins P/L 106-166 Stubbs Street, Kensington	Yes	No	No	No	No	No	-	No
HO266	9 Westbourne Road, Kensington	Yes	No	No	No	No	No	-	No
HO267	17 Westbourne Road, Kensington	Yes	No	No	No	No	No	-	No
HO268	21-35 Westbourne Road & 2-6 Belmont Road, Kensington	Yes	No	No	No	No	No	-	No
HO268	43-45 Westbourne Road, Kensington	Yes	No	No	No	No	No	-	No
HO868	47-55 Westbourne Road, Kensington	Yes	No	No	No	No	No	-	No
HO269	59 Westbourne Road, Kensington	Yes	No	No	No	No	No	-	No
HO271	69 Westbourne Road, Kensington	Yes	No	No	No	No	No	-	No
NORTH MELBOURNE									
HO283	Former Cable Tram Engine House and Cable Tram Track Formation, 187-201 Abbotsford St, North Melbourne	-	-	-	-	Yes Ref No H988	Yes	-	No
HO284	480-482 Abbotsford St, North Melbourne	Yes	No	No	No	No	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO1105	Farrell's stables Part 59-101 Alfred Street North Melbourne	Yes	No	No	No	No	No	-	No
HO1106	Hotham Cricket Ground, later Recreation Reserve, later North Melbourne Recreation Reserve, also North Melbourne football ground and Arden Street Oval. The heritage place is the oval and ramped margins only 204-206 Arden Street, North Melbourne (historic address is part 1-39 Macaulay Road, North Melbourne)	No	No	No	No	No	No	-	No
HO288	Former Metropolitan Meat Market, 1-3 Blackwood Street & 36-54 Courtney Street, North Melbourne	-	-	-	-	Yes Ref No H42	Yes	-	No
HO287	Former Shops 13-15 Blackwood St, North Melbourne	Yes	No	No	No	No	No	-	No
HO1108	Kensington Hotel, former 2 Boundary Road, North Melbourne	Yes	No	No	No	No	No	-	No
HO1109	Scrubbs & Co Ammonia works, later Hotham or North Melbourne Community Centre Part, 49-53 Buncle Street, North Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO289	Brassey House, 111-115 Chapman St & 464 Abbotsford St, North Melbourne	-	-	-	-	Yes Ref No H26	Yes	-	No
HO290	Former factory 30-32 Courtney St, North Melbourne	Yes	No	No	No	No	No	-	No
HO1137	Former Robert Burns Hotel 34 Courtney Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO291	56-58 Courtney St, North Melbourne	Yes	No	No	No	No	No	-	No
HO1138	Three Basalt Cottages Part (front) 64 Courtney Street and 1A Hotham Place North Melbourne (alternate address 60-62 Courtney Street, North Melbourne)	Yes	No	No	No	No	No	-	No
HO292	Former Presbyterian Union Memorial Church Complex, 49-61 Curzon Street, 2-22 Elm Street, 579-589 Queensberry Street, North Melbourne	-	-	-	-	Yes Ref No H7	Yes	-	No
HO295	North Melbourne Primary School No. 1402, Errol Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO1139	Former Exchange Hotel 37 Flemington Road, North Melbourne	Yes	No	No	No	No	No	-	No
HO1140	Chelsea House 55 Flemington Road, North Melbourne	Yes	No	No	No	No	No	-	No

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HO1142	Pair of Shops 65-67 Flemington Road, North Melbourne	Yes	No	No	No	No	No	-	No
HO1143	Phillymore & Ballymore 91-93 Flemington Road, North Melbourne	Yes	No	No	No	No	No	-	No
HO1144	Villa 95 Flemington Road, North Melbourne	Yes	No	No	No	No	No	-	No
HO1145	Pair of Terrace Houses 66-68 Harcourt Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO296	St Mary's Church of England, 147-177 Howard Street, 408-434 Queensberry Street & 204-208 Chetwynd Street, North Melbourne	-	-	-	-	Yes Ref No H10	Yes	-	No
HO1110	Trevor Boiler & Engineering Co P/L offices and amenities 126-134 Langford Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO1111	Melbourne City Council Electric Supply substation and coal yard, later CitiPower 146-166 Laurens Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO286	North Melbourne Swimming Baths 1-39 Macaulay Road, North Melbourne	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

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MELBOURNE PLANNING SCHEME

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HO870	Former Melbourne Company Stables, 36-58 Macaulay Road, North Melbourne.	-	-	-	-	Yes Ref No H1810	Yes	-	No
HO1112	Austral Manufacturing Co offices, showroom, workshop Part 36-58 Macaulay Road, North Melbourne	Yes	No	No	No	No	No	-	No
HO1113	Melbourne Gas Company gateway, wall and caretakers house Part 98-166 Macaulay Road, North Melbourne	Yes	No	No	No	No	No	-	No
HO891	Gas Regulating House, 60-96 Macaulay Road, North Melbourne	-	-	-	-	Yes Ref No H1731	Yes	-	No
HO1114	Melbourne Electric Supply, later, Citywide substation 46 Mark Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO1146	House 14 Many Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO1115	St Georges church hall (Anglican) & kindergarten, later St Albans Church of England 55-57 Melrose Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO1116	Shandon & Moher cottages or maisonettes 4-6 Munster Terrace, North Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO298	Burbage Terrace 180-186 Peel Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO299	Ornamental Tramway Overhead Poles, Peel St, North Melbourne(see also HO189)	-	-	-	-	Yes Ref No H1023	Yes	-	No
HO932	Cast Iron Urinal, Queensberry Street, North Melbourne	-	-	-	-	Yes Ref No H2139	No	-	No
HO987	Former North Melbourne Town Hall and Municipal Buildings, 513 Queensberry Street and 52-68 Errol Street, North Melbourne	-	-	-	-	Yes Ref No H2224	Yes	-	No
HO301	Melb. College of Printing & Graphic Arts, 603-615 Queensberry St, North Melbourne	-	-	-	-	Yes Ref No H1633	Yes	-	No
HO300	Residence, 596-598 Queensberry St, North Melbourne	-	-	-	-	Yes Ref No H91	Yes	-	No
HO953	Racecourse Road/Alfred Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO473	Hamilton's, later Beckett's house 29 Stawell Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO1117	Commonwealth Wool Store & Produce Company Ltd. Later Elder Smith & Co. Wool Stores 64-90 Sutton Street, North Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO1118	Victoria Producers Co-operative Company Ltd. No. 5 Wools Store Part 85-105 Sutton Street, North Melbourne	Yes	No	No	No	No	No	-	No
HO304	Osborne House, 454-458 Victoria Street, North Melbourne	-	-	-	-	Yes Ref No H101	Yes	-	No
HO305	Mulcahy's Hotel 700-708 Victoria St, North Melbourne	Yes	No	No	No	No	No	-	No
HO306	Timber House 48-50 Villiers St, North Melbourne	Yes	No	No	No	No	No	-	No
HO871	Former Grain Store 11 Wreckyn Street, North Melbourne	Yes	No	No	No	No	No	-	No
PARKVILLE									
HO898	Anzac Hall, Brens Drive, Royal Park, Parkville	-	-	-	-	Yes Ref No H1747	Yes	-	No
HO325	Former Royal Park Psychiatric Hospital, 1-99 Cade Way & 1-29 Manchester Lane & 2-14 Kirrip Crescent, Parkville	-	-	-	-	Yes Ref No H2062	Yes	-	No
HO308	9-19 Church Street, Parkville	Yes	No	No	No	No	No	-	No
HO310	21-25 Church Street, Parkville	Yes	No	No	No	No	No	-	No
HO364	Melbourne Zoo (all land except for places included within the Victorian Heritage Register)	No	No	No	Yes	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO828	Royal Melbourne Zoological Gardens, Royal Park, Elliott Avenue, Parkville	-	-	*Yes Eucalyptus camaldulensis River Red Gum (North East of Main Entrance)	-	Yes Ref No H1074	Yes	-	*Yes Aboriginal Scar Tree
HO363	Carousel, Royal Melb. Zoological Gardens, Royal Park, Elliott Avenue, Parkville	-	-	-	-	Yes Ref No H1064	Yes	-	No
HO311	Parkville Post Office & Quarters, 69-73 Fitzgibbon Street & 27-37 Bayles St, Parkville	-	-	-	-	Yes Ref No H1167	Yes	-	No
HO1093	Royal Park, Flemington Road and Royal Parade and Gatehouse Street and The Avenue and Elliott Avenue and Park Street and Poplar Road and Macarthur Road and Oak Street and Brens Drive, Parkville	-	-	-	-	Yes Ref No H2337	Yes	-	No
HO895	Walmsley House, 1 Gatehouse Street, Parkville	-	-	-	-	Yes Ref No H1946	Yes	-	No
HO313	39 Manningham Street, Parkville	Yes	No	No	No	No	No	-	No
HO933	Women's Dressing Pavilion, Old Poplar Road, Parkville	-	-	-	-	Yes Ref No H1585	No	-	No
HO314	Mentone, 81 Park Drive, Parkville	-	-	-	-	Yes Ref No H86	Yes	-	No
HO896	Wardlow, 114-118 Park Drive & 39-43 Degraeves Street, Parkville	-	-	-	-	Yes Ref No H1922	Yes	-	No

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HO897	Jennerian Building, CSL Ltd, 45 Poplar Road, Parkville	-	-	-	-	Yes Ref No H1794	Yes	-	No
HO315	North West Hospital, Parkville Campus, 36-56 Poplar Road, Parkville	-	-	-	-	Yes Ref No H1725	Yes	-	No
HO977	Royal Parade, Royal Parade, Parkville and Carlton North, and Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H2198	Yes	-	No
HO312	Former College Church, 149 Royal Parade, Parkville	-	-	-	-	Yes Ref No H394	Yes	-	No
HO316	Former Police Station Complex, 155 Royal Parade, Parkville	-	-	-	-	Yes Ref No H1545	Yes	-	No
HO321	Parkville Uniting Church, 171 Royal Parade, Parkville	Yes	No	No	No	No	No	-	No
HO317	Deloraine Terrace, 499-507 Royal Parade, Parkville	-	-	-	-	Yes Ref No H98	Yes	-	No
HO318	Auld Reekie, 509-513 Royal Parade, Parkville	-	-	-	-	Yes Ref No H483	Yes	-	No
HO319	Nocklofty, 551-559 Royal Parade, Parkville	-	-	-	-	Yes Ref No H456	Yes	-	No
HO978	University High School, 77 Story Street, Parkville	-	-	-	-	Yes Ref No H2183	Yes	-	No
HO322	Selvetta, 22 The Avenue, Parkville	-	-	-	-	Yes Ref No H99	Yes	-	No
MELBOURNE UNIVERSITY									

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO323	Ormond College, The University of Melbourne, 29-55 College Cres, Parkville	-	-	-	-	Yes Ref No H728	Yes	-	No
HO324	1888 Building, Part of Former Melbourne Teachers College, The University of Melbourne, 156-292 Grattan Street Parkville	-	-	-	-	Yes Ref No H1508	Yes	-	No
HO988	Part of Former Melbourne Teachers College, The University of Melbourne, 156-292 Grattan Street Parkville	No	No	No	No	No	No	-	No
HO326	Beaurepaire Centre, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H1045	Yes	-	No
HO327	Behan Building, Trinity College, Royal Parade, Parkville	Yes	No	No	No	No	No	-	No
HO328	Clarke Building, Trinity College, The University of Melbourne, Royal Parade, Parkville	-	-	-	-	Yes Ref No H100	Yes	-	No
HO329	Botany Building, Uni of Melbourne (Excluding North Wing)	Yes	No	No	No	No	No	-	No
HO330	Chemistry Building, Uni of Melbourne (Excluding East Wing)	Yes	No	No	No	No	No	-	No
HO331	Colonial Bank Door, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO332	Conservatorium of Music & Melba Hall, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H925	Yes	-	No
HO333	Cricket Pavilion & Scoreboard, Uni of Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO334	Walter Boas Building, (Former CSIRO Science Bldg), Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO335	Former Bank Façade (Old Commerce Building), Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO336	Former National Museum (Student Union Bldg), Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO338	Gatekeepers Cottage (excluding 1962 extension), The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H919	Yes	-	No
HO339	Grainger Museum, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H875	Yes	-	No
HO340	Janet Clarke Hall, The University of Melbourne, 57-63 Royal Parade, Parkville	-	-	-	-	Yes Ref No H2334	Yes	-	No
HO341	Natural Philosophy Bldg, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO342	Law School Building & Old Quadrangle, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	**Yes Picconia excelsa Canary Island Laurel	-	Yes Ref No H920	Yes	-	No
	Old Arts Building, The University of Melbourne, 156 -292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H924	Yes	-	No

MELBOURNE PLANNING SCHEME

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	Old Physics Conference Room & Gallery, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H923	Yes	-	No
	Underground Car Park, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	*Yes Magnolia grandiflora Bull Bay	-	Yes Ref No H1004	Yes	-	No
HO343	Main Entrance Gates (Gate 6), Pillars & Fence, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H918	Yes	-	No
HO344	Newman College, The University of Melbourne, 871-945 Swanston Street, Parkville	-	-	-	-	Yes Ref No H21	Yes	-	No
HO346	Old Engineering Bldg (1899 section only), The University of Melbourne, 156-292 Grattan Street, Parkville	Yes	No	No	No	No	No	-	No
HO347	Old Geology Bldg (northern section only), Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO348	Old Pathology Building (excluding the Physics annex), The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H922	Yes	-	No
HO350	Baldwin Spencer Building, (Old Zoology), The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	*Yes Cedrus deodara Deodar Cedar	-	Yes Ref No H921	Yes	-	No
HO352	Queens College Main Wings, Uni of Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO354	Squash Courts, Trinity College, Royal Parade, Parkville	Yes	No	No	No	No	No	-	No
HO355	Systems Garden Tower, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO357	Trinity Chapel & College, Trinity College, Royal Parade, Parkville	Yes	No	No	No	No	No	-	No
HO360	University House, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO361	Wilson Hall, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H1012	Yes	-	No
HO362	Northern Market Reserve Wall, Storey St & Flemington Rd & Park Drive, Parkville	-	-	-	-	Yes Ref No H1920	No	-	No
HO820	Richard Berry Building, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO821	Vice Chancellor's House, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H1003	Yes	-	No
HO872	Agriculture and Forestry Building, The University of Melbourne	Yes	No	No	No	No	No	-	No
	SOUTH MELBOURNE / SOUTHBANK / SOUTH WHARF / FISHERMANS BEND / DOCKLANDS / PORT MELBOURNE								

MELBOURNE PLANNING SCHEME

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<u>HO1215</u>	<u>Electricity substation thematic group:</u> <u>99A Sturt Street, Southbank</u> <u>79 Fawkner Street, Southbank</u> <u>33 Hancock Street, Southbank</u> <u>7 Moray Street, Southbank</u> <u>175 Sturt Street, Southbank</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>

Draft C305 Amendment following Exhibition
Updated following Exhibition

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
<u>HO1216</u>	<p><u>Bluestone pitched laneways group:</u></p> <ul style="list-style-type: none"> <u>Anthony Lane SML246 between Coventry Street and Dorcas Street, Southbank</u> <u>Blakeney Place SML639 off Clarendon Street, Southbank</u> <u>lane off Catherine Street Sm0477 between nos. 18-24 Moray Street and 245-251 City Road, Southbank</u> <u>lane off City Road Sm0199 from City Road Southbank</u> <u>lane off Clarendon Street Sm0337, adjacent to 54 Clarendon Street Southbank</u> <u>Fawkner Street between Southbank Boulevard and Power Street, Southbank</u> <u>Haig Lane between Kings Way and Clarke Street Southbank</u> <u>lane off Hancock Street SM0549 between 11 – 15 Hancock Street, Southbank</u> <u>lane off Power Street PL5195 to 173 City Road, Southbank</u> <u>Wells Place SML609, Sm0248 and Sml 247 from Dods Street and between Wells Street and Anthony Lane, Southbank</u> 	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>

MELBOURNE PLANNING SCHEME

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<u>HO1218</u>	<u>New St Johns Lutheran Church, 20 City Road, Southbank</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>
<u>HO1202</u>	<u>Former G.P. Motors, Pty.Ltd., 35-41 City Road Southbank</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>
<u>HO1203</u>	<u>Former Crown Chemical Co warehouse 63-65 City Road, Southbank</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>
<u>HO1219</u>	<u>Kosky Bros. 67-69 City Road, Southbank</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>
<u>HO1220</u>	<u>Maurice Artaud & Co., 71-75 City Road Southbank</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>
HO366	James Moore's Timber Yards and Sawmills complex facade, 135 & 151 445-444 City Road, & 68-82 Southbank Boulevard, SouthbankSth Melbourne	Yes	No	No	No	No	No	-	No
<u>HO367</u>	<u>157-165 City Road, Sth Melbourne</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>
HO368	Sharp & Sons Timber, General Motors (Australia), International Harvester, 171-193, & 195-205 474 City Road, 1 Balston Street SouthbankSth Melbourne	Yes	No	No	No	No	No	-	No
HO369	State School No.2686, South Melbourne Girls School, J.H. Boyd Domestic CollegeJ.H. Boyd Girls High School, 207-229 City Road, Southbank	-	-	-	-	Yes Ref No H769	Yes	-	No
HO370	<u>Main Point Hotel, 235-239-297, City Road, SouthbankSth Melbourne</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	-	<u>No</u>

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO371	Bank of New South Wales, 269-283-274 City Road, Southbank Melbourne	Yes	No	No	No	No	No	-	No
HO374	Edward Murphy warehouse and workshop, 272 City Road, Southbank Sth Melbourne	Yes	No	No	No	No	No	-	No
HO375	Murphy's Buildings, 276-282 City Road, Southbank Sth Melbourne	Yes	No	No	No	No	No	-	No
HO376	White & Hancock's warehouse, White, Hancock and Mills Pty Ltd, 300 City Road, Sth Melbourne Southbank	Yes	No	No	No	No	No	-	No
HO1221	Spencer Street Bridge, Clarendon Street, Southbank and Spencer Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1222	Eckersley & Sons, 93-103 Clarendon Street, Southbank	Yes	No	No	No	No	No	-	No
HO1223	Melbourne Metropolitan Tramways Board Electricity Substation 'S', 67-69 Clarke Street, Southbank	Yes	No	No	No	No	No	-	No
HO377	109-117 Clarendon Street, Sth Melbourne	Yes	No	No	No	No	No	-	No
HO765	Fergus and Mitchell, Robur Tea House Rebur Tea Building, 28 Clarendon Street, Southbank	-	-	-	-	Yes Ref No H526	Yes	-	No
HO378	Clarendon St Bridge, Sth Melbourne	Yes	No	No	No	No	No	-	No
HO916	Queens Warehouse, 749-755 Collins Street, Docklands	-	-	-	-	Yes Ref No H1211	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO914	No. 2 Goods Shed, 708-710 Collins Street and 731-733 Bourke Street and 2-42 Village Street and 68-82 Village Street, Docklands	-	-	-	-	Yes Ref No H933	No	-	No
<u>HO1224</u>	<u>Thornycroft (Aust) Ltd later Herald Sun Television Studio, 49-61 Coventry Street and 50 Dorcas Street, Southbank</u>	Yes	No	No	No	No	No	-	No
HO650	Missions to Seamen, 717 Flinders Street, Docklands	-	-	-	-	Yes Ref No H1496	Yes	-	No
HO918	Berth No. 5, North Wharf, 731-739 Flinders Street, Docklands	-	-	-	-	Yes Ref No H1798			
HO651	Retaining Wall, 614-666 Flinders Street, Docklands	-	-	-	-	Yes Ref No H932	No	-	No
<u>HO1225</u>	<u>Vault sculpture corner Grant Street and Dodds Street Southbank</u>	Yes	No	No	No	No	No	-	No
<u>HO389</u>	<u>46-48 Haig Street, Sth Melbourne</u>	Yes	No	No	No	No	No	-	No
<u>HO384</u>	<u>93 Kavanagh Street, Sth Melbourne</u>	Yes	No	No	No	No	No	-	No
<u>HO384</u>	<u>40-46 Kavanagh Street, Sth Melbourne</u>	Yes	No	No	No	No	No	-	No
<u>HO1226</u>	<u>Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank</u>	Yes	No	No	No	No	No	-	No
<u>HO1227</u>	<u>Kings Way Bridge, Kings Way, Southbank</u>	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO984	Former Commonwealth Aircraft Corporation Hangar, 344-370 Lorimer Street and 231-249 Todd Road, Port Melbourne	-	-	-	-	Yes Ref No H94	Yes	-	No
HO762	Sandridge Railway Line Bridge, over Yarra River, Queensbridge Square, 1 Queens Bridge Street - 1A Queens Bridge Street, Over Yarra River, Southbank and Melbourne	-	-	-	-	Yes Ref No H994	Yes	-	No
HO1200	Former Castlemaine Brewery, part 107-127, 129-131 and 133 Queens Bridge Street, Southbank	Yes	Yes uppermost two floors only of 129-131 Queens Bridge Street (tower)	No	No	No	No	-	No
Interim Control Expiry Date: 31/04/2019									
HO1228	Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank	Yes	No	No	No	No	No	-	No
HO1229	Robur Tea Company factory-warehouse, 107-127 Queens Bridge Street Southbank	Yes	No	No	No	No	No	-	No
HO763	Jones Bond Store 1 Riverside Quay, Southbank	-	-	-	-	Yes Ref No H828	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO764	Duke & Orr's Dry Dock & Cargo Sheds 4,5,6,7,8,9, adjoining Melbourne Convention & Exhibition Centre, 1-27 & 29-65 South Wharf Promenade & 2 Clarendon Street, 2A Clarendon Street, South Wharf and Cargo Sheds, 4,5,6,7,8,9, 29-65 South Wharf Promenade, South Wharf	-	-	-	-	Yes Ref No H1096 & Ref No H891	Yes	-	No
HO899	Tram Shelter, Cnr St. Kilda Road & Dorcas Street, Sth Melbourne	-	-	-	-	Yes Ref No H1869	Yes	-	No
HO760	Victorian Arts Centre, & Hamer Hall, 100 St. Kilda Road, 2-42 and Arts Centre 2 St. Kilda Road, 4-9 Sturt St & 93-115 Southbank Rd, Southbank	-	-	-	-	Yes Ref No H1500 and part Ref No H1447	Yes	-	No
HO791	Queens Bridge, Queens Bridge Street over Yarra River, Southbank	-	-	-	-	Yes Ref No H1448	Yes	-	No
HO792	National Gallery of Victoria, 430-200180 St. Kilda Road & 93-115 Southbank Road, Southbank	-	-	-	-	Yes Ref No H1499	Yes	-	No
HO910	Former Victoria Police depot including Barracks, Mounted Branch stables and Police Hospital, Depot, 234 St. Kilda Rd, and 134-39 Dodds St & 148-170 Southbank Blvd, Southbank	-	-	-	-	Yes Ref No H1541	Yes	-	No
HO987	234-254 St. Kilda Road, Sth Melbourne	Yes	No	No	No	No	No	-	No
HO498	Former Victorian Railway Headquarters, 33-67 Spencer Street, Docklands	-	-	-	-	Yes Ref No H699	Yes	-	No

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HO388	<u>23-31 Sturt Street, Sth Melbourne</u>	Yes	No	No	No	No	No	-	No
HO389	<u>43-45 Sturt Street, Sth Melbourne</u>	Yes	No	No	No	No	No	-	No
HO390	<u>Castlemaine Brewery Malthouse/ Malthouse Theatre 1131-15 Sturt Street, Southbank Sth Melbourne</u>	Yes	No	No	No	No	No	-	No
HO394	<u>402-418 Sturt Street, Sth Melbourne</u>	Yes	No	No	No	No	No	-	No
HO1201	PMG Postal Workshops, Garage & Stores, 45-99 Sturt Street, Southbank	Yes	No	No	No	No	No	-Former PMG garages, stores & workshops, 19 December 2017	No
Interim Control Expiry Date: 31/01/2019									
HO1230	<u>Commonwealth Artificial Limb Factory, 242- 246 Sturt Street, Southbank</u>	Yes	No	No	No	No	No	-	No
HO915	Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands	-	-	-	-	Yes Ref No H1720	Yes	-	No
SOUTH YARRA									
HO832	23-25 Acland Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO395	Morell Bridge, over Yarra River, Anderson Street, Sth Yarra	-	-	-	-	Yes Ref No H1440	Yes	-	No
HO833	1 Alexandra Avenue, Sth Yarra	Yes	No	No	No	No	No	-	No
HO405	17 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO406	31 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No

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HO407	63 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	Melbourne Grammar Merton Campus Master Plan, June 2002	No
HO408	4 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO834	8 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO409	54 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO410	72 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO411	80 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO399	Airile, 254-260 Domain Road, Sth Yarra	-	-	-	-	Yes Ref No H1619	Yes	-	No
HO397	Government House Complex, Government House Drive, Sth Yarra	-	-	-	-	Yes Ref No H1620	Yes	-	No
HO421	Hoddle Bridge, Sth Yarra	Yes	No	No	No	No	No	-	No
HO423	1 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO424	11 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO425	15 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO426	2-8 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO427	16-20 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO401	Anglican Christ Church, 683-701 Punt Road (Cnr Toorak & Punt Roads), Sth Yarra	-	-	-	-	Yes Ref No H635	Yes	-	No
HO412	783 Punt Road, Sth Yarra	Yes	No	No	No	No	No	-	No
HO413	789 Punt Road, Sth Yarra	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

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HO415	919, 923 & 927 Punt Road, Sth Yarra	Yes	No	No	No	No	No	-	No
HO420	955 Punt Road, Sth Yarra	Yes	No	No	No	No	No	-	No
HO835	11-13 Tivoli Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO428	63-67 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO429	83 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO430	111-117 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO836	185 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO433	225 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO435	281 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	Melbourne Girls Grammar Merton Hall Campus Master Plan, June 2002	No
HO851	Adjacent 281 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	Melbourne Girls Grammar Merton Hall Campus Master Plan, June 2002	No
HO852	285 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	Melbourne Girls Grammar Merton Hall Campus Master Plan, June 2002	No
HO437	291 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	Melbourne Girls Grammar Merton Hall Campus Master Plan, June 2002	No
HO439	327 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

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MELBOURNE PLANNING SCHEME

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HO440	42-48 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO442	56-66 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO443	90-100 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO445	126 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO446	160 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO447	210 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO448	240 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO837	270 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO451	276-280 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO453	Robin Boyd House II, 290 Walsh Street, Sth Yarra	-	-	-	-	Yes Ref No H2105	Yes	-	No
HO454	310 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO457	322 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	-	No
WEST MELBOURNE									
HO261	Railway Bridge over Maribymong River, West Melbourne	-	-	-	-	Yes Ref No H1213	No	-	No
HO838	Heaton House, 279 Adderley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO459	162-164 Adderley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO455	3-21 Anderson Street, West Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO839	Bentley's row houses 6-12 Anderson Street, West Melbourne	Yes	No	No	No	No	No		No
HO770	33-53 Batman Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO461	Residence, 62 Capel Street, West Melbourne	-	-	-	-	Yes Ref No H630	Yes	-	No
HO462	Residence, 64 Capel Street, West Melbourne	-	-	-	-	Yes Ref No H631	Yes	-	No
HO463	31 Dudley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO464	Primary School No. 1689, Eades Place, West Melbourne	Yes	No	No	No	No	No	-	No
HO979	St Mary Star of the Sea Church Complex, 33 Howard Street and 235- 273 Victoria Street, West Melbourne	-	-	-	-	Yes Ref No H2182	Yes	-	No
HO840	Harrison's Railway Hotel, 118-126 Ireland Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO862	13-17 Jeffcott Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO935	Underground Public Toilets, King & Hawke Streets, West Melbourne	-	-	-	-	Yes Ref No H2133	No	-	No
HO475	Former Phoenix Clothing Company, 347-349 King Street & 4-8 Phoenix Lane, West Melbourne	-	-	-	-	Yes Ref No H801	Yes	-	No
HO477	Langdon Building, 351-355 King St, West Melbourne	-	-	-	-	Yes Ref No H527	Yes	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO841	357-369 King Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO842	411-415 King Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO478	St. James Old Cathedral, 419-437 King Street & 2-24 Batman St, West Melbourne	-	-	-	-	Yes Ref No H11	Yes	-	No
HO860	439 King Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO774	555-557 King Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO1119	Sisalkraft Distributors P/L store and offices, later CFMEU offices 152-160 Miller Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO302	North Melbourne Railway Station Complex, 189 Railway Place, West Melbourne	-	-	-	-	Yes Ref No H1582	Yes	-	No
HO843	159 - 163 Roden Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO844	173 - 179 Roden Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO771	355 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO779	405 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO780	437-441 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO781	Hotel Spencer, 475 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO782	491-501 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO845	505-511 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO783	519-523 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO785	362-364 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO786	384-390 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO787	420 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO788	502 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO469	61-67 Stanley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO470	95-101 Stanley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO471	138-140 Stanley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO496	Queen Victoria Market, Victoria St, West Melbourne	-	-	-	-	Yes Ref No H734	Yes	-	No
MELBOURNE									
HO515	Warehouse, 61-69 A'Beckett St, Melbourne	-	-	-	-	Yes Ref No H980	Yes	-	No
HO516	71-73 A'Beckett St, Melbourne	Yes	No	No	No	No	No	-	No
HO993	104 A'Beckett Street	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO1148	Former Factory 144-148 A'Beckett Street, Melbourne	Yes	No	No	No	No	No	-	No
HO994	111-125 A'Beckett Street	Yes	No	No	No	No	No	-	No
HO517	217-219 A'Beckett St, Melbourne	Yes	No	No	No	No	No	-	No
HO995*	185-187 A'Beckett Street, Melbourne	Yes	No	No	No	No	No	-	No
Expiry Date: 31 March 2017									
HO528	Former Royal Australian Army Medical Corps Training Depot, 239 A'Beckett Street, Melbourne	-	-	-	-	Yes Ref No H717	Yes	-	No
HO908	Sidney Myer Music Bowl, Alexandra Avenue, Melbourne	-	-	-	-	Yes Ref No H1772	Yes	-	No
HO518	Mitre Tavern, 5-9 Bank Place, Melbourne	-	-	-	-	Yes Ref No H464	Yes	-	No
HO520	11 Bank Place, Melbourne	Yes	No	No	No	No	No	-	No
HO519	4 Bank Place, Melbourne	Yes	No	No	No	No	No	-	No
HO521	Melbourne Savage Club, 12-16 Bank Place, Melbourne	-	-	-	-	Yes Ref No H25	Yes	-	No
HO522	18-20 Bank Place, Melbourne	Yes	No	No	No	No	No	-	No
HO900	Olympic Swimming Stadium, 10-30 Olympic Boulevard, Melbourne	-	-	-	-	Yes Ref No H1977	Yes	-	No
HO394	Yarra Bank (Speakers Corner), Batman Avenue, Melbourne	-	-	-	-	Yes Ref No H1363	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO523	Princes Walk Vaults, 1-9 Batman Ave, Melbourne	-	-	-	-	Yes Ref No H646	Yes	-	No
HO1149	Former Gladstone Motors Building 213-221 Berkeley Street, Melbourne	Yes	No	No	No	No	No	-	No
HO396	Former Observatory Site, Birdwood Ave, Melbourne	-	-	-	-	Yes Ref No H1087	Yes	-	No
HO499	Melbourne University Boat Club Shed, Boathouse Drive, Melbourne	-	-	-	-	Yes Ref No H682	Yes	-	No
HO525	19-21 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO526	23-29 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO527	35-37 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO530	39-43 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO531	51-53 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO533	Salvation Army Temple, 65-71 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H436	Yes	-	No
HO536	75-77 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1094	Former Hoyts Cinema Centre, 134-144 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2335	Yes	-	No
HO996	160-162 Bourke Street	Yes	No	No	No	No	No	-	No
HO997	164-166 Bourke Street	Yes	No	No	No	No	No	-	No
HO998	168-174 Bourke Street	Yes	No	No	No	No	No	-	No
HO999	179-183 Bourke Street	Yes	No	No	No	No	No	-	No
HO1000	180-182 Bourke Street	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1001	193-199 Bourke Street	Yes	No	No	No	No	No	-	No
HO541	271-281 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO980	David Jones Store (Former Buckley & Nunn) 294-312 Bourke Street and 285-295 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2153	Yes	-	No
HO768	David Jones Store (Former Coles) 299-307 Bourke Street and 276-286 Little Collins Street, Melbourne	-	-	-	-	Yes Ref No H2154	Yes	-	No
HO543	Royal Arcade, 331-339 Bourke Street, & 148 -150 Elizabeth Street & 308-316 Little Collins Street, Melbourne	-	-	-	-	Yes Ref No H23	Yes	-	No
HO545	349-357 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1004	415-419 Bourke Street	Yes	No	No	No	No	No	-	No
HO1005	418-420 Bourke Street	Yes	No	No	No	No	No	-	No
HO546	421 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO901	Eagle House, 473 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H1807	Yes	-	No
HO549	Former Gollin & Company Building, 561-563 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H685	Yes	-	No
HO550	Old Bourke Street West Police Station & Cell Block, 621-633 Bourke Street, Melbourne The heritage place includes Pear tree, Bourke Street, Melbourne	-	-	-	-	Yes Ref No H655	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO551	St Augustines Catholic Church & former School, 635-653 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2	Yes	-	No
HO553	Former Melbourne Tramway and Omnibus Company Building, 669-675 Bourke Street & 20-38 Godfrey St, Melbourne	-	-	-	-	Yes Ref No H785	Yes	-	No
HO524	2-18 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO529	32-38 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO532	Job Warehouse (or Crossleys Building), 54-62 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H435	Yes	-	No
HO534	66-70 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO535	72-74 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO537	Café Fiorentino, 78-84 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H493	Yes	-	No
HO538	86 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO539	Former London Chartered Bank, 88-90 Bourke Street & 162 Exhibition Street, Melbourne	-	-	-	-	Yes Ref No H22	Yes	-	No
HO540	Former Bank of New South Wales, (Westpac Bank), 190-192 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H799	Yes	-	No
HO1002*	194-200 Bourke Street, Melbourne	Yes	No	No	No		No		No
Expiry Date: 31 March 2017									

MELBOURNE PLANNING SCHEME

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HO990	Former Commonwealth Bank, 219-225 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2264	Yes		No
HO542	Myer Melbourne (Former Myer Emporium) 314--336 Bourke Street & 275-321 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H2100	Yes	-	No
HO544	General Post Office, 338-352 Bourke Street, 188-218 Elizabeth Street & 323-337 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H903	Yes	-	No
HO1006*	468-470 Bourke Street, Melbourne	Yes	No	No	No		No		No
HO547	Equity Chambers, 472 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2249	Yes	-	No
HO548	Goldsborough Mort Building, 516-526 Bourke Street & 152-162 William Street, Melbourne	-	-	-	-	Yes Ref No H104	Yes	-	No
HO552	640-668 Bourke Street, Melbourne	Yes	No	No	No		No	-	No
HO554	Former Mail Exchange, 672-696 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H881	Yes	-	No
HO479	Building No. 4 RMIT, Bowen Street, Melbourne	Yes	No	No	No		No	-	No
HO480	Building No. 2,3,5,6& 7 RMIT, Bowen Street, Melbourne	Yes	No	No	No		No	-	No
HO555	House 17 Casselden Place, Melbourne	-	-	-	-	Yes Ref No H2267	Yes	-	No
HO556	15-17 Celestial Ave, Melbourne	Yes	No	No	No		No	-	No

HERITAGE OVERLAY – SCHEDULE

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MELBOURNE PLANNING SCHEME

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HO557	16-18 Celestial Ave, Melbourne	Yes	No	No	No	No	No	-	No
HO558	Museum of Chinese/Australian History, Cohen Place, Melbourne	Yes	No	No	No	No	No	-	No
HO559	Alcaston House, 2 Collins Street & 69-81 Spring Street, Melbourne	-	-	-	-	Yes Ref No H500	Yes	-	No
HO560	Anzac House, 4-6 Collins Street, Melbourne	-	-	-	-	Yes Ref No H415	Yes	-	No
HO561	5-9 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO562	Portland House, 8 Collins Street, Melbourne	-	-	-	-	Yes Ref No H417	Yes	-	No
HO563	Victor Horsley Chambers, 12 Collins Street, Melbourne	-	-	-	-	Yes Ref No H474	Yes	-	No
HO564	14-16 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO565	The Melbourne Club, 36-50 Collins Street, Melbourne	-	-	-	-	Yes Ref No H30	Yes	-	No
HO566	Melville House, 52-54 Collins Street, Melbourne	-	-	-	-	Yes Ref No H607	Yes	-	No
HO567	Former Commercial Bank of Australia, 68-72 Collins Street, Melbourne	-	-	-	-	Yes Ref No H422	Yes	-	No
HO568	71-87 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO569	74 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO572	86-88 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO573	107 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO574	Professional Chambers, 110-118 Collins Street, Melbourne	-	-	-	-	Yes Ref No H414	Yes	-	No
HO575	Austral Buildings, 115-119 Collins Street, Melbourne	-	-	-	-	Yes Ref No H472	Yes	-	No
HO576	St Michaels Uniting Church, 122-136 Collins Street, Melbourne	-	-	-	-	Yes Ref No H4	Yes	-	No
HO577	133-139 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO578	Scots Church, 140-154 Collins Street Melbourne	-	-	-	-	Yes Ref No H5	Yes	-	No
HO579	141-153 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO580	Assembly Hall, 156-160 Collins Street, Melbourne	-	-	-	-	Yes Ref No H418	Yes	-	No
HO581	Formerly the Auditorium, 167-173 Collins Street & 172-180 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H416	Yes	-	No
HO582	162-168 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO583	Baptist Church, 170-174 Collins Street, Melbourne	-	-	-	-	Yes Ref No H6	Yes	-	No
HO584	175-177 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO585	176-180 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO586	181-187 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO846	182 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO587	Melbourne Athenaeum, 184-192 Collins Street, Melbourne	-	-	-	-	Yes Ref No H501	Yes	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

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MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO589	Regent Theatre, 191-197 Collins Street & 186-200 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H690	Yes	-	No
HO590	Manchester Unity Building, 220-226 Collins Street, & 91-107 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H411	Yes	-	No
HO591	Former Fourth Victoria Building, 241-245 Collins Street, Melbourne	-	-	-	-	Yes Ref No H1542	Yes	-	No
HO592	Newspaper House Mosaic, 247-249 Collins Street, Melbourne	-	-	-	-	Yes Ref No H447	Yes	-	No
HO593	250-252 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO594	259-263 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO595	Former National Bank of Australasia Head Office, 271-285 Collins Street, Melbourne	-	-	-	-	Yes Ref No H2064	Yes	-	No
HO596	Block Arcade, 280-286 Collins Street & 96-102 Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H32	Yes	-	No
HO597	287-301 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO598	288-304 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO602	Former Commercial Bank of Australia, Banking Chamber & Entrance, 327-343 Collins Street, Melbourne	-	-	-	-	Yes Ref No H35	Yes	-	No
HO1007	338 Collins Street	Yes	No	No	No	No	No	-	No
HO1090	340-342 Collins Street	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO603	Former Mercantile Bank, 345-349 Collins Street, Melbourne	-	-	-	-	Yes Ref No H467	Yes	-	No
HO604	ANZ Bank, 376-390 Collins Street and Former Safe Deposit Building, 88-110 Queen Street, Melbourne	-	-	-	-	Yes Ref No H34 & Ref No H451	Yes	-	No
HO605	Former National Mutual Life Association Building, 389-399 Collins Street & 59-69 Queen Street, Melbourne	-	-	-	-	Yes Ref No H36	Yes	-	No
HO606	ANZ Bank, 394-398 Collins Street & 73-83 Queen Street, Melbourne	-	-	-	-	Yes Ref No H33	Yes	-	No
HO607	400-402 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO608	401-417 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1008*	404-406 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
Expiry Date: 31 March 2017									
HO1009	409-413 Collins Street	Yes	No	No	No	No	No	-	No
HO610	Former AMP Building, 419-429 Collins Street & 64-74 Market Street, Melbourne	-	-	-	-	Yes Ref No H421	Yes	-	No
HO609	422-428 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1010*	430-442 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
Expiry Date: 31 March 2017									
HO1012	464-466 Collins Street	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO611	Olderfleet Building, 471-477 Collins Street, Melbourne	-	-	-	-	Yes Ref No H37	Yes	-	No
HO902	Record Chambers, 479-481 Collins Street, Melbourne	-	-	-	-	Yes Ref No H38	Yes	-	No
HO903	South Australian Insurance Building, 483-485 Collins Street, Melbourne	-	-	-	-	Yes Ref No H39	Yes	-	No
HO612	Winfield Building, 487-495 Collins Street, Melbourne	-	-	-	-	Yes Ref No H40	Yes	-	No
HO904	Rialto Building, 497-503 Collins Street, Melbourne	-	-	-	-	Yes Ref No H41	Yes	-	No
HO613	Former New Zealand Loan & Mercantile Company Ltd Building, 538-544 Collins Street, Melbourne	-	-	-	-	Yes Ref No H478	Yes	-	No
HO614	Former McPhersons Building 546-566 Collins Street & 27 Francis Street, Melbourne	-	-	-	-	Yes Ref No H942	Yes	-	No
HO1013	615-623 Collins Street	Yes	No	No	No	No	No	-	No
HO422	Linery Pavilion, Ward 7 and Ward 9, the Alfred Hospital, 55 Commercial Road, Melbourne	-	-	-	-	Yes Ref No H2295	Yes	-	No
HO905	Dovers Building, 5-7 Drewery Lane, Melbourne	-	-	-	-	Yes Ref No H802	Yes	-	No
HO1014	9-13 Drewery Lane	Yes	No	No	No	No	No	-	No
HO936	Underground Public Toilets, Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H2110	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO937	Underground & Victoria Streets, Melbourne Public Toilets, Victoria Streets, Melbourne Womens Christian Temperance Union Drinking Fountain, Victoria Square, Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H2111 & Ref No H194	Yes	-	No
HO938	Hosies Hotel Mural, 1-5 Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H2094	No	-	No
HO1015	21-23 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO615	55-65 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
HO616	97-117 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
HO617	Melbourne City Building, 112-118 Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H437	Yes	-	No
HO1016	215-217 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO981	Shops, 195 Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H2155	Yes	-	No
HO618	245-269 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
HO715	Mitchell House, 283-285 Elizabeth Street & 352-362 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H2232	Yes	-	No
HO1017	299 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO1018	303-305 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO1019	351-357 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO1020	380 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO1021	384 Elizabeth Street	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1022	441-447 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO1023*	453-457 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
Expiry Date: 31 March 2017									
HO1024*	463-465 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
Expiry Date: 31 March 2017									
HO1025	473-481 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO1150	Former Veall's Building 490-494 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
HO294	Former Melford Motors, 615-645 Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H2306	Yes	-	No
HO630	189-195 Exhibition Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1026	30-40 Exhibition Street	Yes	No	No	No	No	No	-	No
HO1027	53-55 Exhibition Street	Yes	No	No	No	No	No	-	No
HO1028	104-110 Exhibition Street	Yes	No	No	No	No	No	-	No
HO631	Her Majesty's Theatre, 199-227 Exhibition Street & 84-98 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H641	Yes	-	No
HO632	Comedy Theatre, 228-240 Exhibition Street, Melbourne	-	-	-	-	Yes Ref No H2273	Yes	-	No
HO633	266-272 Exhibition Street, Melbourne	Yes	No	No	No	No	No	-	No
HO635	Former Mickveh Yisrael Synagogue and School, 275-285 Exhibition Street, Melbourne	-	-	-	-	Yes Ref No H766	Yes	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO636	280-282 Exhibition Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1029	309 Exhibition Street	Yes	No	No	No	No	No	-	No
HO861	355-359 Exhibition Street, Melbourne	Yes	No	No	No	No	No	-	No
HO939	Underground Public Toilets, Flinders Street, Melbourne	-	-	-	-	Yes Ref No H2148	No	-	No
HO637	Milton House, 21-25 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H582	Yes	-	No
HO1030	61-73 Flinders Lane	Yes	No	No	No	No	No	-	No
HO1032	125-127 Flinders Lane	Yes	No	No	No	No	No	-	No
HO638	Warehouse, 129-131 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H428	Yes	-	No
HO1033	141-143 Flinders Lane	Yes	No	No	No	No	No	-	No
HO639	167-173 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO640	197-203 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO642	Ross House, 247-251 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H627	Yes	-	No
HO643	253-265 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO645	267-279 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO647	325-347 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO648	Tavistock House, 383-387 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H787	Yes	-	No
HO641	234-236 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO644	258-260 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO646	302-308 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO1034	26-30 Flinders Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1035	76-80 Flinders Street	Yes	No	No	No	No	No	-	No
HO766	Former Herald & Weekly Times Building, 46-74 Flinders Street and 2-8 Exhibition Street, Melbourne	-	-	-	-	Yes Ref No H1147	Yes	-	No
HO1036	130-132 Flinders Street	Yes	No	No	No	No	No	-	No
HO652	Duke of Wellington Hotel, 142-148 Flinders Street, Melbourne	-	-	-	-	Yes Ref No H1175	Yes	-	No
HO653	Former State Theatre, 150-162 Flinders Street, Melbourne	-	-	-	-	Yes Ref No H438	Yes	-	No
HO654	194-196 Flinders Street, Melbourne	Yes	No	No	No	No	No	-	No
HO655	St Pauls Cathedral Precinct, 198-202 Flinders Street, 24-40 Swanston Street & 197-205 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H18	Yes	-	No
HO649	Flinders Street Railway Station Complex, 207-361 Flinders St, Melbourne	-	-	-	-	Yes Ref No H1083	Yes	-	No
HO656	256-268 Flinders Street, Melbourne	Yes	No	No	No	No	No	-	No
HO658	292-298 Flinders Street, Melbourne	Yes	No	No	No	No	No	-	No
HO659	Commercial Travellers Association Building, 318-324 Flinders Street, Melbourne	-	-	-	-	Yes Ref No H934	Yes	-	No
HO1037	360-372 Flinders Street	Yes	No	No	No	No	No	-	No
HO660	390-398 Flinders Street, Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO661	Former Customs House, 400 Flinders Street, Melbourne	-	-	-	-	Yes Ref No H1047	Yes	-	No
HO662	502-504 Flinders Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1038	508-510 Flinders Street	Yes	No	No	No	No	No	-	No
HO1039	516-518 Flinders Street	Yes	No	No	No	No	No	-	No
HO1040	520-522 Flinders Street	Yes	No	No	No	No	No	-	No
HO1041	562-564 Flinders Street	Yes	No	No	No	No	No	-	No
HO483	RMIT Building No. 9, 1-55 Franklin Street, Melbourne	-	-	-	-	Yes Ref No H1506	Yes	-	No
HO663	Macs Hotel, 34-38 Franklin Street, Melbourne	-	-	-	-	Yes Ref No H51	Yes	-	No
HO1152	Former TAA Building 42-56 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1042	63-67 Franklin Street	Yes	No	No	No	No	No	-	No
HO664	Currie and Richards Warehouse, 79-81 Franklin Street & 3 Stewart Street, Melbourne	-	-	-	-	Yes Ref No H440	Yes	-	No
HO1153	Former Store 139-141 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1154	Former A G Healing Building 167-175 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1155	Café Building 211-213 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO1157	Former A G Way Factory & Co (2) Rear 215-223 Franklin Street, Melbourne (Alternate address 186- 190 A Beckett Street, Melbourne)	Yes	No	No	No	No	No	-	No
HO1158	Former T A T Electric Co. factory 225-227 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1152	Former TAA Building 42-56 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1043	96-102 Franklin Street	Yes	No	No	No	No	No	-	No
HO1044	4-6 Goldie Place	Yes	No	No	No	No	No	-	No
HO665	55-57 Hardware Street, Melbourne	Yes	No	No	No	No	No	-	No
HO667	63-67 Hardware Street, Melbourne	Yes	No	No	No	No	No	-	No
HO666	60-66 Hardware Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1045	106-112 Hardware Street	Yes	No	No	No	No	No	-	No
HO668	11-13 Heffernan Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO669	14-18 Heffernan Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO1046	12-20 King Street	Yes	No	No	No	No	No	-	No
HO671	27-31 King Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1047	115-129 King Street	Yes	No	No	No	No	No	-	No
HO1048	131-135 King Street	Yes	No	No	No	No	No	-	No
HO678	239-241 King Street, Melbourne	Yes	No	No	No	No	No	-	No
HO670	Former Zanders No 3 Warehouse, 22-24 King Street, Melbourne	-	-	-	-	Yes Ref No H430	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO672	42-44 King Street, Melbourne	Yes	No	No	No	No	No	-	No
HO673	Former Levicks and Piper Wholesale Ironmongers Warehouse, 46-52 King Street, Melbourne	-	-	-	-	Yes Ref No H431	Yes	-	No
HO674	54-60 King Street, Melbourne	Yes	No	No	No	No	No	-	No
HO675	Former York Butter Factory, 62-66 King Street, Melbourne	-	-	-	-	Yes Ref No H396	Yes	-	No
HO676	120-138 King Street, Melbourne	Yes	No	No	No	No	No	-	No
HO677	Former F. Blight and Co. Warehouse, 234-244 King Street & 579-585 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H66	Yes	-	No
HO679	248-250 King Street, Melbourne	Yes	No	No	No	No	No	-	No
HO680	Building, 328-330 King Street, Melbourne	-	-	*Yes Quercus robur English Oak	-	Yes Ref No H465	Yes	-	No
HO681	Former Coops Shot Tower and Flanking Building, Knox Place, Melbourne	-	-	-	-	Yes Ref No H67	Yes	-	No
HO940	Cast Iron Urinal, La Trobe Street, Melbourne	-	-	-	-	Yes Ref No H2140	No	-	No
HO982	Francis Ormond Building (RMIT Building 1), 124-126 La Trobe Street, Melbourne	-	-	-	-	Yes Ref No H2157	Yes	-	No
HO481	Former Foresters Hall, 168-170 La Trobe Street, Melbourne	-	-	-	-	Yes Ref No H1495	Yes	-	No
HO1049	284-294 La Trobe Street	Yes	No	No	No	No	No	-	No

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*DENOTES INTERIM CONTROLS APPLY

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MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO682	Welsh Church and Hall, 320 La Trobe Street, Melbourne	-	-	-	-	Yes Ref No H536	Yes	-	No
HO684	William Angliss College, 537-557 La Trobe Street and 552-578 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H1507	Yes	-	No
HO941	William Angliss College (Balance), 537-557 La Trobe Street and 552-578 Little Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO685	Gordon House, 24-38 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H443	Yes	-	No
HO923	Former Angliss & Co Stables, 40-44 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2028	Yes	-	No
HO686	93 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO687	105-109 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO688	108-110 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO689	Sum Kum Lee, 112-114 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H442	Yes	-	No
HO690	113-125 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO691	116-118 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO692	Chinese Mission Church, 196 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2175	Yes	-	No

MELBOURNE PLANNING SCHEME

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HO693	Num Pon Soon Society Building, 200-202 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H485	Yes	-	No
HO694	204-206 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO695	212-220 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO696	232-238 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO697	Former Money Order Post Office and Savings Bank, 318 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H623	Yes	-	No
HO1050	361-363 Little Bourke Street	Yes	No	No	No	No	No	-	No
HO1051	362-364 Little Bourke Street	Yes	No	No	No	No	No	-	No
HO1052	365-367 Little Bourke Street	Yes	No	No	No	No	No	-	No
HO1053	373-375 Little Bourke Street	Yes	No	No	No	No	No	-	No
HO1054	434-436 Little Bourke Street.	Yes	No	No	No	No	No	-	No
HO698	Federal Court of Australia, 442-460 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H1476	Yes	-	No
HO699	493-495 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO700	Rear of 558 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO701	562-566 Little Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1055	68-70 Little Collins Street	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO702	281-283 Little Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO703	Yule House, 309-311 Little Collins Street, Melbourne	-	-	-	-	Yes Ref No H2233	Yes	-	No
HO1056	392-396 Little Collins Street	Yes	No	No	No	No	No	-	No
HO705	Stalbridge Chambers, 435-443 Little Collins Street, Melbourne	-	-	-	-	Yes Ref No H502	Yes	-	No
HO1057	538-542 Little Collins Street	Yes	No	No	No	No	No	-	No
HO706	585-587 Little Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO704	430-436 Little Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1058	25 Little Lonsdale Street	Yes	No	No	No	No	No	-	No
HO707	Former Oldfellows Hotel 33-39 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H2266	Yes	-	No
HO989	Former Leirim Hotel, 128-130 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H2242	Yes	-	No
HO1059	194-196 Little Lonsdale Street	Yes	No	No	No	No	No	-	No
HO1060	198-200 Little Lonsdale Street	Yes	No	No	No	No	No	-	No
HO708	Office, 202 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H509	Yes	-	No
HO709	Heape Court Warehouse, Rear of 361-365 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H826	Yes	-	No
HO1061	372-378 Little Lonsdale Street	Yes	No	No	No	No	No	-	No

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*DENOTES INTERIM CONTROLS APPLY

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MELBOURNE PLANNING SCHEME

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HO1062	523-525 Little Lonsdale Street	Yes	No	No	No	No	No	-	No
HO1063	326 Lonsdale Street	Yes	No	No	No	No	No	-	No
HO716	377-379 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1064	439-445 Lonsdale Street	Yes	No	No	No	No	No	-	No
HO718	Supreme Court Annexe, 455-469 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H1478	Yes	-	No
HO721	Seabrook House, 573-577 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H68	Yes	-	No
HO710	Former Black Eagle Hotel 42-44 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H2265	Yes	-	No
HO711	64-78 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO712	Wesley Church Complex, 118-148 Lonsdale Street & 117-147 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H12	Yes	-	No
HO713	Former Queen Victoria Hospital Tower & Perimeter fence, 180-222 Lonsdale Street and 278-300 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H956	Yes	-	No
HO714	St Francis Catholic Church, 326 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H13	Yes	-	No
HO717	436-450 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO719	472-474 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO720	Former Residence & Shop, 556-558 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H441	Yes	-	No
HO722	612-622 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

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MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO723	Former Port of Melbourne Authority Building, 29-31 Market Street, Melbourne	-	-	-	-	Yes Ref No H965	Yes	-	No
HO724	15-19 McKillop Street, Melbourne	Yes	No	No	No	No	No	-	No
HO725	20-22 McKillop Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1065	14-30 Melbourne Place	Yes	No	No	No	No	No	-	No
HO726	Warehouses, 23-31 Niagara Lane, Melbourne	-	-	-	-	Yes Ref No H473	Yes	-	No
HO942	Warehouses, 18 & 30 Oliver Lane, Melbourne	-	-	-	-	Yes Ref No H1135	Yes	-	No
HO417	Cottages, Royal Freemasons Homes, 313 Punt Road and 31-75 Moubray Street, Melbourne	-	-	-	-	Yes Ref No H2271	Yes	-	No
HO943	Underground Public Toilets, Queen Street, Melbourne	-	-	-	-	Yes Ref No H2109	Yes	-	No
HO727	7-11 Queen Street, Melbourne	Yes	No	No	No	No	No	-	No
HO728	Lombard Building, 15-17 Queen Street, Melbourne	-	-	-	-	Yes Ref No H460	Yes	-	No
HO729	Alkira House, 18 Queen Street, Melbourne	-	-	-	-	Yes Ref No H397	Yes	-	No
HO1066	20-26 Queen Street	Yes	No	No	No	No	No	-	No
HO1067	37-41 Queen Street	Yes	No	No	No	No	No	-	No
HO731	93-95 Queen Street, Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO1068* Expiry Date: 31 March 2017	111-129 Queen Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1069	118-126 Queen Street	Yes	No	No	No	No	No	-	No
HO1070	203-205 Queen Street	Yes	No	No	No	No	No	-	No
HO1071	217-219 Queen Street	Yes	No	No	No	No	No	-	No
HO732	Titles Office, 247-283 Queen Street, Melbourne	-	-	-	-	Yes Ref No H1529	Yes	-	No
HO733	Former Records Office, 287-297 Queen Street, Melbourne	-	-	-	-	Yes Ref No H1528	Yes	-	No
HO985	316-322 Queen Street	Yes	No	No	No	No	No	-	No
HO735	Bank of New South Wales, 375 Queen Street, Melbourne	-	-	-	-	Yes Ref No H90	Yes	-	No
HO734	Former Residence, 300 Queen Street, Melbourne	-	-	-	-	Yes Ref No H806	Yes	-	No
HO1160	Melbourne Terrace Apartments 408-416 Queen Street, Melbourne	Yes	No	No	No	No	No	-	No
HO794	Queens Bridge over Yarra River, Queensbridge Street, Melbourne	-	-	-	-	Yes Ref No H1448	Yes	-	No
HO100	Warehouse 278 Queensberry St and rear part of 618-630 Elizabeth Street, Carlton	Yes	No	No	No	No	No	-	No
HO944	Eight Hour Monument, Russell Street, Melbourne	-	-	-	-	Yes Ref No H2084	No	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

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MELBOURNE PLANNING SCHEME

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HO945	Underground Public Toilets, Russell Street, Melbourne	-	-	-	-	Yes Ref No H2108	Yes	-	No
HO1072	42-44 Russell Street	Yes	No	No	No	No	No	-	No
HO919	Former Victoria Car Park, 103-107 Russell Street & 181-191 Little Collins Street, Melbourne	-	-	-	-	Yes Ref No H2001	No	-	No
HO736	199-203 Russell Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1073	288-294 Russell Street	Yes	No	No	No	No	No	-	No
HO487	Magistrates Court, 325-343 Russell Street, Melbourne	-	-	-	-	Yes Ref No H1010	Yes	-	No
HO484	City Watch House, 345-355 Russell Street, Melbourne	-	-	-	-	Yes Ref No H1006	Yes	-	No
HO486	Police Garage, 357-375 Russell Street, Melbourne	-	-	-	-	Yes Ref No H912	Yes	-	No
HO789	Old Melbourne Goal, 377 Russell Street, Melbourne	-	-	-	-	Yes Ref No H1553	Yes	-	No
HO485	Emily McPherson College, 379-405 Russell Street, Melbourne	-	-	-	-	Yes Ref No H1646	Yes	-	No
HO847	32-38 Russell Street, Melbourne	Yes	No	No	No	No	No	-	No
HO488	Police Headquarters Complex, 336-376 Russell Street, Melbourne	-	-	-	-	Yes Ref No H913	Yes	-	No
HO1095	Total House, 170-190 Russell Street, Melbourne	-	-	-	-	Yes Ref No H2329	Yes	-	No
HO848	380 Russell Street, Melbourne	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

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MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO849	394 Russell Street, Melbourne	Yes	No	No	No	No	No	-	No
HO489	Shrine of Remembrance, 2-42 Domain Road, Melbourne	-	-	-	-	Yes Ref No H848	Yes	-	No
HO398	Domain Parklands and LaTrobe's Cottage, St Kilda Road and Domain Road and Dallas Brooks Drive, Melbourne	-	-	-	-	Yes Ref No H2304 & Ref No H1076 & part Ref No H1447	Yes	-	No
HO946	Marquis of Linlithgow Memorial, Kings Domain, St Kilda Road and Government House Drive and Anzac Avenue, Melbourne	-	-	-	-	Yes Ref No H366	No	-	No
HO947	Queen Victoria Memorial, Queen Victoria Gardens, St Kilda Road and Alexandra Avenue and Linlithgow Avenue, Melbourne	-	-	-	-	Yes Ref No H369	No	-	No
HO948	Boer War Monument, Kings Domain, St Kilda Road and Government House Drive, Melbourne	-	-	-	-	Yes Ref No H382	No	-	No
HO909	Tram Shelter, Cnr St. Kilda Road & High Street, Melbourne	-	-	-	-	Yes Ref No H1868	Yes	-	No
HO400	Melbourne Grammar School, 345-369 & 355 St Kilda Road, 93-151 Domain St, 2-124 Bromby St & 1-99 Domain Rd, Melbourne	-	-	-	-	Yes Ref No H119	Yes	-	No
HO490	Former Kellow Falkiner Showrooms, 375-385 St. Kilda Road, Melbourne	-	-	-	-	Yes Ref No H668	Yes	-	No
HO491	Majella, 473-475 St. Kilda Road, Melbourne	-	-	-	-	Yes Ref No H783	Yes	-	No

HERITAGE OVERLAY – SCHEDULE

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MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO492	Royal Vic. Institute for the Blind, 557-563 St. Kilda Road & 1-23 Moubray Street, Melbourne	-	-	-	-	Yes Ref No H1002	Yes	-	No
HO949	Former Victorian Deaf and Dumb Institution, 583-597 St Kilda Road, Melbourne	-	-	-	-	Yes Ref No H2122	Yes	-	No
HO950	Overhead Water Tank, Spencer Street, Melbourne	-	-	-	-	Yes Ref No H2117	Yes	-	No
HO1074	2-8 Spencer Street	Yes	No	No	No	No	No	-	No
HO1075	10-22 Spencer Street	Yes	No	No	No	No	No	-	No
HO1076	66-70 Spencer Street	Yes	No	No	No	No	No	-	No
HO1077	122-132 Spencer Street	Yes	No	No	No	No	No	-	No
HO737	204-240 Spencer Street, Melbourne	Yes	No	No	No	No	No	-	No
HO738	The Former Campbell Residence, 53-65 Spring Street & 1-9 Collins Street, Melbourne	-	-	-	-	Yes Ref No H1945	Yes	-	No
HO739	Hotel Windsor, 103-137 Spring Street & 1-17 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H764	Yes	-	No
HO175	Parliament House, (including grounds, works & fences), 110-160 Spring Street & 1-11 Gisborne Street, Melbourne	-	-	-	-	Yes Ref No H1722	Yes	-	No
HO740	Princess Theatre, 163-181, Spring Street & 1-17 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H93	Yes	-	No
HO741	261 Spring Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1078	267-271 Spring Street	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO476	Royal Australasian College of Surgeons, 250-290 Spring Street & 2-40 Victoria Parade, Melbourne	-	-	-	-	Yes Ref No H870	Yes	-	No
HO911	Tramway Signal Cabin, Waiting Shelter & Conveniences, Swanston Street & Victoria Street, Melbourne	-	-	-	-	Yes Ref No H1686	Yes	-	No
HO744	Young and Jackson's Princes Bridge Hotel, 1-7 Swanston Street, cnr Flinders Street, Melbourne	-	-	-	-	Yes Ref No H708	Yes	-	No
HO745	Nicholas Building, 31-41 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H2119	Yes	-	No
HO746	Melbourne Town Hall and Administration Building, 90-130 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H1	Yes	-	No
HO747	Capitol House, 109-117 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H471	Yes	-	No
HO748	Century Building, 125-133 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H2250	Yes	-	No
HO1079	135-137 Swanston Street	Yes	No	No	No	No	No	-	No
HO1080	163-165 Swanston Street	Yes	No	No	No	No	No	-	No
HO749	Former ANZ Bank, 219-225 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H390	Yes	-	No
HO750	226-238 Swanston Street, Melbourne	Yes	No	No	No	No	No	-	No
HO751	State Library of Victoria, 304-328 Swanston Street and 179-181 La Trobe Street, Melbourne	-	-	-	-	Yes Ref No H1497	Yes	-	No
HO1081	309-325 Swanston Street	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

MELBOURNE PLANNING SCHEME

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HO752	Church of Christ, 327-333 Swanston Street & 178-190 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H455	Yes	-	No
HO482	Storey Hall, 344-346 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H1498	Yes	-	No
HO1082	401-403 Swanston Street	Yes	No	No	No	No	No	-	No
HO1083	407-409 Swanston Street	Yes	No	No	No	No	No	-	No
HO1084	411-423 Swanston Street	Yes	No	No	No	No	No	-	No
HO493	City Baths, 420-438 Swanston St, 39-41 Victoria St & 2-6 Franklin St, Melbourne	-	-	-	-	Yes Ref No H466	Yes	-	No
HO1085	427-433 Swanston Street	Yes	No	No	No	No	No	-	No
HO790	Princes Bridge over Yarra River, Swanston Street and St Kilda Road, Melbourne	-	-	-	-	Yes Ref No H1447 and part Ref No H1500 and part Ref No H2304	Yes	-	No
HO494	Royal Society of Victoria, 1-9 Victoria St & 2-8 LaTrobe St, Melbourne	-	-	-	-	Yes Ref No H373	Yes	-	No
HO495	Horticultural Hall, 31-33 Victoria St, Melbourne	-	-	-	-	Yes Ref No H520	Yes	-	No
HO951	Royal Melbourne Regiment Drill Hall, 49-53 Victoria St, Melbourne	-	-	-	-	Yes Ref No H285	Yes	-	No
HO753	77-89 William Street & 460-462 Collins Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1086	22-32 William Street	Yes	No	No	No	No	No	-	No

HERITAGE OVERLAY – SCHEDULE

*DENOTES INTERIM CONTROLS APPLY

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO754	Queensland Building, 84-88 William Street, Melbourne	-	-	-	-	Yes Ref No H445	Yes	-	No
HO755	Scottish House, 90-96 William Street, Melbourne	-	-	-	-	Yes Ref No H606	Yes	-	No
HO756	The Australian Club, 98-110 William Street & 475-485 Little Collins Street, Melbourne	-	-	-	-	Yes Ref No H105	Yes	-	No
HO1180* Expiry Date: 31 March 2017	114 – 128 William Street, Melbourne	Yes	No	No	No		No		
HO767	Former BHP House, 130-148 William Street & 503-523 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H1699	Yes	-	No
HO757	Law Courts & Library of the Supreme Court, 192-228 William Street & 459-505 Lonsdale Street, & 462-498 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H1514 & Ref No H1477	Yes	-	No
HO1087	259 William Street	Yes	No	No	No	No	No	-	No
HO1088	261 William Street	Yes	No	No	No	No	No	-	No
HO758	Former Royal Mint, 280-318 William Street & 391-429 La Trobe Street & 388-426 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H770	Yes	-	No
HO1161	Former Dominion Can Company Building 386-412 William Street, Melbourne	Yes	No	No	No	No	No	-	No
HO850	17-23 Wills Street, Melbourne	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO759	25-29 Wills Street, Melbourne	Yes	No	No	No	No	No	-	No

Draft C305 Amendment
Updated following Exhibition

20/12/2017
C314
~~1/1/18~~
Proposed C305

SCHEDULE TO CLAUSE 81.01 TABLE OF DOCUMENTS INCORPORATED IN THIS SCHEME

1.0 Incorporated documents

~~1/1/18~~
Proposed C305

Name of document	Introduced by:
271 Spring Street, Melbourne, Transitional Arrangements, May 2016	C287
55 Southbank Boulevard, Southbank, February 2017	C288
346-376 Queen Street, 334-346 La Trobe Street and 142-171 A'Beckett Street Open Lot Car Park, Melbourne	NPS1
447 Collins Street, Melbourne, Transitional Arrangements, May 2016	C289
70 Southbank Blvd, June 2014	C239
80 Collins Street Melbourne Development, May 2013	C219
ABC Melbourne New Office and Studio Accommodation Project (Southbank), December 2013	C226
Advertising Signs - Mercedes-Benz, 135-149 Kings Way, Southbank	C103
Arden Macaulay Heritage Review 2012: Statements of Significance June 2016	C207
Big Day Out Music Festival, January 2006	C112
Building Envelope Plan – Replacement Plan No.1, DDO 20 Area 45	NPS1
Carlton Brewery Comprehensive Development Plan October 2007	C126
Central City (Hoddle Grid) Heritage Review: Statements of Significance June 2013	C186(Part 1)
Charles Grimes Bridge Underpass, December 2011	C191
City North Heritage Review 2013: Statements of Significance (Revised June 2015)	C198
Cliveden Hill Private Hospital, 29 Simpson Street, East Melbourne, July 1999	C6
Cranbourne Pakenham Rail Corridor Project Incorporated Document, September 2014	GC15
Crown Casino Third Hotel, September 2007	C136
David Jones Melbourne City Store Redevelopment, May 2008	C139
Dynon Port Rail Link Project	C113
Emporium Melbourne Development, July 2009	C148
Federation Arch and Sports and Entertainment Precinct Signs, April 2002	C66
Fishermans Bend Strategic Framework Plan, July 2014 (amended September 2016)	GC50
Flinders Gate car park, Melbourne, July 1999	C6
Former Fishmarket Site, Flinders Street Melbourne, September 2002	C68
Former Herald and Weekly Times building, 46-74 Flinders Street, Melbourne, August 2002	C69
Former Olympic Swimming Stadium, Collingwood Football Club signage, April 2004	C91
<u>Former PMG garage, stores & workshops, part 45-99 Sturt Street Southbank Incorporated Document, 19 December 2017 September 2018</u>	C305
Former Queen Victoria Hospital Site - Open Lot Car Park, Melbourne	NPS1

Name of document	Introduced by:
Former Southern Cross Hotel site, Melbourne, March 2002	C64
Former Victoria Brewery site, East Melbourne – ‘Tribeca’ Redevelopment October 2003	C86
Freshwater Place, Southbank, August 2001 (Amended 2012)	C193
Hamer Hall Redevelopment July 2010	C166
Heritage Places Inventory June 2016	C207
High wall signs - 766 Elizabeth Street, Carlton	NPS1
Hilton on the Park Complex Redevelopment, December 2004	C101
Hobsons Road Precinct Incorporated Plan, March 2008	C124
Hotham Estate	C134
Incorporated Plan Overlay No. 1 – 236-254 St Kilda Road	NPS1
Judy Lazarus Transition Centre, March 2005	C102
Kensington Heritage Review Statements of Significance October 2014	C215
M1 Redevelopment Project, October 2006	C120
Major Promotion Signs, December 2008	C147
Melbourne Aquarium Signs, July 2001	C11
Melbourne Central redevelopment, March 2002	C62
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006	C116
Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	C22
Melbourne Grammar School Master Plan - Volume One, Senior School South Yarra Campus, Issue Date 14 October 2003.	C90
Melbourne Metro Rail Project Incorporated Document, December 2016	GC45
Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, December 2016	GC45
Melbourne Park Redevelopment February 2014	C229
Melbourne Planning Scheme Incorporated Plan, June 2016, Melbourne Water Permit Exemptions to the Schedule to Clause 43.01 for the Moonee Ponds Creek (HO1092)	C207
Melbourne Recital Hall and MTC Theatre project , August 2005	C111
Mirvac, Residential Towers, 236-254 St. Kilda Road, Southbank	NPS1
Moonee Ponds Creek Concept Plan	C134
Myer Melbourne Bourke Street store redevelopment, Melbourne, October 2007	C137
North Melbourne Recreation Reserve Signage, 2012	C172
North West Corner of Mark and Melrose Street, North Melbourne	C134
One Queensbridge, 1-29 Queens Bridge Street, Southbank (Crown’s Queensbridge Hotel Tower), February 2017	C310
Port Capacity Project, Webb Dock Precinct, Incorporated Document, October 2012 (Amended August 2016)	GC54

Name of document	Introduced by:
Promotional Panel sign, Crown Allotment 21D, Power Street, Southbank, July 1999	C6
Rectangular Pitch Stadium Project: Olympic Park and Gosch's Paddock, Melbourne, August 2007	C130
Regional Rail Link Project Section 1 Incorporated Document, March 2015	GC26
Rialto South Tower Communications Facility Melbourne, November 2002	C57
Royal Melbourne Showgrounds Redevelopment Master Plan – December 2004	C100
Royal Melbourne Showgrounds Redevelopment Project – December 2004	C100
Scots Church Site Redevelopment, Melbourne, May 2013	C202
Shadow Controls, 555 Collins Street, Melbourne, February 2013	C216
Shrine of Remembrance Vista Control April 2014	C220
Simplot Australia head office, Kensington, October 2001	C52
Sky sign - 42 Clarendon Street, South Melbourne	NPS1
<u>Southbank Statements of Significance, 2-October-2017 September 2018</u>	C305
<u>Southbank Heritage Places Inventory, 26-April-2018 September 2018</u>	C305
Spencer Street Station redevelopment, June 2013	C218
Sports and Entertainment Precinct, Melbourne, August 2007	C130
State Coronial Services Centre Redevelopment Project, August 2007	C130
State Netball and Hockey Centre, Brens Drive Royal Park, Parkville, May 2000	C26
The Games Village Project, Parkville, September 2006	C115
The New Royal Children's Hospital Project, Parkville, October 2007	C128
Tram Route 109 Disability Discrimination Act compliant Platform Tram Stops, August 2007	C130
University of Melbourne Bio 21 Project Parkville, July 2015	C261
University of Melbourne, University Square Campus, Carlton, November 1999	C17
Visy Park Signage, 2012	C172
Yarra Park Master Plan Implementation September 2010	C158
Young and Jackson's Hotel, Promotional Panel Sky sign, Melbourne, July 1999	C6



Melbourne Planning Scheme

Incorporated Document (Am C305)

Southbank Heritage Inventory ~~26 April 2018~~ September 2018
(Exhibition)

This document is an incorporated document in the Melbourne Planning Scheme pursuant to Section 6(2)(j) of the Planning and Environment Act 1987

INTRODUCTION

This document provides an inventory of Southbank heritage places introduced into the Melbourne Planning Scheme as part of Amendment C305 and existing Southbank heritage places within the Planning Scheme. All buildings contained in the Heritage Overlay of the Melbourne Planning Scheme are graded as 'significant', 'contributory' or 'non-contributory' (represented by a '-') within this document. This document also indicates whether they are located in a significant streetscape.

Individual places are listed first alphabetically and then numerically with odd street numbers appearing first followed by even numbers.

The performance standards applied by Council when considering relevant permit applications are dependent on the particular building grading and whether it is in a significant streetscape. These performance standards are set out in the local policies: "Heritage Places within the Capital City Zone" (Clause 22.04 of the Melbourne Planning Scheme) and "Heritage Places outside the Capital City Zone" (Clause 22.05 of the Melbourne Planning Scheme).

Further information for each heritage place is recorded in the Southbank and Fishermans Bend Heritage Review, 16 June 2017: Statements of Significance ~~2 October 2017~~ September 2018 which is incorporated into the Melbourne Planning Scheme.

Draft C305 Amendment Documents
Updated following Exhibition

PLACE GRADINGS

STREET	NUMBER	GRADING	SIGNIFICANT STREETScape
Laneway (unnamed) off Catherine Street	Sm0477	Contributory to <u>Bluestone pitched laneways group</u> Contributory to <u>City Road Industrial and Warehouse Precinct</u>	-
Laneway (unnamed) off City Road	Sm0199	Contributory to <u>Bluestone pitched laneways group</u>	-
Laneway (unnamed) off Clarendon Street	Sm0337	Contributory to <u>Bluestone pitched laneways group</u>	-
Laneway (unnamed) off Hancock Street	Sm0549	Contributory to <u>Bluestone pitched laneways group</u>	-
Laneway (unnamed) off Power Street	PL5195	Contributory to <u>Bluestone pitched laneways group</u> Contributory to <u>City Road Industrial and Warehouse Precinct</u>	-
Anthony Lane	Laneway SML246	Contributory to <u>Bluestone pitched laneways group</u>	-

Balston Street	1	Individually Significant Contributory to <u>precinct</u> <u>City Road Industrial and Warehouse Precinct</u>	-
Blakeney Place	Laneway SML639 (off Clarendon Street)	Contributory to <u>Bluestone pitched laneways group</u>	-
City Road	35-41 (GP Motors)	Individually Significant Contributory to <u>precinct</u>	-
City Road	43-47 (Driffin Bros)	Contributory	-
City Road	49-55	-	-
City Road	57-61	-	-
City Road	63-65 (Crown Chemicals)	Individually Significant Contributory to <u>precinct</u>	-
City Road	67-69 (Kosky bros)	Individually Significant Contributory to <u>precinct</u>	-
City Road	71-75 (Maurice Artuad)	Individually Significant Contributory to <u>precinct</u>	-
City Road	77-79	-	-
City Road	81-83	-	-
City Road	135 and 155 & 68-82 Southbank Boulevard (James Moore timberyard)	Individually Significant Contributory to <u>precinct</u> <u>City Road Industrial and Warehouse Precinct</u>	-

City Road	157-165 (Summit Apts)	-	-
City Road	167-169	-	-
City Road	171-193 & 195-205 & 1 Balston street (Sharps timberyard)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
City Road	207 (Boyd centre)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
City Road	235-239 (Main Point Hotel)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
City Road	241-243	-	-
City Road	245-251 (Gregson motor garage)	Contributory	-
City Road	269-283 (Bank of NSW)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
City Road	20	Significant	-
City Road	256	-	-
City Road	260	-	-
City Road	268-270	-	-

City Road	272 (Edward Murphy warehouse)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
City Road	274	-	-
City Road	276-282 (Murphy's buildings)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
City Road	284-290	-	-
City Road	292-294	-	-
City Road	300 (White and Hancock)	Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
City Road	308-310	-	-
City Road	312-320	-	-
City Road	322-332	-	-
City Road	334-342 (WJ Bush – Potter & Moore)	Contributory	-
City Road	344	-	-
City Road	346-356	-	-
Clarendon & Spencer Streets	Spencer Street Bridge	Significant	-

Clarendon Street	93-103 (Eckersley and Sons)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
Clarendon Street	127-135	-	-
Clarendon Street	28	Significant	-
Clarendon Street	56-58 (Buckeye Harvester)	Contributory	-
Clarendon Street	60-62	-	-
Clarendon Street	64-68	-	-
Clarke Street	33	-	-
Clarke Street	67-69 (MMTB substation)	Individually Significant Contributory to <u>precinct</u>	-
Clarke Street	71-75	-	-
Clarke Street	58	-	-
Cook Street	17 (Cook Street Reserve)	-	-
Coventry Street	49-61 & 50 Dorcas Street	Significant	-
Fawkner Street	79 (substation)	Contributory <u>to Electricity substation thematic group</u>	-

Fawkner Street	Laneway (off Power Street)	Contributory to <u>Bluestone pitched laneways group</u> Contributory to <u>City Road Industrial and Warehouse Precinct</u>	-
Grant Street	corner Dodds St Vault sculpture	Significant	-
Haig Lane	Laneway (off Clarendon Street)	Contributory to <u>Bluestone pitched laneways group</u> Contributory to <u>City Road Industrial and Warehouse Precinct</u>	-
Hancock Street	11-13	Contributory	-
Hancock street	15-17	-	-
Hancock Street	33 (substation)	Contributory to <u>Electricity substation thematic group</u>	-
Hancock Street	35-37 (S & K Motors)	Contributory	-
Kavanagh Street	132-136	-	-
Kings Way	40	-	-
Kings Way	63 (Austral engineering – Regent House)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
Kings Way	Kings Way Bridge	Significant	-

Moray Street	1-5	-	-
Moray Street	7 (substation)	Contributory to <u>Electricity substation thematic group</u> Contributory to <u>City Road Industrial and Warehouse Precinct</u>	-
Moray street	9-15	-	-
Moray Street	21-29	-	-
Moray Street	31-49	-	-
Moray Street	18-24	-	-
Moray Street	26-40 (Fire station)	Contributory	-
Moray Street	42-48	-	-
Queens Bridge Square	Sandridge Rail Bridge	Significant	-
Queens Bridge Street	Queens Bridge	Significant	-
Queens Bridge Street	1-7	Significant	-
Queens Bridge Street	87-89 (Vacuum Oil Co)	Contributory	-
Queens Bridge Street	91-93	-	-
Queens Bridge Street	107-127, (Robur Tea and Castlemaine Brewery)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-

Queens Bridge Street	129-131 and 133 (Castlemaine Brewery)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
Queens Bridge Street	135 (City Road park)	Contributory	-
Riverside Quay	1 (Jones Bond Store)	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
South Wharf Promenade	1-27 & 29-65 & 2 Clarendon street (Duke and Orr dry dock and cargo sheds)	Significant	-
Southbank Boulevard	68-82 & 115-131 City Road	Individually Significant Contributory to <u>precinctCity Road Industrial and Warehouse Precinct</u>	-
St Kilda Road	100 (Arts Centre & Hamer Hall)	Significant	Significant
St Kilda Road	180 (National Gallery of Victoria)	Significant	Significant
St Kilda Road	234 & 13 Dodds St (Victoria Police Barracks, Hospital and Stables)	Significant	Significant
Sturt Street	45-99 (part) (PMG depot)	Significant	-
Sturt Street	99A (substation)	Contributory to <u>Electricity substation thematic group</u>	-

Sturt Street	113	Significant	-
Sturt Street	175 (substation)	Contributory to <u>Electricity substation thematic group</u>	-
Sturt Street	242-246	Significant	-
Wells Place	Laneway SML609, 247 and Sm0248 (off Dodds Street)	Contributory to <u>Bluestone pitched laneways group</u>	-

Draft C305 Amendment Documents
Updated following Exhibition

MELBOURNE PLANNING SCHEME

Incorporated Document

(Am C305)

Authorisation

Southbank

Statements of Significance

~~2 October 2017~~ September 2018

Draft C305 Amendment Documents
Updated following Exhibition

This document is an incorporated document in the Melbourne Planning Scheme pursuant to Section 6(2)(j) of the Planning and Environment Act 1987

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Draft C305 Amendment Documents
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Introduction

The following statements of significance have been drawn from the *Southbank and Fishermans Bend Heritage Review* by Biosis and Graeme Butler dated 16 June 2017.

Southbank and Fishermans Bend

Summary

Southbank, South Wharf and the northern half of Fishermans Bend have shared, but distinct, histories. They are defined by the curve of the Yarra River, the West Gate Freeway, the former South Melbourne industrial area and the St Kilda Road civic spine. The areas have historically been seen as the other site, or 'opposite' bank of the river.

St Kilda Road, Sandridge Road, the "Short Road" to the ferry and the Coode Canal provided the historical routes through the area. These determined that Southbank and Fishermans Bend would initially be areas passed through by travellers as much as places to dwell and work in.

Continuous change marks the history of this area. The landscape was created by a tidal estuary, following rising sea levels, flooding of Port Phillip Bay and the formation of wetlands and sand ridges. It was then modified by Aboriginal fire management, and transformed into an industrial heartland by colonial settlers. It is soon to become a new chapter in Melbourne's growth and evolution.

Much of the Fishermans Bend district lies on the soft, grey Coode Island Silt deposited by the Yarra and Maribyrnong Rivers. This is overlaid with sand ridges from old beach dunes, separated by intervening swamps. The wooded Batman's Hill and Emerald Hill formed the first high ground upstream. The Southbank and Fishermans Bend area was a rich environment for diverse plant life and animals. This diversity supported Aboriginal people for thousands of years.

Aboriginal people from the Bunurong and Woiwurung language groups shared territory around Port Phillip Bay and across the site of the future Melbourne. Particular clans claimed the land between the mouth of the Yarra River and Melbourne. Billibillary (1799-1846) was Ngurungaeta (or leader) of a group known as 'Billibillary's mob'. Billibillary's mob' belonged to the Wurundjeri willam clan (meaning 'white gum dwellers') of the Woiwurung language group.

Billibillary was one of the signatories to Batman's treaty and custodian of the Mount William stone axe quarry. Derrimut (1808/14-1864) was the Arweet (also leader) of the Yalukit willam clan (meaning 'river dwellers') of the Bunurong. Despite having his wife kidnapped by sealers, Derrimut stayed at the Port Phillip settlement and protected Fawkner's hut from rumoured attack in 1835.

The various Aboriginal clans were made up of several extended families who took advantage of the seasonal abundance of the beach, swamps and river at Fishermans Bend. They managed the landscape with fire, and travelled to other parts of their estate to rest the land and allow it to regenerate.

Salt and fresh water met at the 'Falls', which was a rock bar on the Yarra near the foot of Queen Street. Aboriginal people took advantage of this bar to trap fish and cross the river. Charles Grimes recorded their methods when he explored the Port Phillip district in 1803 and noted the tidal limit of the Yarra. Batman and Fawkner then took up residence near the falls in 1835. This was the obvious place for the settlement, as it avoiding the flood-prone flats and sand ridges downstream.

The river, however, was winding, shallow and full of snags. Larger ships anchored in the bay, and passengers walked across the flats to Melbourne, following well-worn Aboriginal paths. These paths

became the basis for the modern roads, including City Road and Williamstown Road. They were used for transporting goods from the Port Melbourne piers to the city. Australia's first train, the Hobson's Bay Railway, ran parallel to the roads from 1854.

As Melbourne grew, the river was widened and straightened by the Coode Canal. Wharves extended along both banks downstream from the 'Pool of Melbourne', which was the wide deep section below the falls. Adjoining the wharves, dry docks, foundries, factories and warehouses served the shipping trade. The Montague Shipping Shed stored the goods transferred from the railways, while vast open timber yards covered the blocks south of Lorimer Street.

Beyond the docks and railway was a wasteland, used and misused for sand quarrying, rubbish dumping and manure depots. A few isolated noxious industries were established from the 1840s: boiling-down works rendering animal carcasses to tallow, abattoirs, fell mongers, soap and candle makers and chemical works. These facilities were sufficiently distant to avoid causing nuisance to Melbournians, but close by for convenience. Fishermans Bend could serve an essential purpose, but still remain a forgotten and ignored fringe.

However at the same time it was a paradise of wildlife. The swamps and sand hills harboured a diversity of birds, snakes and small mammals, and some of the last saltmarsh and natural wetlands on the estuary. As recently as the 1960s, the Field Naturalists' and Bird Observers' clubs made regular excursions to record and study this remnant oasis on Melbourne's doorstep. Some idea of its richness can still be gained from the reconstructed wetlands in Westgate Park.

Fishermans Bend itself has migrated, initially from the sharp bend in the Yarra near Footscray, then to the bend in the Coode Canal, and finally to the land between the canal and Sandridge beach. Known just as 'The Bend' this wasteland became home to fishermen's camps and the huts of itinerants and the dispossessed.

There were a few scattered residences in the parts of Southbank and Fishermans Bend that are now within the City of Melbourne, until a speculative venture in the 1870s saw the creation of the Montague district between City Road and the railway line. Much of the Southbank area was once a swamp, and was regularly flooded, but in the 1860s small timber cottages were built and promoted for 'persons of the artisan class'. Eventually over a thousand homes were crammed into the small area, with at least 200 on the back lanes and little streets. Occupied by labourers, fisherman, boilermakers, mariners and shipwrights, Montague was renowned for its close-knit community, with its own school, church, police station, kindergarten, football team, hotels, post office, bank and shops. The self-contained suburb of intricate laneways and a complex physical and social structure deteriorated in the early 20th century and became a focus of the various slum commissions.

Hanna Street and City Road appear to have formed boundaries between the industrial areas (to the north and east) and residential areas (south and west). By the 1890s a few pockets of dwellings were located on Coventry Street, either side of Catherine and Hancock Streets, and Blakeney Place,¹ but by the 1930s, even these buildings were being adapted to commercial uses or demolished for larger factories and warehouses.

The Allen's Sweets Factory, Walker Cheese, Sennitt's Ice-cream, and the paper mills defined the vista across the river, while City Road formed the backbone of the district, flanked by warehouses and factories, such as the Castlemaine Brewery, Robur Tea House, Johns & Waygood elevator manufacturers and engineers, Patent Stone Works, Felton Grimwade's chemical works, and the Port Melbourne Abattoirs.

¹ MMBW General Plans City of South Melbourne c 1897 (State Library Victoria)

St Kilda Road was more refined and as the front door to the city. It was the preferred location for grand public buildings such as the Victoria Barracks and Police Depot, as well as the more prosaic popular attractions, such as the circus and dance halls. These in turn gave way to the modern sophisticated entertainments of the Arts Centre and Victorian College of the Arts. Meanwhile the industrial strip along the river was transformed into public space backed by modern commercial development, as part of the Southgate development. This became the catalyst for the spread of offices and apartment buildings throughout Southbank and more recently west towards Fishermans Bend proper.

The open expanses of Fishermans Bend were hidden from Melbourne's prying eyes. It proved a suitable place for a secret tank factory during World War Two, and development of other military facilities. An early private airfield was used for testing and then building aircraft. The privately operated Commonwealth Aircraft Corporation and Government Aircraft Factory were established during World War Two. After the war the factories turned to making the prefabricated Beaufort houses to help alleviate the severe housing shortage.

In the 1930s, a new endeavour, General Motors (Holden) was established on the vast empty expanse of Fishermans Bend. It initially assembled imported chassis and mechanics with locally-built bodies, but with the development of the FJ Holden, the site saw Australia's first entirely local, mass-produced car. Launched by Prime Minister Ben Chifley, it became a symbol of Australian achievement and knowhow. Several other car and truck makers established in Fishermans Bend and along City Road, including International Harvester, GP Motors and Neale's Motors.

In 1951, the iconic Australian manufacturer, Kraft Walker cheese, moved their factory from the Yarra Bank near Princes Bridge to Fishermans Bend, where the home of Vegemite still operates.

Fishermans Bend is now undergoing yet another change, as the traditional manufacturing industries are replaced by innovative and creative business and new residential uses.

By the 1960s, the many urban features of the Southbank area had been established, but the major changes brought by the Westgate Bridge and redevelopment of Southbank were yet to come. This moment in time is captured by the first Melway Map in 1966 (Figure 1).

History and heritage conservation have encompassed varied narratives moving beyond the circles of privilege associated with political, social and economic establishments. The stories of the everyday, underclasses and commonplace events, often missing from traditional historical narratives, have taken their place with those of "the big men of the past".

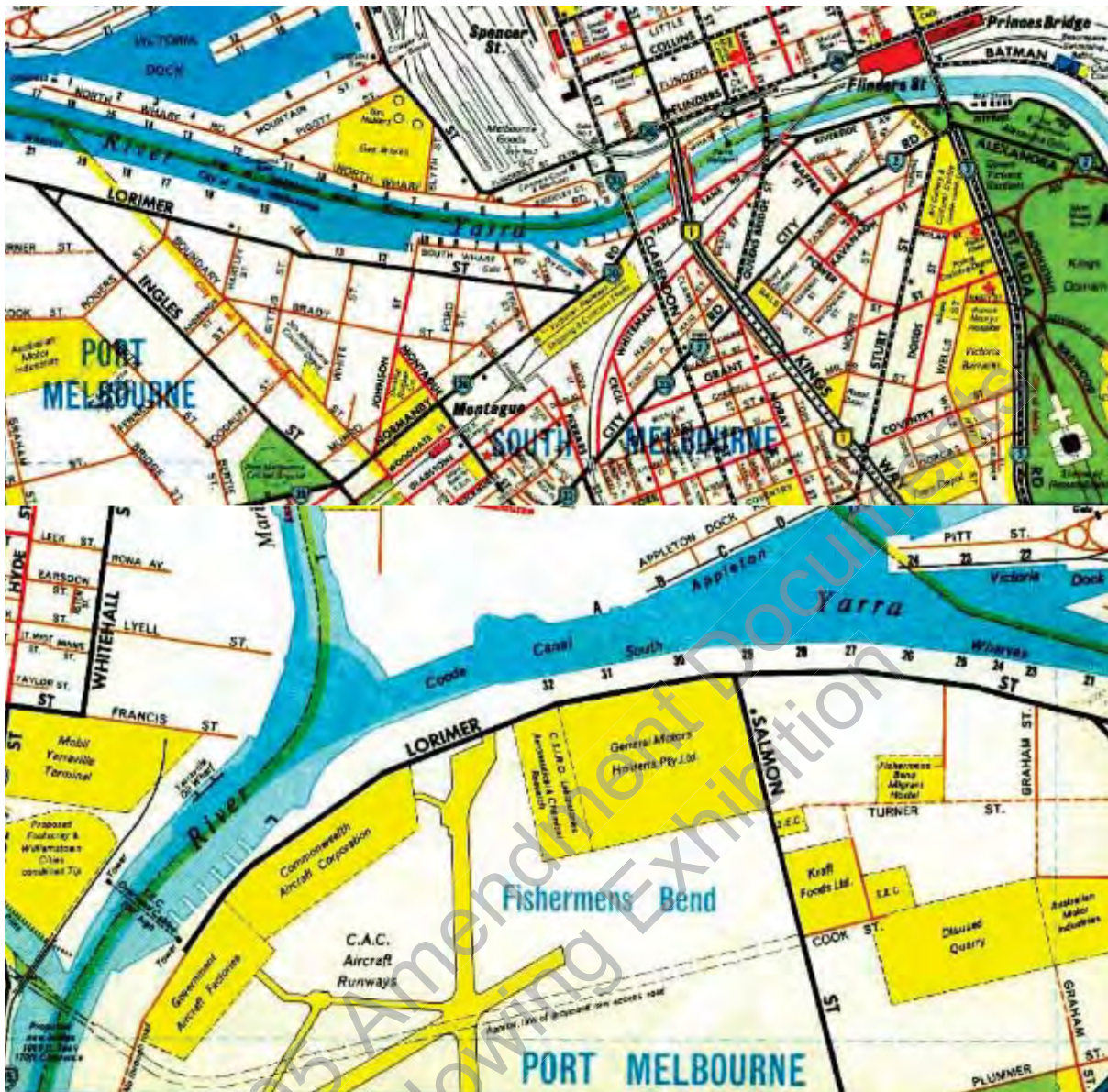


Figure 1 Extracts from Melway Maps 42 and 43 (Ausway Publishing on-line ed)

Statement of significance of Southbank and Fishermans Bend

The historic built form of the Southbank and Fishermans Bend area is of local significance. It satisfies the following criteria:

- Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).
- Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic/architectural significance).
- Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (social significance).

What is significant?

The street pattern, land uses and built fabric of Southbank and Fishermans Bend reflect the geographic, social and economic factors influencing Melbourne's growth and development in the late 19th and early 20th century.

The Southbank and Fishermans Bend area comprises several geographically, historically and thematically distinct areas within that part of the current City of Melbourne located south of the Yarra River and west of St Kilda Road. These areas include the modern suburbs of Southbank, South Wharf, part of Docklands and part of Port Melbourne. Historically and thematically the study area might be divided into distinct parts (note: the examples given are representative of the types of places reflecting the significant themes within the study area, but are not the only examples).

- St Kilda Road where the focus has been on large government complexes, and entertainment; Contributory elements include:
 - St Kilda Road Boulevard
 - Victoria Barracks and Police Depot
 - Hamer Hall, NGV, Arts Centre, VCA, Southgate, HSV-7.
- The narrow strip along the south bank of the Yarra River focused on maritime and trade; Contributory elements include:
 - South Wharf berths and god sheds Nos.1-2, 4-9, 21, 27, 30-31
 - Duke & Orr Dry Dock and remnants of the Wright & Orr Dry Dock
 - Yarra Bridges – 19th and early 20th century – Princes, Queens, Sandridge, and Spencer, and Modern bridges – Kings Way, Charles Grimes, Bolte and West Gate
 - Tea Warehouse and Jones Bond store.
- Industrial South Melbourne from the Yarra River to Dorcas Street and backing on to the St Kilda Road area, including City Road, Queensbridge Street, Sturt Street and surrounding streets in Southbank; Contributory elements include:
 - Motor Garages – GP Motors, Melbourne Towing Service, Lanes Motors
 - Factories and warehouses – Maurice Artaud, Kosky Bros, Murphy, James Moore & Sharp & Sons timber yards, Crown Chemicals,, Eckersley & sons, Austral Otis
 - Castlemaine Brewery and Malthouse.
 - GPO workshops, Artificial Limb Factory
 - Local substations that support the industry
 - Community facilities – City Road Primary School, St Johns Church, Hotels and bank buildings
 - Remnant 19th-century cobbled laneways.
- The post war industrial areas in the northern parts of Port Melbourne and Fishermans Bend, Contributory elements include:
 - General Motors Holden
 - Wartime aircraft industry – Government Aircraft Factory, commonwealth Aircraft Corporation, Aeronautical Research Laboratories

- Kraft factory
- Associated SEC substation.

Although not proposed for Heritage Overlay, there are also a number of modern buildings erected in the last 25 years that have been part of the transformation of Southbank into a mainly residential, commercial and entertainment precinct. They include the tallest building in Melbourne: Eureka Tower; architecture award winning performance venues: The Recital Centre, Melbourne Theatre company; exhibition spaces: Australian Centre for Contemporary Art, Melbourne Exhibition and Convention Centre; and entertainment venues: Crown Casino.

How is it significant?

The Southbank and Fishermans Bend area is of historical, architectural/aesthetic and social significance to the City of Melbourne.

Why is it significant?

Historical significance

Southbank and Fishermans Bend are historically significant as the first peripheral settlement to the main European occupation of the Port Phillip district from 1835. While Batman and Fawcner vied for the foundation of Melbourne on the north bank, the south side became the temporary landing place for new immigrants, staging points for further entrepreneurial activity, camps for both soldiers and immigrants, and fringe settlement for dispossessed Aboriginal people.

The street pattern is a significant historical relic, determined by the transition between shipping in the bay and the crossing point to the city, the routes to the southern bayside suburbs and to Williamstown via the ferry. Therefore the alignments of Queens Bridge Street, City Road and St Kilda Road are of historical importance.

The governmental and institutional sites on St Kilda Road illustrate the processes of implementing colonial government control in the colony. These interrelate with the significant avenue or boulevard of St Kilda Road itself, where these sites have a dominant presence, but also in the way the road determines the placement of such facilities.

This is shown also in the evolution of entertainment and cultural facilities. These facilities, with their origin in popular entertainments of dance halls, circus' and ice rinks, evolved into concert halls, galleries and theatres. They reflect the development of a culturally rich city and mark the intersection of the first Town Reserve and the formal approach to the city from the more prosperous south-eastern suburbs.

The first development on the south bank comprised activities not desirable in the city proper. They included noxious industries such as the paper mill and foundries, and maritime related industries including wharves, boat builders, ships chandlers, rope walks, store yards and warehouses. The focus on the immediate riverbank, and limitations for expanding shipping activities away from the river, meant that as trade and industry grew, shipping-related activities spread downstream. It eventually extended all the way to the ferry crossing at Fishermans Bend. Significant evidence of maritime activity remains, despite the almost universal transformation and reconstruction of the Southgate, Southbank, South Wharf, and Yarra's Edge developments in the last 20 years. The Duke & Orr and Wright & Orr Docks, the bond stores, shipping sheds and remaining timber wharfs are all part of the historically significant maritime infrastructure.

Behind the river frontage and set back from the government reserved land on St Kilda Road, the South Melbourne industrial area that became Southbank comprised a vast array of diverse industries, manufacturers, engineers and trading companies, with factories and warehouses ranging from tin sheds, to massive masonry multi-storey warehouses.

As shipping moved downstream, so did industry. By the middle of the 20th century, the western end of Fishermans Bend became the site for new, vast industrial endeavours. These were initially connected with the nation's efforts to develop economic independence and growth, such as the first car factories. There was also an element of survival during war with the establishment of an experimental tank depot, aircraft factories and aeronautical research laboratories. After the war, these went on to become an important key to the massive growth of the manufacturing sector contributing to the long boom of the 1950s and 1960s.

Architectural significance

Southbank has architectural significance for the very high quality of the colonial government architecture in the Victoria Barracks and Police Depot, the modern cultural icons of the Arts Precinct, and the cohesive industrial styles of the late Victorian, Edwardian and Interwar styles of factories and warehouses. Although there have been a number of recent losses, the Southbank and Fishermans Bend areas are of architectural significance for the range of Moderne, and Modern styles in factory designs in the 1930s and 1940s, including the aircraft factories, GMH, and motor garages.

The Southbank area has a particularly strong recent architectural significance with numerous architectural prize-winning buildings including the Casino, Recital Centre and Exhibition Centre.

The aesthetic/architectural significance of Southbank and Fishermans Bend is diverse due to several phases of development. Southbank retains elements of the late Victorian, Edwardian and Interwar industrial architecture in the form of one to three storey brick factories and warehouses, including some specialist building types such as the Castlemaine Brewery and malthouse. The other special character of the area lies in ornate public buildings from the 19th and early 20th centuries along St Kilda Road including the aforementioned Police Depot and Victoria Barracks. The prominence of St Kilda Road also gave rise to the modern architectural styles of the National Gallery, Arts Centre and Hamer Hall, and even more recent arts precinct buildings.

Social significance

While the original residential buildings in Southbank were demolished in the early 20th century, the social values of the area remain in the associations of past and present workers with the numerous, and in some cases continuing, workplaces. The recent closure of General Motors Holden highlights the connection of many thousands of people to these long-standing workplaces, where migrants forged new lives and social connections. The continuing retirees clubs and community heritage groups which retain their emotional connections to the area demonstrate this.

The wharves also cultivated a strong social connection, through both the danger and hardship experienced by the workers and the often conflicting relations between the workers and employers, and within the union movement itself. The Docklands War of the 1960s and 1970s, and the Waterfront dispute of the 1990s provide the historical reference for the continuing social significance.

City Road Industrial and Warehouse Precinct



Statement of Significance

What is significant?

The City Road industrial and warehouse precinct, Southbank comprising the extent of land and significant and contributory buildings.

Contributory elements to the precinct include:

- The scale and character of the one to five-storey factory and warehouse buildings constructed in City Road, Queensbridge Street, and surrounding streets between the late nineteenth century and Second World War and the predominant building forms and materials of the precinct.
- The traditional association with mercantile and motoring activities.

How is it significant?

The City Road industrial and warehouse precinct is historically and aesthetically significant to Southbank and the City of Melbourne.

Why is it significant?

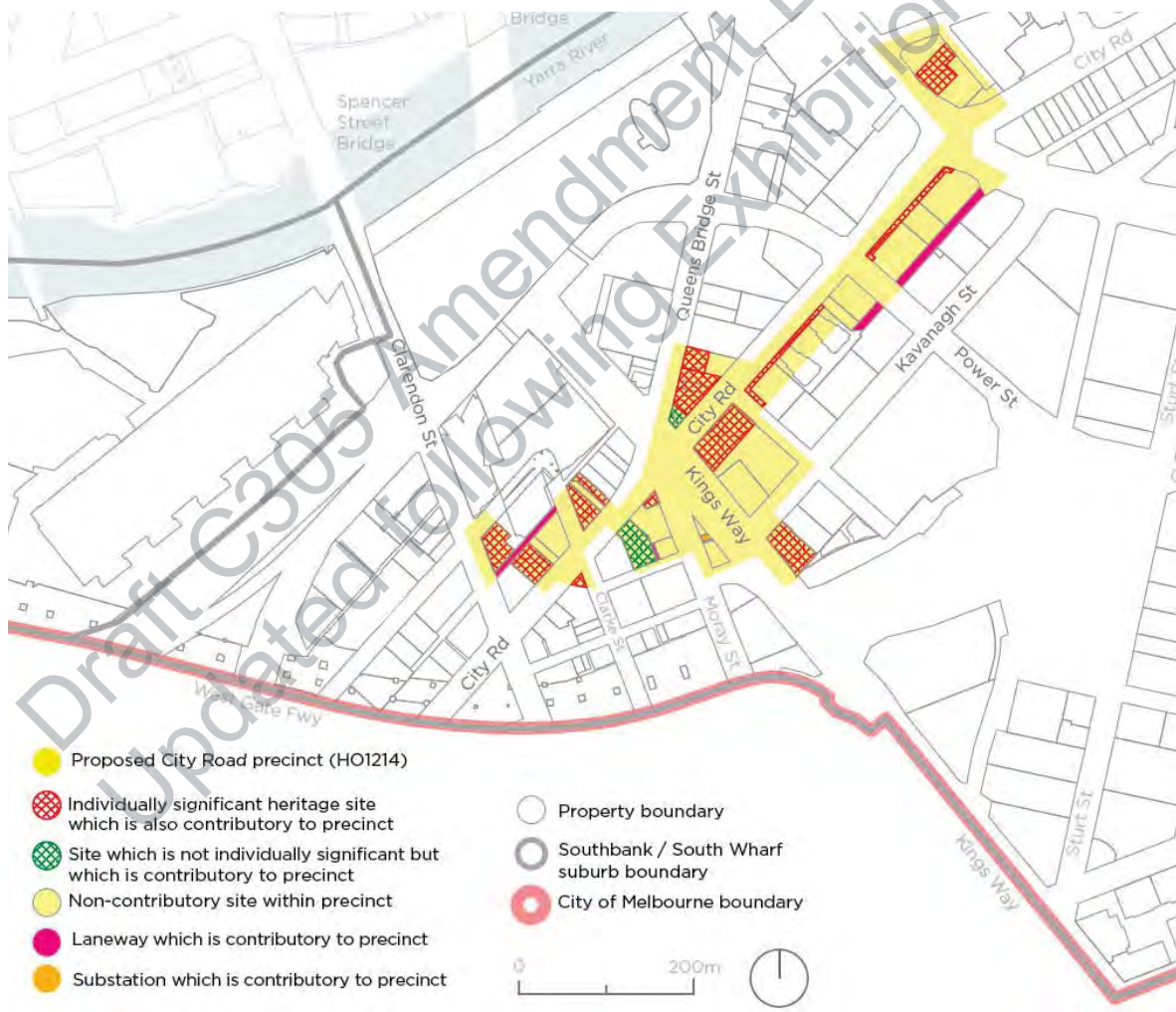
The City Road industrial and warehouse precinct is historically significant for its rare surviving industrial and commercial buildings which were once the characteristic building types in the area

south of the Yarra River. This area was regarded as the industrial seed bed, supporting commercial activities with essential warehousing and wholesale supplies for Melbourne business.

The variety of industrial and warehouse building forms are distinctive expressions of the important mercantile activity that developed along the south bank of the Yarra River around the turn of the twentieth century and so is representative of the major industrial development that occurred in the Victorian-era and Interwar periods.

The surviving buildings in the precinct are aesthetically significant for the range of late Victorian, Edwardian and Interwar architectural treatments of commercial and industrial premises, which despite being utilitarian, still had a finely resolved presentation to the street. This is evidence of the role that the buildings' appearance had as part of the companies' public face in their marketing and promotion. Styles employed reflect the fashions of the time whether Classically derived, or Arts & Craft or Streamlined Moderne, indicating that the functional spaces were seen as contributing to the aesthetic character of the city.

The map below shows the location and boundary of the City Road heritage precinct. ~~The map has been reproduced from the Southbank and Fishermans Bend Heritage Review 2017 prepared by Bosis and Graeme Butler.~~





Draft C305 Amendment Documents
Updated following Exhibition

Bluestone pitched laneways thematic group - various locations Southbank



Statement of Significance

What is significant?

The Southbank bluestone paved laneways are located at Anthony Lane (SML246), Blakeney Place (SML639), Fawkner Street, Haig Lane, off Catherine Street (Sm0477), off City Road (Sm0199), off Clarendon Street (Sm0337), off Hancock St (Sm0M549), off Power Street (PL5195), and Wells Place

(SML's 609, SML247 & Sm0248). (note Sm, ~~Sm~~SML and Pl are City of Melbourne location designations from their CoMMap system)

How is it significant?

The Southbank bluestone paved laneways are significant historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

The Southbank bluestone paved laneways are of historical significance for their representation of the character of nineteenth and early twentieth century urban design and the historical patterns of use which required rear service access for factories and warehouses, and night cart access for emptying cesspits and toilet pans prior to the construction of the Melbourne sewerage system.

The lanes provide a direct and tangible link to the former industrial and working class residential character of the Southbank area, which has been entirely assumed by modern commercial and high rise residential development.

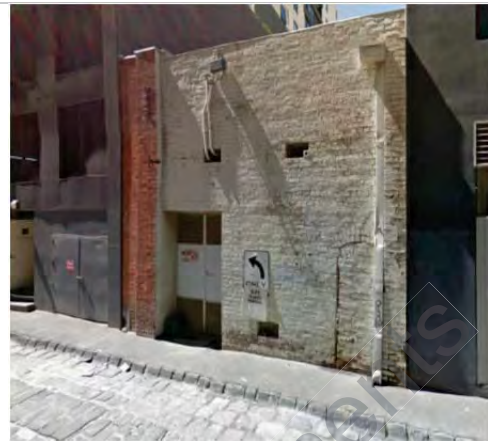
The lanes are of ~~of~~ aesthetic significance as representative of past urban design styles and the use of natural materials in urban street construction, prior to the greater availability of materials such as concrete and asphalt. The lanes retain the distinctive patterns created by hand skills or their makers, and over 100 years of use producing a smoothly worn patina and fine rutting from steel wheeled delivery vehicles.

Draft C305 Amendment Documents
Updated following Exhibition

Electricity substation thematic group - various locations, Southbank



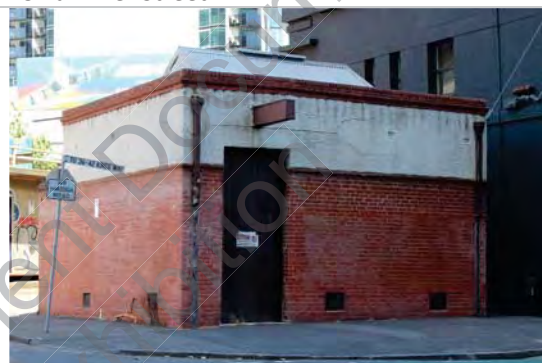
99A Sturt Street



79 Fawkner Street



33 Hancock Street



7 Moray Street



175 Sturt Street

Statement of Significance

What is significant?

The Southbank Electrical Substations are located at 99A Sturt Street, 79 Fawkner Street, 33 Hancock Street, 7 Moray Street and 175 Sturt Street, Southbank.

Contributory elements include:

- rectangular plans and parapeted forms
- brick finishes with rendered lintels and brick drip moulds
- fittings including rain goods, terracotta vents and timber doors
- wide eaves and gambrel roof forms

How is it significant?

The Southbank electricity substations are significant historically to Southbank and the City of Melbourne.

Why is it significant?

The Southbank electricity substations are historically significant as representative of the provision of reticulated electricity into the Southbank area in the early 20th century as local engineering firms created a much increased demand for electricity and former crown land reserves were sold for new development. The individual substations were generally connected to specific industrial developments in their local area, such as the 99A Sturt Street substation being establishment adjacent to the PMG workshops in the 1920s.

-The substations are of aesthetic interest for their utilitarian brick interwar style which was typical of both the period and function.

Draft C305 Amendment Documents
Updated following Exhibition

New St John's Lutheran Church, 20 City Road, Southbank



Statement of Significance

What is significant?

Emanating from a congregation established in Melbourne in 1861, St John's Lutheran Church was built in 1989 as a replacement of an earlier 1928 church, which was demolished as part of the sweeping changes brought by the development of Southbank.

Contributory elements include:

- octagonal and colonnaded Post-Modern form;
- artificial stone finishes.

How is it significant?

St John's Lutheran Church is socially and historically significant to Southgate and the City of Melbourne and of architectural interest.

Why is it significant?

St John's Lutheran Church is historically significant as being symbolic of a small but pioneering Lutheran congregation church which reflects both a long tradition in Melbourne since the 1860s and previous occupation of the nearby site from the 1920s, as well as the modern context of its setting in the Southgate development.

It is of architectural interest as a Post-Modern reinterpretation by David Cole of Buchan, Laird and Bawden, of the austere tradition of the original church near this site in a style which also reflects the larger Southgate shopping mall development of that time.

It is of social significance for its continuing contribution to the spiritual and cultural life of the Southbank area and the community of parishioners and congregation, as well as an established recital venue for chamber musicians.

G.P. Motors, Pty Ltd (Dunlop Australia/Opera Australia), 35-41 City Road, Southbank



Statement of Significance

What is Significant?

G.P. Motors, Pty Ltd. is a mid-twentieth century motor garage built for the owners and operated in the 1930s to early 1950s. The remaining part of the building has comprises a brick masonry and iron framed structure, formerly with car ramps to the upper level, and an elaborate Streamlined Moderne façade, the rest of the structure having been demolished in 2018.

Contributory elements include:

- parapeted two storey form, built to the street alignment ~~with pitched roof behind;~~
- Streamlined Moderne styling, promoting the modern imagery of the firm;
- cream face brick upper level façade cladding set against distinctive terracotta faïence on the ground level;
- cemented streamlining on the façade, at parapet and storey levels;
- multi-pane glazing to upper level;
- counter-posing of vertical and dominant horizontal elements, as seen in the stair window ribbing, set under the upper level window hood;
- oyster light fittings either side of the door;
- faceted terra-cotta door reveals to entry; and
- ~~transom lights to show windows; and~~
- the rear elevation is plain but well preserved with some changes to openings.

Added panel sign is removable and is not contributory.

How is it Significant?

G.P. Motors, Pty Ltd. is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it Significant?

G.P. Motors, Pty Ltd. is significant historically as expressive of the continuing industrial expansion in the Southbank area into the Interwar period, with associated motor trade buildings nearby, such as Brooklands (since demolished) and the Melbourne Towing Service. It is a rare survivor of a representative of the motor trade, for which the Southbank area was once highly characteristic. Aesthetically, it is a good example of the Moderne style as applied to retail imagery to promote a modern industry, motor car retailing and service.

Draft C305 Amendment Documents
Updated following Exhibition

Crown Chemical Co. warehouse, 63-65 City Road, Southbank



Statement of Significance

What is Significant?

Crown Chemical Company warehouse built for George Buckley by c1915 and occupied over a long period by Anderson's Printing and Publishing Co., Pty., Ltd.

Contributory elements include:

- parapeted two-storey form, with pitched roof behind;
- face brick and cemented detailing to façade (painted over);
- tall-arched façade fenestration;
- Romanesque revival styling typical of Edwardian-era warehouses.
- rear elevation red brickwork (partially over-painted) with a timber upper-level vertical board loading door and largely intact timber-framed windows.

A skillion awning and other joinery elements have been added to the City Road facade.

How is it Significant?

Anderson's Printing and Publishing Co., Pty., Ltd. is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it Significant?

Anderson's Printing and Publishing Co., Pty., Ltd. warehouse is significant historically as representative of the major industrial development that occurred along the south bank of the Yarra

River from the Victorian-era through to the Interwar periods. Aesthetically, it is significant -for the tall-arched fenestration of the façade that exhibits the interest in medieval architectural sources and Arts & Crafts detailing in the Edwardian-era warehouse design.

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Updated following Exhibition

Kosky Bros, Pty Ltd furriers, 67-69 City Road, Southbank



Statement of Significance

What is significant?

Kosky Bros, Pty Ltd furriers, 67-69 City Road Southbank

Contributory elements include:

- parapeted three-storey form, with pitched roof behind;
- cement rendered façade (since painted over);
- Modelled parapet detail
- recessed side light wells and rows of windows (for lighting the sales and production areas)
- Austere modernist styling typical of interwar-era warehouses;
- rear elevation with barred steel frame windows.

How is it significant?

Kosky Bros, Pty Ltd furriers is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

Kosky Bros, Pty Ltd furriers is of historical significance as characteristic of the interwar warehouses which typified the architectural style and function of City Road in most of the twentieth century. It was one of a number of fabric and clothing companies in the area (c.f Maurice Artaud next door) with international origins, reflecting the role of European immigrants in the import and rag trades in Melbourne.

It is also significant as an example of early reinforced-concrete construction in a design that recognises the modernity of the material.

The place is also indirectly related to the Petrov affair though Kosky's selling furs to Petrov's wife and other embassy officials and being accused in the Petrov papers of being an MVD spy.

The building is also of historical significance for demonstrating the style of prominent architect Gordon John Sunderland, in one of his rare commercial/industrial commissions.

It is of aesthetic significance as a distinctive modernist treatment of the standard warehouse form, hinting at the Egyptian revival employed by the architect at the Sandringham Masonic Centre.

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Maurice Artaud & Co, 71-75 City Road, Southbank



Statement of Significance

What is significant?

Maurice Artaud and Co 71-75 City Road Southbank

Contributory elements include:

- parapeted three-storey form, with pitched roof behind;
- face brick and cemented detailing to façade (since painted over);
- tall-arched façade fenestration;
- Romanesque revival styling typical of Edwardian-era warehouses;
- rear elevation red brickwork (part overpainted), a timber upper level vertical boarded loading door and largely intact timber framed windows.

How is it significant?

Maurice Artaud and Co. warehouse is significant historically and aesthetically to Southbank.

Why is it significant?

Maurice Artaud and Co, is significant historically as a representative example of the factory and warehouse buildings that were characteristic of the Southbank area in the late nineteenth and early twentieth century. Artaud was an importer of fancy goods and hat manufacturer, and one of a number of clothing businesses that concentrated in Flinders Lane and inner suburbs of Melbourne as

an important part of the city's business prosperity. As such it represents an important phase in the history of Melbourne and Southbank.

The building is of aesthetic significance for its tall, arched fenestration of the facade that signals an interest in medieval architectural sources and arts & crafts detailing during the Edwardian era of warehouse design.

Draft C305 Amendment Documents
Updated following Exhibition

James Moore's Timber Yards and Sawmills complex façade, 135 & 151 City Road, 68-82 Southbank Boulevard, Southbank, HO366



Statement of Significance

What is significant?

James Moore's Timber Yards and Sawmills complex street façade and supporting structure at 115-143 City Road, built up for the important timber merchant firm of James Moore in the period 1899-1903 and occupied by the firm into the mid-1930s.

Contributory elements include:

- Two storey Italian Renaissance revival face brick (overpainted) and rendered façade to City Road and approximately 10m return onto Southbank Boulevard (formerly Ireland St) ;
- symmetrical City Road façade with minor pedimented bays at both ends of the elevation, and a central large pediment that once contained the name of the company within its tympanum, as the focus of the façade;
- stuccoed pilasters defining the bays, with miniature pediments at the intermediate string course;
- parapet entablature linking the three pedimented bays, set above the main cornice, once, with cement orbs on the parapet piers.
- stuccoed impost and sill courses as further horizontal elements;
- timber framed double-hung sash windows, once had multi-pane glazing; and

- typically segmental archways at ground level.

Ground level openings have been changed, the brickwork painted over, some joinery renewed but the integrity as a large Edwardian-era commercial façade is relatively good. A replica bay has been added to the west end of the façade, separated by a glass link.

How is it significant?

James Moore's Timber Yards and Sawmills complex street façade is significant historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

James Moore's Timber Yards and Sawmills complex street façade is significant.

Historically:

As a large and relatively well-preserved commercial façade that symbolises the extensive development created by the hardware, timber supplier and saw miller James Moore in the Victorian and Edwardian-eras. Moore was also one of the colony's foremost contractors and served prominently in local government. The façade is also symbolic of a time when this part of South Melbourne, well served by the wharves and railways, was a major industrial centre within the Colony of Victoria.

Aesthetically:

A well designed and extensive commercial elevation in the prevailing Italian Renaissance revival manner that was far grander than equivalent timber yards within Victoria at that time. Also contributory to the larger role of City Road as one of the major commercial and industrial strips, in this case linking Melbourne with the waterfront of Port Melbourne.

Draft C305 Amendment Documents
Updated following Exhibitor Comments

Sharps & Sons Timber, General Motors (Australia), International Harvester façade, 171-193, 195-205 City and 1 Balston Street Southbank, HO368



Statement of Significance

What is significant?

The Sharps & Sons Timber warehouse, General Motors (Australia), and later International House façade built in 1926-7 and modified in 1939 is all that remains of a once vast industrial complex.

Contributory elements include:

- Two-storey parapeted and rendered masonry form;
- divided by capped and ribbed pilasters into 17 bays along City Road and 4 (once 7) bays along Balston Street with a wider central bay in City Road bearing the firm's name;
- regular punched fenestration set in the spandrels between piers, typically glazed in 8 panels;
- large ground floor display window openings but refitted with new glazing (once with multi-pane glazing to transoms and 2 pane plate glass below); and
- contribution to the former industrial character of the City Road Industrial precinct.

How is it significant?

The Sharps & Sons Timber warehouse, General Motors (Australia), and later International House façade is significant historically and aesthetically to Southbank.

Why is it significant

The Sharps & Sons Timber warehouse, General Motors (Australia), and later International House façade is significant historically to Southbank, South Melbourne and the City of Melbourne.

General Motors (Australia) Pty Ltd complex, later International Harvester façade is significant.

Historically:

- as symbolic of a once vast industrial complex built up in the Interwar period to serve the growing motorisation of community transport and large scale farming in Australia;
- as the Australian headquarters of the International Harvester company, part what was described as 'the largest and most modern motor truck and farm implement display in the southern hemisphere'
- also symbolic of the move of industry to major assembly plants needing more and cheaper land located out of the central city to localities such as City Road that still had good shipping and rail access
- as a contributory part of the City Road Industrial precinct and hence symbolic of the key role this area one played in the nation's industrial development.

Draft C305 Amendment Document
Updated following Exhibition

Boyd Community Hub, formerly State School No. 2686, later J.H. Boyd Domestic College, 207-227 City Road Southbank, HO369



Statement of Significance (as listed in the Victorian Heritage Register 2017)

What is significant?

The J.H. Boyd Girls High School was constructed in 1884-1885 to the design of the Education Department's Chief Architect Henry Bastow. It opened as State School No. 2686, replacing No. 222 St Luke's South Melbourne Church of England School in Clarendon Street, Emerald Hill. In 1929 it was amalgamated with the Eastern Road State School No. 1852. The building was reconstructed in 1930 by W.H. Bolger to become the South Melbourne Girls' School devoted to the training of girls in domestic arts. In 1932 it was renamed the J.H. Boyd Domestic College after its patron, a successful grazier, who bequeathed a large sum of money to establish a school of domestic science so 'that women should be taught to manage a home correctly'. The school occupies a prominent corner site on City Road, and is a two storey brick building with a third storey of one room and entry to a tower. It was closed as a school in 1985 after 100 years of operation. The extant section of the original school is a commanding Tudor Revival design executed in Hawthorn bricks, embellished with bands of cream brick and render mouldings. The Tudor influence is repeated in a castellated parapet and octagonal turret.

How is it significant?

The J.H. Boyd Girls High School is of architectural and historical significance to the State of Victoria.

Why is it significant?

The J.H. Boyd Girls High School is of architectural significance as one of the most ornamental and distinctive of the Education Department schools of the 19th century. It was the only 19th century State School to have a three storey central block, reflecting its prominent location in full view of the

railway line from Port Melbourne to Flinders Street. The school's size and style are evidence of the rapid growth in population and wealth in Melbourne's suburbs as a result of post-gold rush consolidation and prosperity.

The J.H. Boyd Girls High School is of historical significance as a reminder of earlier philosophies of educational provision, especially for girls. Domestic Arts schools developed in the years during and after WWI, at a time when there was a wider concerted push for 'scientific' mothering education. It was considered that mothering skills were not innate and needed to be taught, in the same way that domestic skills needed to be inculcated at school. The school's emphasis on the domestic arts demonstrates the different approach to girls' and boys' education that characterised the school system for much of the 19th and 20th centuries. Less emphasis was placed on academic achievement than on domestication, to produce young women who would find their place in private rather than public life. Nevertheless, these domestic arts schools were the predecessors of the Girls High Schools and, despite the emphasis on domestic skills, they were a means of expanding secondary education to girls at a time when State Governments were reluctant to provide post-primary education education.

Draft C305 Amendment Documents
Updated following Exhibition

Main Point Hotel, 235-239 City Road, Southbank HO370



Statement of Significance

What is significant?

The Main Point Hotel is an Italian Renaissance derived design, executed in stuccoed brick, with some rich decorative elements including the distinctive corner tower. It was built for Emily Rubira to the design of Joseph Parer, the Spanish Rubira and Parer families being linked by marriage. Both families were long-term hotel and café operators in Melbourne, The London, Hosies and Albion hotels being some of the more prominent examples.

Contributory elements include:

- Two storey stuccoed Italian Renaissance revival form set on two street alignments;
- a balustraded and piated parapet;
- parapet piers-surmounted by acroteria;
- a deeply bracketed cornice;
- rusticated pilasters and moulded strings;
- unusual upper level doorway at the corner presumably leading to a wrought-iron balconette;
- brackets supporting hood moulds over the segment-arched window openings;
- double-hung timber-framed sash windows;

- a corner entry covered by a richly foliated bracketed hood;
- gas bracket base remnant under the foliated panel, over the entry;
- two major bar windows are at the corner;
- an octagonal corner tower capped by a fish-scale pattern, metal sheeted dome; and
- construction date (1903) and building name set in cemented parapet panels.

Signs placed in windows and set within façade panels are not contributory; the roof sign is intrusive. The glazed entry doors are new and unrelated; the upper level door panels have been glazed. The finial is missing from the dome.

The hotel is contributory to the City Road industrial precinct as a major part of the Edwardian-era phase of the area's growth.

How is it significant?

The Main Point Hotel is significant socially, historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

The Main Point Hotel is significant.

Socially and historically, as a long-term gathering place within the community since 1903 and as the site of a hotel since the 1860s also for the link with the well-known hotelier Parer family; and aesthetically, for its distinctive tower and as a well-preserved Italian Renaissance revival design.

Draft C305 Amendment Documents
Updated following Exhibition

Bank of New South Wales, 269-283 City Road, Southbank HO371



Statement of Significance

What is significant?

The South Melbourne branch of the Bank of New South Wales opened its premises in City Rd in 1932 and its designers, Godfrey and Spowers.

Contributory elements include:

- Jazz Moderne styling,
- parapeted two-story corner form;
- stylised cornice, entablature and string mould, in a simple classical manner
- detailing reflecting both Aztec and Egyptian influences, typical of the Moderne style;
- scalloped string frieze are stylised papyrus capitals or lotus borders,
- bas-relief chevrons to the architrave to the entrance door;
- punched slit-like fenestration, with casement sashes to City Road and timber double-hung sash windows to the side street;
- bas-relief ornament as foliage, arabesques and shields in pressed cement at the tympanums of window openings and as isolated panels in the stucco, reflecting a medieval character;

- building name in bas-relief in the parapet entablature; and
- Modernistic pressed sheet metal rain-waterheads.

The entrance doors and vestibule have been changed and a ramp added. A major development is adjoining.

How is it significant?

The South Melbourne branch of the Bank of New South Wales is significant socially, historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

The South Melbourne branch of the Bank of New South Wales is significant. Historically and socially, as a long-term and well-preserved commercial site in Southbank's main thoroughfare, and a publicly accessible banking destination in South Melbourne over time; and

Aesthetically, as a good example of Jazz-Moderne style commercial architecture by a well-known architectural firm and bank specialist, as enhanced by its corner siting. The design is unusual and shows the influence of exotic styles on design in parallel with the move to Modernism. The former bank remains as one of the few key commercial buildings built during the 1930s in the South Melbourne area.

Draft C305 Amendment Documents
Updated following Exhibitions

Edward Murphy's warehouse and workshop, 272 City Road, Southbank, HO374



Statement of Significance

What is significant?

Edward Murphy, old Colonist, ventilator manufacturer and plaster modeller, had this brick warehouse erected in the late 1880s after a long tenure in this part of South Melbourne as a manufacturer. His firm remained there until around World War One after a successful enterprise that gained a number of awards and commissions.

Contributory elements include:

- Two storey brick parapeted form;
- an arcuated façade of face brick with a cemented detailing;
- a cemented trabeated system laid across the façade;
- Doric Order and Corinthian Order pilasters
- large arched window openings with prominent cement masks set onto their keystones, befitting the trade within;
- cemented mouldings including a parapet cornice and string mould at the first floor level;
- timber framed double-hung sash windows;

- an attic level with Victory garlands adorning the parapet panels; and
- contribution to the adjacent Victorian-era commercial streetscape, also built up by Murphy.

How is it significant?

Edward Murphy's warehouse is significant historically and aesthetically to South Melbourne and the City of Melbourne.

Why is it significant?

Edward Murphy's warehouse is significant.

Historically as a well-preserved warehouse associated with the plaster modelling and architectural ornament trade which evokes its purpose by the application of cement ornament to the façade also for the long association with the locally prominent pioneering Murphy family that had been linked with industrial development on Southbank since the 1860s; and aesthetically, for the relative sophistication as both an arcuated and trabeated workshop façade and one of the few Victorian-era commercial buildings remaining in Southbank as an indicator of the former key role of the locality in manufacturing and warehousing.

Draft C305 Amendment Documents
Updated following Exhibition

Murphy's Buildings, formerly Australian Chemicals/ Scott Paint Works, 276-282 City Road, Southbank HO375



Statement of Significance

What is significant?

Edward Murphy, old Colonist, ventilator manufacturer and plaster modeller, had this brick warehouse row erected in 1885 after a long tenure in this part of South Melbourne as a manufacturer. His firm remained there until around World War One after a successful enterprise that gained a number of awards and commissions. Murphy leased this row to a number of engineering and manufacturing tenants.

Contributory elements include:

- two storey brick parapeted form;
- an arcuated façade of face brick with a cemented detailing;
- cemented mouldings including a parapet cornice and string mould at the first floor level;
- formerly timber framed double-hung sash windows; and
- contribution to the Victorian-era commercial streetscape, built up by Murphy.

How is it significant?

Murphy's Buildings, Edward Murphy's warehouse row is significant historically and aesthetically to South Melbourne and the City of Melbourne.

Why is it significant?

Murphy's Buildings, Edward Murphy's warehouse row is significant.

Historically as a well-preserved warehouse row associated with the locally prominent pioneering Murphy family that had been linked with industrial development on Southbank since the 1860s; and aesthetically, relatively well-preserved and one of the few Victorian-era commercial buildings remaining in Southbank as an indicator of the former key role of the locality in manufacturing and warehousing.

Draft C305 Amendment Documents
Updated following Exhibition

White & Hancock's warehouse, later White, Hancock and Mills Pty. Ltd., 300 City Road, Southbank, HO376



Statement of Significance

What is significant?

Poultry and bird foods supplier and filter manufacturers, White & Hancock, had this warehouse, built by 1916 and occupied it for a long period. They were part of the extensive industrial and distribution development that existed at Southbank over a long period, aided by good railway and shipping access.

Contributory elements include:

- two storey parapeted brick warehouse form of approximately 10m depth;
- Edwardian-era Classical revival styling
- six façade bays arranged either side of an ornate cemented entry;
- large parapet pediment above the entry;
- paired arcuated fenestration with hood moulds set above and below a cemented panel in the central three bays;
- a boldly modelled bracketed tympanum set over another segmental archway at the doorway at the entry;
- double-hung sash windows used throughout the central bays;

- casement sashes typical of the Edwardian-era, with paired top lights set in segmentally arched openings for the rest of the street elevation;
- contribution to nearby commercial streetscape of the Murphy buildings, as enhanced by the stone paved Haig Lane backing onto the site.

How is it significant?

White & Hancock's warehouse is significant historically and aesthetically to Southbank.

Why is it significant?

White & Hancock's warehouse is significant:-

- historically for its representation of the extensive industrial and distribution development that existed at Southbank over a long period, aided by good railway and shipping access, and its long association with the firm White & Hancock, who were well-known in the poultry industry; and
- aesthetically for the ornate Edwardian classicism of the façade, particularly the entry bays, judged within Edwardian-era warehouse and manufacturing structures.

Draft C305 Amendment Documents
Updated following Exhibition

Spencer Street Bridge, Clarendon and Spencer Streets Southbank



Statement of Significance

What is significant?

The Spencer Street Bridge built by the Victorian Railways Construction Branch in 1929-30 is significant as a major new crossing of the Yarra River reflecting engineering and design standards intended to enhance the Yarra River as an aesthetic and recreational adjunct to the City of Melbourne.

Contributory elements include:

- low triple arched form;
- cantilevered and suspended riveted girder design;
- cast iron balustrade and handrails; and
- bluestone Newell post pillars, wingwalls and commemorative plaques

How is it significant?

The Spencer Street Bridge is significant for aesthetic/architectural, historic, and technical reasons at a State level.

Why is it significant?

Spencer Street Bridge was constructed after a long period of stagnation in road and bridge development in Victoria in a climate of controversy and rivalry between public authorities, local councils and politicians.

The Spencer Street Bridge is of historical significance as the first major new crossing (as opposed to replacement of older bridges on existing crossings such as the 1924 Church Street Bridge) to be created over the lower Yarra in Melbourne after a considerable lull in such projects, since the Morell Bridge of 1899-1900 to the 1920s. Its construction demonstrates the political difficulties of the time and the growing importance of motor vehicle traffic to Melbourne's commerce. The Spencer Street

Bridge was the first permanent structure over the Yarra built below “the falls” (a natural rock barrier that formed the upstream limit of practical river navigation) and as such is historically important because it was the first bridge to effectively cut the city off from direct contact with its port. For five decades Spencer Street was the furthest downstream bridge on the Yarra River and today still forms a principal gateway to the central business district and one of the most significant Yarra crossings.

The bridge is also of historical significance as the largest and most prominent road bridge built by the Victorian Railways Construction Branch during a decade in which the influence and importance of this railways design office reached a peak, undertaking several major bridge and railway construction projects in New South Wales and Malaya, in addition to the construction of some 700 km of new railway and several major railway bridges within Victoria.

The Spencer Street Bridge is also of historical significance for its role in the political and local infighting, which hindered cooperation between the various authorities with a stake in the crossing, preventing the bridge being built for many years. It is also noteworthy for the social changes it created in Melbourne by altering travel and communication patterns between suburbs, industrial areas and the city following its construction.

The bridge is of technical significance as the earliest known variable depth steel plate girder bridge in Victoria and one of the earliest examples of composite road bridge design in which plate girders were “keyed” to a cast in-situ reinforced concrete deck by shear connectors to form an integral structure with enhanced stiffness. While this was not part of structural design for increasing bearing capacity of the bridge it predicts design trends which became standard in the 1930s.

The riveted steel girders were fabricated by Kelly & Lewis Pty. Ltd., one of Victoria’s most prominent engineering firms in the early 20th century, and are a rare and early example of both variable-depth plate girders and the combination of cantilevered and suspended spans. The 33.66 m centre span of the Spencer Street Bridge is the second-longest extant riveted metal plate girder road bridge span in Victoria (after the 42.7 m Keilor Bridge over the Maribyrnong) and the ninth-longest span amongst all plate girder road bridges in the State. The unusual length and innovative design of the Spencer Street Bridge girders and their application in a composite structural form with a shear connected reinforced concrete deck, is of importance in the development of bridge engineering technology in Victoria during the interwar years, a period when standardisation in bridge design was becoming the norm under the CRB, but experimentation and innovation was also apparent.

The bridge is of aesthetic significance as a representative example of the nature of large civic construction of the interwar period with its subdued Art Deco design. The aesthetic design qualities of the bridge are apparent in its understated and somewhat austere parapets and pylons utilising the standard Melbourne building material of bluestone, as well as the combination of a humped or arched overall deck profile over the three individual arches of each variable depth girder span. .

The alterations to the bridge in recent years have been unsympathetic due to the lack of appreciation of the significance of the bridge. However, its historical and technical values are still intact and can be appreciated despite changes in the vicinity, such as the addition of a modern footbridge on the downstream side.

Fergus and Mitchell, later Robur Tea warehouse, 28 Clarendon Street Southbank, HO765



Statement of Significance (as listed in the Victorian Heritage Register H0526 last updated September 28, 1999)

What is significant?

The Robur Tea Building is named after one of its better known occupants, but it was in fact built between 1887 and 1888 as a warehouse for Fergus and Mitchell, manufacturing stationers. The architect was Nahum Barnet, the engineer John Grainger and the builder James Moore. The building is constructed of load-bearing red brick and provides six above ground floors which are separated by cream brick courses. The largely unadorned walls are amply supplied with windows. The timber floors are supported by cast iron columns and steel beams. The building is a simple box shape with ornamentation confined to a rendered central entrance surround on the east facade which is reflected by an arched balcony the height of the top two floors.

How is it significant?

The Robur Tea Building is of scientific (technical), architectural and historical significance to the State of Victoria.

Why is it significant?

The Robur Tea Building is of scientific (technical) significance because of several innovative techniques employed in its construction. The most notable feature of the building is the solution to the problem of foundations. The building was erected on a swampy site and initial advice to the owners was that a building of the size proposed was not feasible. The engineer John Grainger was engaged and he devised a system of 450 ironbark piles and concrete rafts to support the six storey structure. It was a remarkable solution and no directly comparable buildings exist because such difficult foundations were not tackled again until after WWI. Another innovation was the use of steel beams supporting the floors, one of the earliest uses of such technology in Victoria. These innovations are a tribute to John Grainger, architect and engineer, who, in partnership with several

reputed architects, contributed to such noted structures as Princes Bridge, the swing bridge over the La Trobe River at Sale, the administration block of the Melbourne Town Hall, Elizabeth House and Collins House and the conversion of Cliveden Mansions, East Melbourne.

The Robur Tea Building is of architectural significance as one of the finest and most prominent examples of a 19th century warehouse in Melbourne. It was for many years one of the tallest buildings outside the CBD, its height and freestanding character making it a South Melbourne landmark even today. The functional requirements of a warehouse are clearly evident in its simple box-like shape, but a certain amount of pride is expressed in the restrained decoration of the eastern facade.

The Robur Tea Building is of architectural significance as a noted work of Nahum Barnet. Barnet was a most prominent architect in the four decades that saw Melbourne emerge from the 1890s depression and flourish during the Edwardian period. Certain architectural details indicate that this building was seminal in Barnet's development as an architect. In particular the central arched motif links the six storeys of the facade, a detail that became a major element in his central city buildings. Buildings such as the Auditorium Building, Paton Building and the Davison Building at the corner of Collins Street and Elizabeth Street are typical of his city buildings. Barnet's practice was extensive, however, and included such buildings as the Villa Chandos in East Melbourne, the Florida Mansions in St Kilda and the Toorak Road Synagogue.

The Robur Tea Building is of historical significance as a reminder of the character and location of 19th century commerce in Melbourne. The Tea building is one of the few remaining traces of the industrial and warehousing establishments that until the 1970s and 1980s dominated the south bank of the Yarra, in an area where swampy land made substantial building difficult and residential development unattractive. These older uses have now been 'swamped' in their turn by leisure and luxury apartment developments. While the building has been known for some time as the Tea House, it is worth remembering that it was originally constructed as a stationer's warehouse and factory, and is now one of the few remaining factory buildings in the centre of the city. Its later use as a tea warehouse also serves as a reminder that this part of the river bank was once a thriving wharf area, before bigger ships and changed cargo handling methods led to the construction of larger capacity port facilities further towards the mouth of the Yarra.

Eckersley & Sons soda fountain works, 93-103 Clarendon Street Southbank



Statement of Significance

What is significant?

Eckersley & sons soda fountain works, 93-103 Clarendon Street Southbank

Contributory elements include:

- parapeted brick and cement rendered Edwardian style facades to Clarendon Street, Haig Street & Haig Lane
- timber and steel framed windows
- deep mouldings and brick decorations
- corrugated iron clad saw tooth roof profile

How is it significant?

The Eckersley & sons soda fountain works is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

The Eckersley & sons soda fountain works is significant historically as one of few remaining relatively intact engineering works in the Southbank area, representing what was once the characteristic building form and use. Eckersley was an unusual manufacturer which reflects the wide range and diversity of industrial activity that developed in Southbank in the early twentieth century. The Eckersley & sons factory is of aesthetic significance for the well resolved utilitarian Edwardian style which was typical of both the period and function.

Melbourne and Metropolitan Tramways Board Electricity Substation 'S', 67-69 Clarke Street Southbank



Statement of Significance

What is significant?

Melbourne and Metropolitan Tramways Board (M&MTB) electric substation 'S', located at 67-69 Clarke Street Southbank, constructed 1926.

Contributory elements include:

- Simple stripped classical or Greek Revival style parapeted single storey form;
- brick and cement rendered Interwar style facades to Clark Street, Hancock Street & facing CityLink;
- refined rendered decorative details; and
- integrated fittings including wall and ridge vents and rain goods.

How is it significant?

The M&MTB electric substation is significant historically, and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

The Melbourne and Metropolitan Tramways Board electric substation is historically significant as one of several suburban tram substations erected by the newly formed Melbourne & Metropolitan Tramways Board to rationalise and expand the Melbourne tramway system and so creating one of the world's largest single city tram networks. In particular it reflects the extension of existing tramways in the city into the southern suburbs and the gradual replacement of cable tramways with

electric traction. By the late 1920s this created both a commuter connection with the bay side suburbs and provided access for workers to the South Melbourne industrial areas.

It is also significant as one of several related tramway substations designed by the Board architect, A.G. Monsborough, in the 1920s.

The substation is also of architectural interest for the Greek Revival style design, which uses a variety of traditional forms and decorative elements of brick and rendered masonry, adopting a grand contemporary style for a utility building.

Draft C305 Amendment Documents
Updated following Exhibition

Thornycroft (Aust) Ltd later Herald Sun Television studio, 49-61 Coventry Street and 50 Dorcas street, Southbank



Statement of Significance

What is significant?

The Thornycroft (Aust) Ltd showroom and service station of the 1920s, later Herald Sun Television studio 50 Dorcas St Southbank, was established in 1956 on this site.

Contributory elements include:

- Simple Interwar style parapeted two storey brick form, one bay deep;
- red brick cladding (painted) with concrete lintels;
- Steel-framed industrial hopper sash windows with multi-pane glazing.

How is it significant?

The Thornycroft (Aust) Ltd showroom and service station, later Herald Sun Television studio is significant historically and socially to Southbank and the City of Melbourne.

Why is it significant?

The Thornycroft (Aust) Ltd showroom and service station, later Herald Sun Television studio is significant historically for its expression of the prevailing motor industry development in the Southbank area during the Interwar period and as the last remaining building related the HSV-7's once Dorcas Street production, broadcast, administrative and studio facilities. The studio operated for over 50 years from this site and was responsible for the first television broadcast in Victoria and the second in Australia. The studio is of historical and social significance as the location where a large number of long lived, and popular television programs have been produced including *World of Sport*, *The Penthouse Club with Mary Hardy*, *Fast Forward* and *Tonight Live with Steve Vizard*.

Vault sculpture, Grant Street (corner Dodds Street) Southbank



Statement of Significance

What is significant?

Vault sculpture - currently located within the Malthouse Plaza corner of Dodds and Grant Street Southbank created by sculptor and painter Ron Robertson-Swan, who studied under Lyndon Dadswell and was assistant to Henry Moore. He is Head of Sculpture at the National Art School and artistic adviser to the Sculpture by the Sea exhibition. He was a founding member of the Visual Arts Board of the Australia Council and has won numerous awards including the Comalco Invitational Sculpture Award, the Transfield Prize and the Alice Prize. Vault is his best known work.

Contributory elements include:

- painted yellow steel plat folded into abstract geometric forms
- 360 degree views to the sculpture.

How is it significant?

Vault is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

Vault is historically significant as the main public art element proposed for the Melbourne City Square, as part of the revitalisation of the central city in the 1970s and 80s. It was intended to demonstrate the progressiveness of the city and act as a focal point for the square, but due to public and media criticism, it became a controversial symbol of conservative backlash resulting in its dismantling and banishment to the much less frequented Batman Park on the Yarra. It is therefore

historically significant as an iconic representation of the politicization and responses to public art, and the conflict between conservative and progressive aesthetic and urban planning ideas.

[It is also of historical significance for its association with the prominent Australian Abstract artist Ron Robertson-Swan.](#)

It is of aesthetic significance as a finely finished minimalist abstract sculpture, which has ultimately been accepted and embraced by the art world and general public.

Draft C305 Amendment Documents
Updated following Exhibition

Kings Way Bridge, Kings Way Southbank



Statement of Significance

What is significant?

King Street Bridge is located on the southern approach to Melbourne's Central Business District and incorporates a 23 span steel girder and concrete deck elevated roadway extending from Kavanagh Street South Melbourne to Flinders Street. Built between 1959 and 1961, it incorporates a crossing of the Yarra River, with unusual split level side lanes, formerly connecting minor roads (Yarra Bank and Queens Wharf Roads) on the north and south banks. The structure comprises cantilevered and suspended spans in varying span lengths up to 160 feet (48.7 m), with larger spans over the Queens Bridge Street and City Road intersection.

Contributory elements include:

- Elevated continuous linear form with cantilevered and suspended spans and steel and concrete piers;
- multi-level roadways with split level side lanes crossing the Yarra; and
- red-painted deep steel girders and concrete deck;

The additional girders added for the Casino carpark access lanes are not contributory to the significance of the place.

How is it significant?

King Street Bridge is significant for aesthetic, historic, social and scientific (technical) reasons at a National level.

Why is it significant?

Kings Street Bridge is of historical significance as the first major elevated controlled-access road structure in Victoria providing grade separation over multiple intersections, and was probably the first structure of this type Australia. It predates the opening of the Cahill Expressway in Sydney by a few months and was completed five years after the Clifton Hill Overpass that provided Victoria's first grade separation of a major road intersection and railway crossing.

King Street Bridge and Kings Way provided a new southern approach to the City to relieve the congestion on St. Kilda Road and Princes Bridge that had become a chronic problem in the post war period. The bridge was the first example in Victoria of a major elevated road intended to improve traffic flow through multiple intersections by grade separation. As such, it can be seen as a precursor to Victoria's later urban freeways.

It is also historically significant due to the controversy over the collapse of a section on 10 July 1962 and subsequent Royal Commission which showed flaws in the design and management of this major public works project, and influenced government decisions about responsibility for such projects for some time after.

King Street Bridge is of technical significance as the most adventurous bridge construction project in Victoria up to that time, with considerable innovation in design and construction of the works through the input of the CRB engineers, Melbourne consulting engineer Roy Hardcastle, of Hardcastle and Richards, who led the design team (King Street Bridge Design Pty Ltd), and the construction firm Utah Australia. Further, the "design and construct" tender process for public works of such magnitude was a first for Victoria, the largest precedent in Australia being the Sydney Harbour Bridge. The tender process was considered by the Royal Commission to be a factor contributing to the subsequent collapse.

King Street Bridge was the largest structure erected on the Coode Island Silt to that time, resulting in a great deal of design and construction attention being devoted to the foundations and eliciting a non-conforming tender (not adopted) for a foundation design with slender piles prevented from buckling by the lateral support of the soft silt, using theory developed by Professor Arthur Francis, of the University of Melbourne.

When completed, the King Street Bridge and Kings Way Elevated Roadway (with an overall length of 793 metres) was the longest continuous road bridge in Victoria. It is still the second longest metal road bridge in Victoria after the 848 metre long cable-stayed metal girder section of the West Gate Bridge, and is the sixth longest bridge in Victoria in overall length after the Bolte Bridge & City Link Elevated Tollway (4,110 metres, opened 1999), the West Gate Bridge (2582.6 metres, opened in 1978), the West Gate Elevated Freeway (1,850 metres, opened 1987-8), the Kooyong Elevated Viaduct on the former South Eastern Freeway (now Citylink Tollway) (1,197 metres, opened 1970), and the Melbourne Airport Departure Terminals Bridge (850 metres, opened 1970). The City Road span of the King Street Bridge is the second longest non-truss, metal road bridge span in Victoria after the 336 metre cable-stayed main span of the West Gate Bridge. Prior to the 1950s most metal bridges in Victoria with span lengths over 30 metres were of truss designs.

The use of high-tensile welded steel for a bridge of this scale had not been undertaken before in Australia, and while the novel materials and unfamiliarity of the CRB in managing such a project may have contributed to a failure of a girder, the knowledge gained in building this bridge contributed to the development of not only further welded-steel bridge construction, but also a more thorough approach to inspection, control and management of major bridge projects.

King Street Bridge is of aesthetic and architectural significance as a major landmark at the southern approach to Melbourne which, while compromised by its partial enclosure by the casino complex, still presents a dramatic engineered form in the complex urban streetscapes of the Southbank area. The river crossing section of the bridge is also of aesthetic significance for its gentle, curved form – suggesting an arch form – and skewed angle, contrasting with the modern materials.

King Street Bridge is of social significance because of its prominent landmark quality. It is also significant because of its dominant role in city travel, the quantity of traffic it carries on a regular basis, and the shared experience of the many travellers who experience the congested commuter traffic queuing to cross the bridge. The unique tunnel through the casino section further enhances this experience.

Draft C305 Amendment Documents
Updated following Exhibition

Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank



Statement of Significance

What is significant?

Austral Otis engineering works 127-129 Kavanagh Street, Southbank

Contributory elements include:

- Classical masonry façade to Kavanagh Street with return section
- brick and cement render finishes including mouldings
- timber framed windows
- corrugated iron clad timber and steel framed factory buildings, with original cladding to east and south
- steel and concrete modern addition along Kings Way

How is it significant?

Austral Otis is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

Austral Otis is of historical and aesthetic significance as a distinctive and long lived engineering firm which pioneered the development of steam and electric power installations in Melbourne, and was a major contributor to the development of fast electric passenger lifts which facilitated the design and

construction of multi-story office buildings in the late nineteenth century. As such it contributed to the Melbourne building boom and economic development in the state.

The corrugated iron clad factory buildings are of historic significance as a very rare survivor of South Melbourne engineering works, which once formed the distinctive building type and use in this area.

The Kavanagh Street office building is of architectural significance as an elaborately resolved Victorian Italianate masonry façade, to a shallow two story office space and backed by characteristic timber and steel framed and corrugated iron double height factory shell. This reflects the dual function of such prominent industrial sites in providing an impressive public face and functional works behind. The office building is also significant as an early example of the work of prominent architect Charles Debro, who went on to design a number of important Melbourne buildings including Stonington, the Prahran Town Hall clock Tower and the Winfield Building.

The corrugated iron clad factory buildings are of historic significance as a very rare survivor of South Melbourne engineering works, which once formed the distinctive Building type: and use in this area.

The place is of aesthetic significance for its well-designed Victorian-era commercial elevation in the prevailing Italian Renaissance revival manner only occasionally used for the higher status engineering firms in Victoria at that time.

Draft C305 Amendment Documents
Updated following Exhibition

Queen's Bridge, Queens Bridge Street Southbank, HO791



Statement of Significance (as listed in the Victorian Heritage Register -last updated on February 9, 2000)

What is significant?

Queens Bridge which crosses the Yarra at the southern extension of Market Street, replaced an earlier timber footbridge erected in 1860, known as Falls Bridge. The present structure, named after Queen Victoria, was designed by Frederick M Hynes, the Chief Design Engineer for the "Harbour Jetties and Coast Works Department" of the Public Works Department. The chief contractor for its construction was David Munro, who also erected Princes Bridge, and the Sandridge Railway Bridge over the Yarra River. The bridge was officially opened by the Governor, Lord Hopetoun, on 18 April 1890. Queens Bridge is built in a very flat arch, reflecting the minimal rise and fall of the Yarra River. It is a five span structure constructed of wrought iron continuous plate girders. The bridge rests on iron cylinders filled with concrete, in groups of eight, with arched bracing between. The abutments are built in basalt and Stawell freestone. The bridge has an ornamental cast iron balustrade and a series of inverted foliated consoles beneath the balustrade.

How is it significant?

Queens Bridge is of architectural, aesthetic and historical importance to the State of Victoria.

Why is it significant?

Queens Bridge is of architectural and aesthetic importance for its unusual very flat arch which reflects the minimal rise and fall of the Yarra River. The iron cylinders filled with concrete which support the bridge are architecturally important as an unusual and innovative method of bridge construction.

Queens Bridge is of aesthetic importance as an elegant feature on the Yarra River with its contrasting substantial structure and fine detailing. The bridge is an important landmark and is a

contributory element in the distinct series of bridges which cross the Yarra within the city vicinity. The bridge represents a notable example of the work of David Munro who was also responsible for the construction of Princes Bridge and Sandridge Railway Bridge and who was a prominent contractor and speculator during Melbourne's boom period of the 1870s and 1880s.

Queens Bridge is of historical and social importance for its role in the early establishment of main thoroughfares in and around the city. A bridge was first built at this location in 1860. These early thoroughfares, and in particular river crossings contributed greatly in forming the shape of the city. The bridge played a significant role in linking port, recreational and industrial facilities with the city, facilitating the economic, suburban and demographic development of Melbourne.

Draft C305 Amendment Documents
Updated following Exhibition

Sandridge Rail Bridge, 1 Queens Bridge Street Southbank, HO762



Statement of Significance (as listed in the Victorian Heritage Register ~~H0994~~, last updated on February 23, 2000)

What is significant?

The Sandridge Railway Line Bridge was the third successive bridge at this location to carry the rail link from Flinders Street Station to Port Melbourne and St Kilda. The bridge is on the line of the original Hobson's Bay Railway Company line to Sandridge, the first passenger railway line in Australia in 1854. The bridge was designed by the Victorian Railways Department and the contract let to David Munro & Co in 1886. It is a metal girder bridge with five spans totalling 178m and with a maximum span of 36.9m. The four railway lines were opened for railway traffic in 1888. The Sandridge Railway Line Bridge is constructed from steel with hollow iron columns filled with concrete to support the plate girders and cross girders. The columns, set parallel to the stream flow in groups of three, were intended to reduce the impact of flooding. On either side of the river the steel girders are supported by bluestone and brick buttresses. On the south side the structure is continued as a brickwork viaduct. The location of the Flinders Street Station, the widening of the river and the great strength of its all-metal construction resulted in the unusual slanted angle of the bridge across the river, with the tracks at an angle of about 33 degrees to the stream flow. In 1925 overhead electrical masts were added and the original timber deck was replaced with rail and concrete slabs. The bridge is no longer used.

How is it significant?

The Sandridge Railway Line Bridge is of historical, technical and architectural significance to the State of Victoria.

Why is it significant?

The Sandridge Railway Line Bridge is historically significant as a surviving link across the River Yarra of Australia's first passenger railway line. The bridge has a strong historical association with the Port Melbourne and St Kilda railway lines which played a vital role in the development of Melbourne as a

great commercial city of the nineteenth century. Each of these two lines was provided with twin tracks, making the bridge the first railway bridge in Victoria with more than two tracks. The bridge played a significant role in linking both port and recreational facilities with the city, facilitating the economic, suburban and demographic development of Melbourne. It is also historically significant as a notable example of the work of engineer, speculator and contractor David Munro, whose other work included Queens Bridge and Princes Bridge.

The Sandridge Railway Line Bridge is technically significant as possibly the earliest example of the use of steel bridge girders on the Victorian railway system. The columns, innovative in construction design, are similar in design to Queens Bridge. The bridge is of considerable size, both in terms of its maximum span and its length. Its maximum span is among the ten longest metal girder bridge spans in Australia. The bridge is also an unusual example of bridge design for its skewed angle over the River Yarra.

The Sandridge Railway Line Bridge is architecturally significant as an essentially intact and rare example of a building type, and as the only known example of a railway bridge in Victoria carrying substantial ornamentation. The bridge demonstrates a notable application of classical decorative schemes in its piers, columns, pediments, fanlight motifs and arched braces across the piers.

Draft C305 Amendment Documents
Updated following Exhibition

Queens Bridge Hotel, 1-7 Queens Bridge Street Southbank



Statement of Significance

What is significant?

The Queens Bridge Hotel 1-3 Queen Street Southbank

Contributory elements include:

- parapeted three-storey corner form;
- Stuccoed ornament, in a trabeated form, in a neo-Classical style, terminating on a cornice at the parapet.
- stepped parapet, entablature and central flagpole providing a Moderne flavour
- Neo-Egyptian reeded capitals to the pilasters in keeping with the exotic derivation of the stepped parapet.
- cantilever street verandah,
- glazed tiling in the typical mottled cream with brown stripe pattern, as the dado between
- openings still fitted with their varnished timber doors and concertina wrought-iron security grilles.

The hotel is near original externally.

How is it significant?

The Queens Bridge Hotel is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

The Queens Bridge Hotel is of local historical significance for its role in serving the travellers and workers in the Southbank area. Its history is notable for the association with the nearby Queen's Bridge and its precursor, the Falls Bridge after which the hotel was named and then renamed. It is also notable for its associations with the firm of architects, Peck & Kemter,

As a major focus for workers from the South Bank Area as well as travelling salesmen, visiting the districts businesses, it reflects the former historical use of the Southbank Area.

The hotel is aesthetically significant for its stripped classical style and Egyptian motifs, and its prominent corner position giving it a landmark status on one of the main entries from the city into the Southbank area.

Draft C305 Amendment Documents
Updated following Exhibition

Robur Tea Company factory-warehouse, 107-127 Queens Bridge Street Southbank



Statement of Significance

What is significant?

Robur Tea Company factory-warehouse 107-127 Queens Bridge Street, Southbank

Contributory elements include:

- multi story form with Romanesque and Classical façade elements
- cement moulding details
- multi-paned glazing
- exposed red brick utilitarian industrial rear and side elevations
- Rear loading doors

How is it significant?

Robur Tea Company factory-warehouse is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it significant?

Robur Tea Company factory-warehouse is of local historical significance as one of the largest warehouse buildings in the Southbank area comparable with Jones Bond Store and the Clarendon Street Tea house. It represents the important mercantile activity that developed along the south bank of the Yarra River around the turn of the twentieth century and so is representative of the major industrial development that occurred in the Victorian-era and Interwar periods. It is also

significant for its association with James Service & co, one of Melbourne's most successful import and trading firms.

The Place is aesthetically significant for its well-developed architectural treatment for the tall-arched fenestration of the façade that exhibits the interest in medieval architectural sources and Arts & Crafts detailing in the Edwardian-era warehouse design.

Draft C305 Amendment Documents
Updated following Exhibition

Castlemaine Brewery, 107-127 (Part), 129-131 and 133 Queens Bridge Street, Southbank



Statement of Significance

What is Significant?

The Castlemaine Brewery complex (bottling stores and brewing tower at 115-127, 129-131 and 133 Queens Bridge Street) is a group of three buildings constructed in 1888 for the Castlemaine Brewery: a central five-storey brew tower and two two-storey bottling store buildings arranged symmetrically around it.

The Castlemaine Brewery Company was established in 1859 by the brothers Edward and Nicholas Fitzgerald. The company's Queens Bridge Road, South Melbourne brewery was commenced on the west side of Queens Bridge Street in 1871, and land opposite was first used for stables. In 1888 the three buildings, assumed to be designed by R. B. Whitaker, were constructed on the site of the former stables, and although intended as a standby in case of fire in the main brewery opposite, the buildings were fully utilized from the beginning. The central building was a traditional brew tower, and the two buildings flanking it were the bottling stores of the complex. In 1890 the brewery was described as 'one of the most extensive as it is also one of the most prosperous breweries at present existing in Australia'. However the company lost money in the early twentieth century when its beer was affected by a bacterial contamination, and the company was in poor financial shape when it became one of the six breweries which amalgamated to form Carlton & United Breweries in 1907. It ceased to operate from that time. The once extensive brewery complex on the west side of the street has been demolished. This former store is now used as offices.

The bottling stores of the former Castlemaine Brewery at 115-127 and 133 Queens Bridge Street are two storey buildings, originally of polychrome brick, with a parapet and a central arched pediment above (now been rendered and painted). The arched windows are divided by brick pilasters. The ground floor openings were altered in the post-World War II period and new arched openings similar

to the originals were reinstated in 2003. The former yard at the rear has been built over. Reputedly, the building retains the cast iron columns and riveted beams that support the first floor, as well as the original timber lined ceiling.

The central five-storey brewing tower is constructed of polychrome brickwork surmounted by a Mansard roof with dormer windows and once surmounted by a cast-iron widow's walk balustrade. The timber-lined interior of the top floor is a significant element demonstrating the requirement for dust and vermin proofing of the process areas. The tower's four facades are of red brick with quoins, window heads and string courses, at each floor level, in contrasting cream brick. A decorative arch motif, five stories in height, relieves the front façade. The views to the brew tower are also significant contributory elements, now prominent from Kings Way and in shorter views from Queens Bridge Street. Formerly, the tower was visible from across the Yarra River as a landmark, once facing another major brewing complex, McCracken's in Little Collins Street West, which has since been largely demolished.

Contributory elements include:

Fabric from c1888-1930 at the bottling stores of the former Castlemaine Brewery at 115-127 and 133 Queens Bridge Street:

- two storey form;
- originally polychrome brick main façade and face red brick side and rear walls;
- a parapet and a central arched pediment above, (now rendered and painted); and
- arched windows divided by brick pilasters.

The ground floor openings were altered in the post-World War II period and new arched openings similar to the originals were reinstated in 2003. The former yard at the rear has been built over. The buildings retain the cast iron columns and riveted beams that support the first floor, as well as the original timber-lined ceiling.

Fabric from c1888-1930 of the central five-storey brewing tower:

- polychrome brickwork external walls;
- four facades are of red brick with quoins, window heads and string courses, at each floor level, in contrasting cream brick;
- a decorative giant arcade motif, five stories in height, relieves the front façade;
- timber lined top floor interior and exposed riveted wrought iron girders on each floor;
- remnant machinery including line shafting; and
- surmounted by a mansard form roof with dormer windows, which was once surmounted by a cast-iron widow's walk balustrade to the roof;

- internal² cast iron columns and riveted wrought iron girders;
- internal³ exposed brick walls; and
- internal⁴ timber floors.

This is a coherent group of three buildings, each built in polychrome brickwork. The three buildings remain and the central tower is substantially intact including its mansard roof, however the lower buildings have been rendered over, resulting in some loss of coherency over the group. The sandblasting of the brickwork of the central tower has been detrimental to its fabric.

A nearby associated building to the complex is the former Castlemaine Brewery malt house designed by Richard Buckley Whitaker and built in 1892. It was converted to a theatre complex in 1989 with three main buildings of two and three storeys and was refurbished in 2006.

How is it Significant?

The Castlemaine Brewery complex is significant historically, socially, technically and aesthetically to Southbank and the City of Melbourne.

Why is it Significant? (derived from Conservation Management Plan)

The former Castlemaine Brewery is of significance as a rare, large and substantially intact surviving part of one of South Melbourne's largest industries, and for being an architectural landmark in the area. Despite their altered state, the two storeyed buildings are integral to the significance.

The Castlemaine Brewery complex is significant historically and socially:

- as representative of the boom in Melbourne's brewing history in the late nineteenth century, and in particular as one of South Melbourne's largest industries during a period of substantial growth in the area;
- as acknowledged in 1890 as one of 'the most prosperous breweries at present existing in Australia';
- for its connection with the Fitzgerald Brothers and their managing director J. B. Perrins who, from their earliest establishment in Castlemaine, and then South Melbourne, went on to develop breweries in Newcastle, NSW, and Brisbane – eventually becoming one of Australia's major brewing operations, as Castlemaine Perkins;

And aesthetically:

- as part of a wider brewing group that includes the significant Castlemaine Brewery Malt House (113 Sturt Street, Southbank, designed by Richard Buckley Whitaker and built in 1892), also a rare, large architectural landmark in the area;

^{2,2,3} Internal controls apply to the uppermost two levels only

- for the multi-storey brewing tower form which represents an innovation in local brewing technology and greatly enhanced the company's prosperity, even though it is not a rare building form for breweries in Victoria;
- as one of three Victorian-era brewing towers in the City of Melbourne (towers associated with the Melbourne Brewery in Stanley Street , West Melbourne and the Victoria Brewery, East Melbourne are not publicly visible); and
- as a well preserved example of a nineteenth century brewing complex, including a brew tower and bottling stores, distinguished by its symmetrical composition and prominence in views across the Yarra River from Melbourne's Central Activities District and as a three dimensional architectural expression with four equally elaborate elevations visible from all directions.-

The general approach to the conservation of the building should be to retain its appearance as it stood in around the 1930s, including the removal of later accretions and reinstatement of missing fabric if appropriate (refer to Policy 4.2.1 in Conservation Management Plan).

Draft C305 Amendment Documents
Updated following Exhibition

Jones Bond Store, later Riverside Apartments, -1 Riverside Quay Southbank



Statement of Significance

What is significant?

The Jones Bond Store was a large complex of store buildings, the first being constructed on the site around 1865. The extant registered buildings are Stores B and C and building No. 11. These probably date from 1888. The B and C stores were constructed of English-bond face brickwork with cast-iron columns and timber floors and roof trusses. The five storeys are delineated by corbelled brick string courses, and arched and flat arched window heads alternate with each floor. An oculus in each gable is surrounded by cream brick with quoins on the four axes. Building 11 was constructed of brick and bluestone and has a shallow gable roof.

How is it significant?

The Jones Bond Store is of historical and architectural significance to the State of Victoria.

Why is it significant?

The Jones Bond Store is of historical significance as one of the largest extant 19th century store complexes in Victoria and one of the few remaining links with Southbank's early industrial and maritime past. The buildings provide evidence of the character of late-19th century warehousing and are a reminder of the fact that the river bank in their vicinity was once a hive of shipping activity. They show how warehouses and shipping freight facilities were more closely integrated in the fabric of the city in the years before containerisation and heavy freight haulage demanded more specialised and separate freight precincts. The simple but substantial character of the buildings reflects Melbourne's growing importance as a port city in the post-gold rush years.

The Jones Bond Store is of architectural significance because it documents a development in building design, namely the multi-storey warehouse, a development which was influenced by the introduction of hydraulic lift technology in the mid-1880s.

Duke & Orr's Dry Dock, South Wharf and Cargo Sheds, 1-27 & 29-65 South Wharf Promenade, 2 Clarendon Street, South Wharf, HO764



Statement of Significance (as listed in the Victorian Heritage Register –H1096, last updated on October 5, 1999)

What is significant?

Duke and Orr's Dry Dock is a large timber lined dock which currently houses the historic barque Polly Woodside. It was built in 1875 and was largely reconstructed in 1901 with a new pump house, plant and machinery. The dock, gates, machinery and pump house are largely intact, although the basin of the dock has been partially filled and reduced in length. The dock is now approximately 107m long, 24m wide and 7m deep.

How is it significant?

Duke and Orr's Dry Dock is of historical and scientific (technical) significance to the State of Victoria.

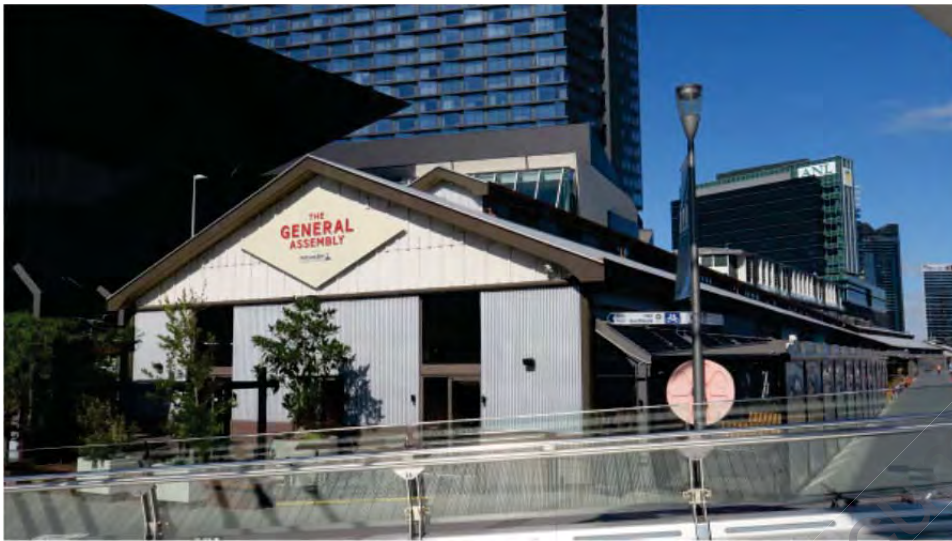
Why is it significant?

Duke and Orr's Dry Dock is of historical significance as one of the few surviving relics of a once extensive ship building and repair industry that stretched along the south bank of the Yarra River for 5 kilometres below the Queen Street Bridge. Its location is a reminder of the once close proximity between the CBD and its port facilities, a proximity that was interrupted by changed cargo handling methods and larger ships. At the time of its closure in August 1975 it was the oldest and longest operating privately-owned dry dock in Victoria, having been in almost continuous operation for one hundred years. Associated buildings provide an important and authentic aspect of the dock's historical context as do the cobbled bluestone laneways that formed Tyne Street and Phayer Street which contribute a significant historical aspect to the precinct.

Duke and Orr's Dry Dock is of scientific (technical) significance as the last timber walled dry dock to operate in Australia and because of its unique steam plant which includes the oldest known surviving installation of Victorian-built underfired tubular boilers in the metropolitan area, and the only extant pair of Victorian-built tandem compound vertical steam pumping engines.

Draft C305 Amendment Documents
Updated following Exhibition

Cargo Sheds, berths 4,5,6,7,8,9, 1-27 & 29-65 South Wharf Promenade and 2 Clarendon Street, South Wharf



Statement of Significance (as listed in the Victorian Heritage Register H0891 last updated on October 18, 1999)

The Cargo Sheds No. 4 and No. 5-9 South Wharf represent the last (in situ) remaining link with the cargo and berthing facilities of the nineteenth century river port of Melbourne, originally extending to Queen's Bridge, and is now the most eastern part of the port of Melbourne.

The Sheds, and associated wharfing, illustrate the small scale methods of cargo-handling direct from ship to wharf, in the era of trans-shipment and before the introduction of roll-on roll-off and container shipment. They have been in use for cargo-handling for over 60 years.

They also represent an important transitional link between the period of smaller shallow draught trading vessels and the age of larger vessels involving greater draughts, tonnage and length.

Cargo Shed No.9 Wharf, built in 1884, is the oldest cargo shed in situ along the river within the Port of Melbourne. Whilst its fabric has been partially destroyed by fire, the remaining shed provides sufficient evidence to illustrate the style of construction including the unusual truss design, alignment with the river, and association with the once thriving maritime industry within close proximity of the city of Melbourne. It is a unique survivor of a once-common building practice in the transport industry.

Cargo Sheds No.4 and Nos 5-8 South Wharf between 1929-31 reflect the construction principles of the early twentieth centuries including roller shutter doors at regular intervals rather than sliding doors, flexible open floor plan enabling berths to be allocated as required, and ridge lantern lighting for security and lighting.

The access roads to sheds number 5-9 (south wharf road) displays evidence of bluestone cobbles, and contains some of the earliest macadamised roadway within the port of Melbourne.

The sheds and wharves are also closely associated with the heart of Melbourne's ship building and marine engineering industry, carried out on the south bank of the river from the 1850s. As the focal point for Melbourne's commercial shipping trade, the Yarra River in the vicinity of Spencer Street Bridge was an important location for the repair, maintenance and construction of cargo vessels. It is

significant that this area survives in close proximity to the commercial centre of the city of Melbourne.

The historical importance of the sheds and wharves is therefore enhanced by their location within an area that still retains its nineteenth century maritime character.

The sheds themselves also make a significant contribution to the maritime precinct. Other elements include the Robur Tea House and Buchanan and Brock, engineering workshop, the Duke and Orr Dock, former Titan Wire Products factory, the amalgamated marine engineers building and the "Polly Woodside".

Draft C305 Amendment Documents
Updated following Exhibition

Hamer Hall and part of Arts Centre Melbourne, 100 St Kilda Road, Southbank



Statement of Significance (as listed in the Victorian Heritage Register -H1500, last updated on June 9, 2005)

What is significant?

After the National Gallery of Victoria opened in 1968 as the first stage of the Victorian Arts Centre, attention turned to the completion of the remainder of the complex. This included a concert hall, theatres and spire, which had all been conceived by Roy Grounds in his original master plan in 1960, as one building, under a spire, and linked to the gallery via a covered porch. He died before seeing the final completion of this project which he began in 1959. The site selected for this complex, just south of the Yarra, was first proposed in 1943, proclaimed in 1957, and construction of the gallery component finally commenced in 1962. A competition was not held for the design of the Arts Centre and in 1959 Grounds, Romberg and Boyd were appointed architects. In awarding this commission, emphasis was placed on Grounds thirty years of experience and he subsequently became responsible for the job. He then devoted much of his time, from the 1960s to the 1980s, to this building complex.

The rectangular gallery building was constructed to the south of the selected site in St Kilda Road, a triangular art school constructed to the west in 1970, and the area to the north, known as the North End, was allocated to the theatre and concert facilities, located under a circular spire. Nine years after producing the master plan, and with the gallery complete, Grounds turned his attention to the design of the theatre and concert facilities. Initial plans had been for a new gallery building and a multi- purpose auditorium, however plans for the auditoria components grew, and the State government was persuaded to annex land all the way to the Yarra. The design for the State Theatre was altered to accommodate 2000 patrons and concerns over the implications of structural works associated with underground proposals, particularly after the collapse of the West Gate Bridge in

1970, forced Grounds to look at alternatives. The Theatres Building was modified and extended above St Kilda Road level as an undistinguished bush-hammered concrete building, and the spire, lifted to house the fly tower, became an enormous latticed space frame. The Concert Hall, also originally intended to be underground, became a massive, sandstone coloured precast panelled, cylinder. As a result, Ground's initial concept for the complex was greatly compromised. Responsibility for the project lay with the Building Committee, established in 1956, and comprising a number of representative members from the community, local councils, regional Victoria, the Victorian Government and the National Gallery of Victoria. These included Kenneth Myer, who was chairman from 1965 to 1989, Professor Joseph Burke and later Professor Margaret Manion from the Fine Arts Department at Melbourne University, Councillor Michael Winneke and Sir Ian Potter. For twenty five years this committee were a consistent force in the completion of the complex. It became the Victorian Arts Centre Trust in 1980, with actor and film director, George Fairfax, as its first General Manager, a position he held until 1989. Originally appointed as a technical officer, and Chief Executive Officer in 1972, Fairfax played an influential role in the development of the Arts Centre. Work began on the theatre site in 1973, with excavation work not completed until 1977-8, two years later than expected. Work on the more stable concert hall site began in 1976. As work began on the substructures, fully developed sketch plans of the buildings and their interiors were completed. Academy Award-winning expatriate set designer, John Truscott, was employed to decorate the interiors and his theatrical connections added another dimension to the project. His work on the interiors was constrained only by a requirement to leave elements already constructed, such as Ground's faceted cave Concert Hall interior, to which he applied jewelled finishes, and his steel mesh draped ceiling in the State Theatre, to which he added perforated brass balls. The lushness of Truscott's interiors, contrasted with the sombre character of Ground's exterior. The Concert Hall opened in November 1982, while substantial work remained to be done on the Theatres site. The rest of the Arts Centre was opened progressively in 1984, with the Theatres building officially opened in October that year. This signified the completion of one of the largest public works projects in Victorian history, which had been undertaken over a period of almost twenty five years.

How is it significant?

The Victorian Arts Centre is of architectural, aesthetic, historical and social significance to the State of Victoria.

Why is it significant?

The Victorian Arts Centre is of architectural significance as a major work by noted Australian architect, Roy Grounds, who, together with his former partners Robin Boyd and Frederick Romberg, was one of the most influential architects of his generation, pioneering modernist design. Together with the gallery, the Arts Centre occupied much of his time from the 1960s to 1980s. Grounds significance as an architect was confirmed when he was awarded the RAIA Gold Medal in 1968 and was knighted the same year.

The Arts Centre is of architectural and aesthetic significance for the high standards of design and detail evident in the distinctive interiors of the performance and ancillary spaces, designed by John Truscott.

The Victorian Arts Centre is of historical significance as one of the largest public works projects in Victoria's history. This ambitious project, undertaken over a period of almost twenty five years,

encompassed complex planning, design, documentation and construction phases. It has associations with prominent individuals in Victoria's cultural history including George Fairfax and John Truscott.

The Arts Centre is of historical significance as a major cultural institution and as the primary focus for the arts in Victoria. Once constructed, the complex, with its distinctive spire, provided Melbourne with an important visual image.

The Arts Centre is of social significance for the unusual level of public interest and support it afforded. A large number of Victorians were involved with the planning and financing of the complex and a number of major and minor corporate and individual sponsors were involved.

Draft C305 Amendment Documents
Updated following Exhibition

Arts Centre, 100 St Kilda Road Southbank HO760



Statement of Significance (as listed in the Victorian Heritage Register H1500, last updated on June 9, 2005)

What is significant?

After the National Gallery of Victoria opened in 1968 as the first stage of the Victorian Arts Centre, attention turned to the completion of the remainder of the complex. This included a concert hall, theatres and spire, which had all been conceived by Roy Grounds in his original master plan in 1960, as one building, under a spire, and linked to the gallery via a covered porch. He died before seeing the final completion of this project which he began in 1959. The site selected for this complex, just south of the Yarra, was first proposed in 1943, proclaimed in 1957, and construction of the gallery component finally commenced in 1962. A competition was not held for the design of the Arts Centre and in 1959 Grounds, Romberg and Boyd were appointed architects. In awarding this commission, emphasis was placed on Grounds thirty years of experience and he subsequently became responsible for the job. He then devoted much of his time, from the 1960s to the 1980s, to this building complex.

The rectangular gallery building was constructed to the south of the selected site in St Kilda Road, a triangular art school constructed to the west in 1970, and the area to the north, known as the North End, was allocated to the theatre and concert facilities, located under a circular spire. Nine years after producing the master plan, and with the gallery complete, Grounds turned his attention to the design of the theatre and concert facilities. Initial plans had been for a new gallery building and a multi- purpose auditorium, however plans for the auditoria components grew, and the State government was persuaded to annex land all the way to the Yarra. The design for the State Theatre was altered to accommodate 2000 patrons and concerns over the implications of structural works associated with underground proposals, particularly after the collapse of the West Gate Bridge in

1970, forced Grounds to look at alternatives. The Theatres Building was modified and extended above St Kilda Road level as an undistinguished bush-hammered concrete building, and the spire, lifted to house the fly tower, became an enormous latticed space frame. The Concert Hall, also originally intended to be underground, became a massive, sandstone coloured precast panelled, cylinder. As a result, Ground's initial concept for the complex was greatly compromised. Responsibility for the project lay with the Building Committee, established in 1956, and comprising a number of representative members from the community, local councils, regional Victoria, the Victorian Government and the National Gallery of Victoria. These included Kenneth Myer, who was chairman from 1965 to 1989, Professor Joseph Burke and later Professor Margaret Manion from the Fine Arts Department at Melbourne University, Councillor Michael Winneke and Sir Ian Potter. For twenty five years this committee were a consistent force in the completion of the complex. It became the Victorian Arts Centre Trust in 1980, with actor and film director, George Fairfax, as its first General Manager, a position he held until 1989. Originally appointed as a technical officer, and Chief Executive Officer in 1972, Fairfax played an influential role in the development of the Arts Centre. Work began on the theatre site in 1973, with excavation work not completed until 1977-8, two years later than expected. Work on the more stable concert hall site began in 1976. As work began on the substructures, fully developed sketch plans of the buildings and their interiors were completed. Academy Award-winning expatriate set designer, John Truscott, was employed to decorate the interiors and his theatrical connections added another dimension to the project. His work on the interiors was constrained only by a requirement to leave elements already constructed, such as Ground's faceted cave Concert Hall interior, to which he applied jewelled finishes, and his steel mesh draped ceiling in the State Theatre, to which he added perforated brass balls. The lushness of Truscott's interiors, contrasted with the sombre character of Ground's exterior. The Concert Hall opened in November 1982, while substantial work remained to be done on the Theatres site. The rest of the Arts Centre was opened progressively in 1984, with the Theatres building officially opened in October that year. This signified the completion of one of the largest public works projects in Victorian history, which had been undertaken over a period of almost twenty five years.

How is it significant?

The Victorian Arts Centre is of architectural, aesthetic, historical and social significance to the State of Victoria.

Why is it significant?

The Victorian Arts Centre is of architectural significance as a major work by noted Australian architect, Roy Grounds, who, together with his former partners Robin Boyd and Frederick Romberg, was one of the most influential architects of his generation, pioneering modernist design. Together with the gallery, the Arts Centre occupied much of his time from the 1960s to 1980s. Grounds significance as an architect was confirmed when he was awarded the RAIA Gold Medal in 1968 and was knighted the same year.

The Arts Centre is of architectural and aesthetic significance for the high standards of design and detail evident in the distinctive interiors of the performance and ancillary spaces, designed by John Truscott.

The Victorian Arts Centre is of historical significance as one of the largest public works projects in Victoria's history. This ambitious project, undertaken over a period of almost twenty five years,

encompassed complex planning, design, documentation and construction phases. It has associations with prominent individuals in Victoria's cultural history including George Fairfax and John Truscott.

The Arts Centre is of historical significance as a major cultural institution and as the primary focus for the arts in Victoria. Once constructed, the complex, with its distinctive spire, provided Melbourne with an important visual image.

The Arts Centre is of social significance for the unusual level of public interest and support it afforded. A large number of Victorians were involved with the planning and financing of the complex and a number of major and minor corporate and individual sponsors were involved.

Draft C305 Amendment Documents
Updated following Exhibition

National Gallery of Victoria, 180 St Kilda Road, Southbank



Statement of Significance (as listed in the Victorian Heritage Register H1499, last updated on February 22, 2000)

What is significant?

The National Gallery of Victoria was opened in 1968 as the first stage of the Victorian Arts Centre. Designed by noted Melbourne architect Roy Grounds, this building created great controversy both before and after construction, and caused the split in 1962 of the important and influential partnership Grounds had with Robin Boyd and Frederick Romberg.

The National Gallery was originally established in the Public Library in Swanston Street in 1861. Calls for a new and separate gallery building began after the generous Felton Bequest in 1905 enabled the acquisition of a large collection of art, however this was not fulfilled for another sixty years. In 1943 the State Government proposed that a new art gallery be constructed on crown land just south of the Yarra River on a site known as Wirth's Park, occupied at the time by a number of entertainment facilities. Proclamation of the site was delayed until 1957, after Henry Bolte was elected Premier, and construction on the site finally commenced in 1962. A competition was not held for the design and in 1959 Grounds, Romberg and Boyd were appointed architects. In awarding this commission, emphasis was placed on Grounds thirty years of experience and he subsequently became responsible for the job. He then devoted much of his time, from the 1960s to the 1980s, to this building complex. The master plan produced by Grounds, placed the Gallery at the southern end of the St Kilda Road site, with the northern end reserved for the future construction of a theatre and concert hall complex.

The Director of the Gallery at the time, Eric Westbrook, produced a brief outlining the aims of a new Gallery building and, together with Grounds, undertook a three month tour of Europe and America

to view international gallery designs. Grounds had already gained a reputation in Victoria for his highly innovative work, playing a key role in the early 1930s in bringing the Modern Movement to Australia. His fascination with geometry was evident in his work from the early 1950s and can be clearly seen in his gallery design.

The large palazzo-like gallery building is rectangular in form with three internal courtyards providing light and external views to surrounding galleries. The bluestone clad, reinforced concrete building is relieved only by a large entrance archway and a bronze Victorian coat of arms by Norma Redpath on the front facade. The oriental influenced floating roof, with upturned eaves, is separated from the walls by a continuous band of high clerestoreyclerestory windows, and a moat surrounds the entire building. The water theme is continued at the entry where a flow of water runs down a glass screen, now known as the water wall. The brief required the inclusion of a reception hall for State functions and this is four storeys in height and features an abstract ceiling of multi-coloured glass by the artist Leonard French. Two principal double height floors, at ground and second floor levels, contain the main gallery spaces, with intermediary floors containing many of the service areas. Contrasting internal finishes include bluestone, bush-hammered concrete and Victorian ash veneer panels, baffles and gapped lining boards.

Grant and Mary Featherston were commissioned to design the furniture and fittings for the gallery in 1966. They were required to address a wide range of issues, including security, atmospheric control and the housing of a variety of objects, and, in response to their brief, developed a system of butt jointed glass cases which provided an unencumbered view of the objects on display. These were supported on rectilinear frames of Victorian ash, consistent with the material used throughout the interior.

In response to the specific site, the original master plan included a triangular planned Art School to the west of the gallery and circular spire to the north, and in 1970 the former was opened. Associated auditoria and theatres were also planned for future development and these were completed in the early 1980s.

A major redevelopment of the National Gallery was opened in 2003. Designed by Italian architect Mario Bellini, in conjunction with Melbourne architects, Metier 3, it retained the basic design and inserted a new gallery. Many important features of the original Grounds design remain intact, including the exterior bluestone walls, Leonard French ceiling, water wall entry (although moved), and many of the original internal finishes.

How is it significant?

The National Gallery of Victoria is of architectural, historical and social significance to the State of Victoria.

Why is it significant?

The National Gallery of Victoria is of architectural significance as the most ambitious and most successful of the works from the post-Second World War period to 1960, in the development of a modern Australian architecture. This period of experimentation in structure and expression was influenced by the Modern Movement in Europe and America, and resulted in a specific Australian response.

The National Gallery of Victoria is of architectural significance as a major work by noted Australian architect, Roy Grounds, who, together with his former partners Robin Boyd and Frederick Romberg, was one of the most influential architects of his generation, pioneering modernist design. The gallery represents the peak of his five decades of practice. It is his best known work and a building that provoked a mixed reaction from the architectural profession. Grounds' significance as an architect was confirmed when he was awarded the RAIA Gold Medal in 1968 and was knighted the same year.

The Gallery is of architectural significance as a highly detailed, integrated design. This is seen in the variety of internal finishes employed, the design of furniture and fittings, and in the integration of art work in the building, such as the ceiling by artist Leonard French and the coat of arms by Norma Redpath.

The Gallery is of historical significance as the first major public building to be constructed in Victoria in the fifty years following the First World War, and the first entirely new Art Gallery to be constructed in Australia after the Second World War. It set new standards for exhibition layout, art storage and conservation and represented a new era in the arts and public architecture. The site became the primary focus for the arts in Victoria and provided Melbourne with an important visual image.

The National Gallery is of social significance for the high level of public ownership and affection it attracts. This is particularly evident in the large amount of money raised by public appeal and the strong attachment felt with the visible images of the water wall and the Great Hall.

Draft C305 Amendment Documents
Updated following Exhibition

Victoria Police Barracks, later part Victorian College of The Arts, 234 St Kilda Road, Southbank



Statement of Significance (as listed in the Victorian Heritage Register –H1541, last updated on October 5, 1999)

What is significant?

The Former Victoria Police Depot, including the Stables, the Riding School, and Drill Hall (1912-13), Police Hospital and Dispensers Residence (1914), Police Stores and Workshop, (c.1916-20), Police Barracks (1925) and Rough Riders Residence (1929), was constructed between 1912 and 1929 as the headquarters for police training and mounted police operations in Victoria. The building resulted from the Federal Government's decision to establish the Victoria Barracks as the headquarters for the newly formed Commonwealth Department of Defence in 1906. As the Victoria Police had occupied a significant proportion of the Barracks since 1881, provisions were made by the Government to relocate the Police to the nearby St Kilda Road site. The St. Kilda Road site of the former Barracks has important associations with the history of Melbourne as the location of Canvas Town in 1852-54 and the Immigrants Home from 1856-1914. The Victorian College of the Arts began occupying the police buildings on the site from 1973. They subsequently erected substantial buildings and now occupy all the site except the Police Stables which remain in their original use by the Police as the Operational Headquarters for Mounted Police in Victoria. The whole of the land is significant as the curtilage of the island site of the Victoria Police Depot notwithstanding the buildings which have been erected or modified by the Victoria College of the Arts.

How is it significant?

The former Victoria Police Depot is architecturally and historically important to the state of Victoria.

Why is it significant?

The Former Victoria Police Depot is historically significant as a police training establishment of the early twentieth century and a police hospital. The Former Police Depot demonstrates the association of the site with the Victoria Police and in particular the Mounted Police Branch since 1912. The St Kilda Road site of the former Depot has important associations with the history of Melbourne as the location of Canvas Town in 1852-54 and the Immigrants Home from 1856-1914.

The Police Barracks within the Police Depot (now the Administration Building for the Victorian College of the Arts) is historically significant for its association to the police strike of November 1923 and subsequent Royal Commission in 1924, which found that many police barracks and stations provided poor living conditions for officers. As a result, the old Immigrants Home buildings previously used by the Police recruits were demolished and construction of the new barracks was commenced. The new building set new standards for the accommodation of recruits with the provision of comfortable living conditions and recreational grounds and facilities.

The former Rough Riders' Residence within the Police Depot is historically significant as a representative example of a police residence, but also as one for a special use as it was erected to accommodate those involved with breaking in new horses acquired for police work.

The Police Depot is architecturally significant in providing an extremely rare and unique solution to the institution's requirements. The architectural form of the stables, riding school and drill hall demonstrates the reliance on the horse as a means of transport for police work at that time. The combination of stables, octagonal entrance hall, riding school and drill hall was regarded with pride at the time it was built. The Stables is one of the largest stable buildings to have been constructed and to still remain in metropolitan Melbourne. The original design for the Riding School and former Drill Hall was for one large open space divided in the centre by a mezzanine viewing platform. The Riding School is located in the wing extending east from the octagonal entrance hall.

The former Police Hospital is historically and architecturally significant as the first purpose-built Police Hospital to be constructed in Victoria and one of the few Police buildings to still remain in metropolitan Melbourne. Its design was based on the pavilion principle, which expressed the late nineteenth and early twentieth century attitudes to hospital design. The design was intended to provide ample sunlight and ventilation for the convalescing patients, and included a two-levelled veranda on the north and south elevations. The hospital building included a dispensary, reflecting the function carried out by the dispenser in medical practice at that time. The hospital also included a single-storey operating theatre attached to the western end of the building. The associated former dispenser's residence remains virtually intact. It is significant in medical history as it demonstrates the role of the dispenser in the early 20th century medicine, in providing 24-hour medical assistance to the police hospital. The Rough Riders' residence is historically significant in the history of mounted police in Victoria, as it is contemporaneous with the continuing training of police horses on this site in the period after the introduction of motor transport to police work. In the 20th century the emphasis was changed from general transport use in city and rural areas. Horses had to be trained for ceremonial work and the control of hostile crowds, a use that continues to be necessary today. The police stores and workshop buildings as remaining elements of the entire complex help link the buildings and contribute to an understanding of the historical use and appearance of the site.

The former Police Barracks is architecturally significant as a notable example of the Georgian Revival style that developed in Australia during the early-20th century. The building is a rare example of the combination of this building type with the Georgian Revival style, as it was an aesthetic usually reserved for private residences or commercial buildings such as banks and offices. The design of the former Police Barracks is a major example of the work of the architect E. Evan Smith. As Chief

Architect of the Public Works Department from 1922-1929, Smith was responsible for many buildings, none of which were as controversial or publicly discussed as this. Smith's signature style of Georgian Revival also forms an important part of Australia's architectural history as it was the first time that an earlier style practised in this country was revived.

Draft C305 Amendment Documents
Updated following Exhibition

Victoria Police Mounted Branch stables, part Victoria Police Depot complex, 234 St Kilda Road (13 Dodds Street), Southbank



Statement of Significance (as listed in the Victorian Heritage Register –H1541, last updated on October 5, 1999)

What is significant?

The Former Victoria Police Depot, including the Stables, the Riding School, and Drill Hall (1912-13), Police Hospital and Dispensers Residence (1914), Police Stores and Workshop, (c.1916-20), Police Barracks (1925) and Rough Riders Residence (1929), was constructed between 1912 and 1929 as the headquarters for police training and mounted police operations in Victoria. The building resulted from the Federal Government's decision to establish the Victoria Barracks as the headquarters for the newly formed Commonwealth Department of Defence in 1906. As the Victoria Police had occupied a significant proportion of the Barracks since 1881, provisions were made by the Government to relocate the Police to the nearby St Kilda Road site. The St. Kilda Road site of the former Barracks has important associations with the history of Melbourne as the location of Canvas Town in 1852-54 and the Immigrants Home from 1856-1914. The Victorian College of the Arts began occupying the police buildings on the site from 1973. They subsequently erected substantial buildings and now occupy all the site except the Police Stables which remain in their original use by the Police as the Operational Headquarters for Mounted Police in Victoria. The whole of the land is significant as the curtilage of the island site of the Victoria Police Depot notwithstanding the buildings which have been erected or modified by the Victoria College of the Arts.

How is it significant?

The former Victoria Police Depot is architecturally and historically important to the state of Victoria.

Why is it significant?

The Former Victoria Police Depot is historically significant as a police training establishment of the early twentieth century and a police hospital. The Former Police Depot demonstrates the association of the site with the Victoria Police and in particular the Mounted Police Branch since 1912. The St.

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The former Rough Riders' Residence within the Police Depot is historically significant as a representative example of a police residence, but also as one for a special use as it was erected to accommodate those involved with breaking in new horses acquired for police work.

The Police Depot is architecturally significant in providing an extremely rare and unique solution to the institution's requirements. The architectural form of the stables, riding school and drill hall demonstrates the reliance on the horse as a means of transport for police work at that time. The combination of stables, octagonal entrance hall, riding school and drill hall was regarded with pride at the time it was built. The Stables is one of the largest stable buildings to have been constructed and to still remain in metropolitan Melbourne. The original design for the Riding School and former Drill Hall was for one large open space divided in the centre by a mezzanine viewing platform. The Riding School is located in the wing extending east from the octagonal entrance hall.

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former Police Barracks is a major example of the work of the architect E. Evan Smith. As Chief Architect of the Public Works Department from 1922-1929, Smith was responsible for many buildings, none of which were as controversial or publicly discussed as this. Smith's signature style of Georgian Revival also forms an important part of Australia's architectural history, as it was the first time that an earlier style practised in this country was revived.

Draft C305 Amendment Documents
Updated following Exhibition

Police Hospital, part Victorian Mounted Police Depot complex, 234 St Kilda Road, Southbank



Statement of Significance (as listed in the Victorian Heritage Register— H1541, last updated on October 5, 1999)

What is significant?

The Former Victoria Police Depot, including the Stables, the Riding School, and Drill Hall (1912-13), Police Hospital and Dispensers Residence (1914) , Police Stores and Workshop, (c.1916-20), Police Barracks (1925) and Rough Riders Residence (1929) , was constructed between 1912 and 1929 as the headquarters for police training and mounted police operations in Victoria. The building resulted from the Federal Government's decision to establish the Victoria Barracks as the headquarters for the newly formed Commonwealth Department of Defence in 1906. As the Victoria Police had occupied a significant proportion of the Barracks since 1881, provisions were made by the Government to relocate the Police to the nearby St Kilda Road site. The St. Kilda Road site of the former Barracks has important associations with the history of Melbourne as the location of Canvas Town in 1852-54 and the Immigrants Home from 1856-1914. The Victorian College of the Arts began occupying the police buildings on the site from 1973. They subsequently erected substantial buildings and now occupy all the site except the Police Stables which remain in their original use by the Police as the Operational Headquarters for Mounted Police in Victoria. The whole of the land is significant as the curtilage of the island site of the Victoria Police Depot notwithstanding the buildings which have been erected or modified by the Victoria College of the Arts.

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Architect of the Public Works Department from 1922-1929, Smith was responsible for many buildings, none of which were as controversial or publicly discussed as this. Smith's signature style of Georgian Revival also forms an important part of Australia's the first time that an earlier style practised in this country was revived.

Draft C305 Amendment Documents
Updated following Exhibition

PMG Postal Workshops, Garage and Stores, 45-99 Sturt Street, Southbank



Statement of Significance

What is Significant?

The former Postmaster Generals Department (PMG) workshops, garage & stores, comprising mostly 1930-40s one and two storey red brick buildings at 45-99 Sturt Street South Melbourne, bounded by Sturt Street, Dodds Street, Grant Street and the modern Recital Centre to the north.

Contributory elements include fabric from the 1930s-1940s:

- one and two storey form;
- modern classical and Moderne styling marking the staged construction in the lead-up to World War Two;
- parapeted wings and expressed eaves marking the two styles;
- red brick walls with some patterned brickwork;
- cemented panels with streamlining and stylised classical motifs;
- multi-pane metal framed glazing and joinery some as original and others as empathetic to the original;
- regular trabeation in the form of brick piers and spandrels, and fenestration;
- steel framing and timber flooring;
- pitched and sawtooth roofing; and
- proximity to and visual relationship with the former Victoria Police complex and other

government sites, marking a public building precinct.

How is it Significant?

The former PMG postal workshops are significant historically and aesthetically to South Melbourne and the City of Melbourne.

Why is it Significant?

The former PMG postal workshops garage & stores are historically significant as representative of the growth of telecommunications in the lead-up to World War Two and a massive Commonwealth Government building program from the first decade after Federation to create unified communication services across the country. Prior to 1901, postal and telephone services were the responsibility of separate colonial governments but under the Federation of the colonies, the role reverted to the Commonwealth and became a major factor in the unification of the states.

The buildings are of aesthetic significance as well-preserved examples of the application of both the modern classical styles and Moderne style to utilitarian building under the important Commonwealth architects, J S Murdoch and H J Mackenall, respectively, also as complimentary to the similarly styled Victorian Police Mounted Branch.

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* ('The Burra Charter') 2013, using the HERCON criteria.

Draft C305 Amendment Documents
Updated following Exhibition

Castlemaine Brewery Malthouse, 113 Sturt Street, Southbank



Statement of Significance

What is significant?

Built for the important Castlemaine Brewery Company in 1892, this malt house was erected to the design of architect, Richard Buckley Whitaker. At that time the Castlemaine Brewing Company was described as one of the most extensive, most prosperous breweries, existing in Australia.

Successful maltster firms such as Barrett Brothers (barley store), then Barrett Bros & Burston & Co. Propriety Limited, had a long tenure of the building before it was given by Carlton and United Breweries to the [then independent Playbox theatre company State Government](#) in 1986 and opened as the new home of the Playbox theatre [in 1989 on 23 February 1990, initially known as the Playbox at Malthouse, then just the Malthouse in 2003.](#)

Contributory elements include:

- two and three -storey malt house bi-chrome brick malt house, with bays facing Sturt and Dodds streets, linked by a long central wing;
- walls of red brick with contrasting brickwork used for pilasters and horizontal banding at first and second floor levels; window openings at ground level facing onto Sturt Street;
- blind arcading on the exterior of the main wings (modified to create window openings to the upper floor level) with small arched;
- steeply pitched hip roof Sturt Street wing, clad with corrugated iron, has distinctive ventilation monitors for the former hop storage area in the roof (recreated);

- trabeated side walls with piers and spandrels, infilled with brick;
- segmentally arched openings to the side walls, typically fitted with double-hung sash windows or vertically boarded loading doors; and
- internal elements of cast-iron columns, timber trusses and upper floors.
- Remnant machinery, fittings and plant

The façade onto Dodds Street originally had a similar high hipped roof to that existing at Sturt Street, with three large vents extending out from the ridge but this has been removed and a single-storey brick bay added (engineering shop). Brickwork patching has been poorly matched and steel plates with tension rods added to some walls.

The adjoining recent development has provided contemporary counter-point of the malt house in a visually related manner while adding to what is now significant collection of structures and artefacts.

How is it significant?

The Castlemaine Brewery Company malt house is significant socially, historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

The Castlemaine Brewery Company malt house is significant.

Socially and historically as a rare, large and well-preserved part of one of South Melbourne's largest industries, the buildings being integral to the significance in their reflection of the scale and nature of operation of the nationally prominent Castlemaine Brewery and later the home of important live theatre productions since the 1980s as a symbol of expansion of the arts into repurposed significant structures, accompany the rising interest in heritage places and experimental theatre in that period. The establishment of the theatres complex in what was still an industrial area was a bold move which helped instigate the development of the Southbank Boulevard / Sturt Street area as an 'Arts Precinct'.

Aesthetically, as a picturesque and visually distinctive building form that is evocative of its specialised use and linked in this way to the significant Castlemaine Brewery Tower in Queensbridge Street.

Commonwealth Artificial Limb Factory, 242-246 Sturt Street Southbank



Statement of Significance

What is significant?

The Commonwealth Artificial Limb Factory at 242-246 Sturt Street Southbank

Contributory elements include:

- parapeted two-storey form, with pitched roof behind;
- articulated brick facades
- steel framed windows

How is it significant?

The Commonwealth Artificial Limb Factory is significant historically and socially to Southbank and the City of Melbourne.

Why is it significant?

The Commonwealth Artificial Limb Factory is of social and historical significance for its role in providing essential services to returned servicemen from World War II. As an adjunct to the rehabilitation services of the Department of Defence, (as also expressed in the nearby Repatriation Clinic) it also reflects the important and extensive services provided in the South Melbourne area following World War I and expanded following World War II. These confirmed the area around the Shrine and Victoria Barracks as the public centre for defence activities in Melbourne.

MELBOURNE PLANNING SCHEME

Incorporated Document

**Former PMG garage, stores & workshops, part 45-99 Sturt Street
Southbank**

**This document is an incorporated document in the Melbourne Planning Scheme pursuant
to Section 6(2)(j) of the Planning and Environment Act 1987**

Introduction:

This document is an incorporated document in the schedule to Clause 81 of the Melbourne Planning Scheme. The land identified in the document may be developed and used in accordance with the specific controls contained in the document. The specific controls may exclude other controls in the Scheme. If there is any inconsistency between the specific controls and the general provisions of the Scheme, the specific controls will prevail.

Address of the land:

Part 45-99 Sturt Street, Southbank bounded by Sturt, Dodds and Grant streets and the modern Recital Centre to the north, identified as HO1201 in the schedule to Clause 43.10 in the Melbourne Planning Scheme.

Purpose of the plan:

The intent of this plan is to acknowledge the heritage significance of the listed buildings and elements while at the same time recognising that the site will be subject to ongoing use as part of the Victorian College of the Arts.

The incorporated plan is prepared for the purposes of Clause 43.01-2 of the Scheme to exempt certain development from the requirement for a permit under the provision of Clause 43.01 of the Scheme.

This plan is prepared for the purpose of Clause 43.01-3 of the Scheme to exempt certain development, including demolition, from the requirement for a permit under the provisions of Clause 43.01 of the Scheme.

Statement of Significance:

The former PMG garage, stores & workshops are historically and aesthetically significant to South Melbourne as well as to the City of Melbourne.

The former PMG postal garage, stores & workshops are historically significant as being representative of the growth of telecommunications in the lead-up to World War II, and a massive Commonwealth government building program beginning in the first decade after Federation to create unified communication services across the country. Prior to 1901, postal and telephone services were the responsibility of separate colonial governments, but under Federation of the colonies, the role reverted to the Commonwealth and became a major factor in the unification of the states. (Criterion A)

The buildings are of aesthetic significance as well-preserved examples of the application of both the modern classical and moderne styles to utilitarian buildings, as done by the important Commonwealth architects J. S. Murdoch and H. J. Mackenall, respectively. It is also significant as being complimentary to the similarly-styled Victorian Police Mounted Branch. (Criterion E)

Elements of particular significance:

The following buildings, areas, structures within the former PMG workshop site are of particular significance:

- fabric from the 1930s-1940s;
- one- and two- storey form;
- modern classical and moderne styling marking the staged construction in the lead-up to World War II;
- parapeted wings and expressed eaves marking the two styles;
- red brick walls with some patterned brickwork;
- cemented panels with streamlining and stylised classical motifs;
- multi-pane metal-framed glazing and joinery, some original and others in the style of the original;
- regular trabeation in the form of brick piers and spandrels, and fenestration;
- steel framing and timber flooring;
- pitched and sawtooth roofing; and
- proximity to and visual relationship with the former Victoria Police complex and other government sites, marking a public building precinct.

~~Note that buildings for which demolition permits were approved prior to the implementation of the Heritage Overlay are not covered by this incorporated document. This includes the northern part of Building 877.~~

No Planning Permit Required:

A planning permit is not required under Clause 43.01 of the Melbourne Planning Scheme for the following development within the whole of the former PMG Workshop site:

- Emergency and safety works to secure the site and prevent damage and injury to property and the public;
- Painting of previously painted structures provided that preparation or painting does not remove evidence of the original paint or other decorative scheme;
- Repairs, conservation and maintenance to hard landscape elements, buildings and structures, ornaments, roads and paths, fences and gates, drainage and irrigation systems;
- Maintenance of roads and paths and gutters to retain their existing plan layout; and
- Removal of extraneous items such as plant and equipment, external lighting, pipe work, ducting, wiring, etc., and making good.

A planning permit is not required under Clause 43.01 of the Melbourne Planning Scheme for the following development of Building 876 - the former 1973 amenities building as marked on Figure 1:

- Demolish or remove a building or element provided the building or element has been recorded to the satisfaction of the responsible authority.
- Externally alter a building.
- Remedial treatment of corroded or contaminated elements.
- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place including archaeological features.

A planning permit is not required under Clause 43.01 of the Melbourne Planning Scheme for development of Building 875 the 1944 workshop as marked on Figure 1:

- Alter, remove or install new openings for windows, doors, or services;
- Replace cladding with similar material – i.e. corrugated sheet steel.
- Remedial treatment of corroded or contaminated elements.
- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place including archaeological features.

Draft C305 Amendment Documents
Updated following Exhibition



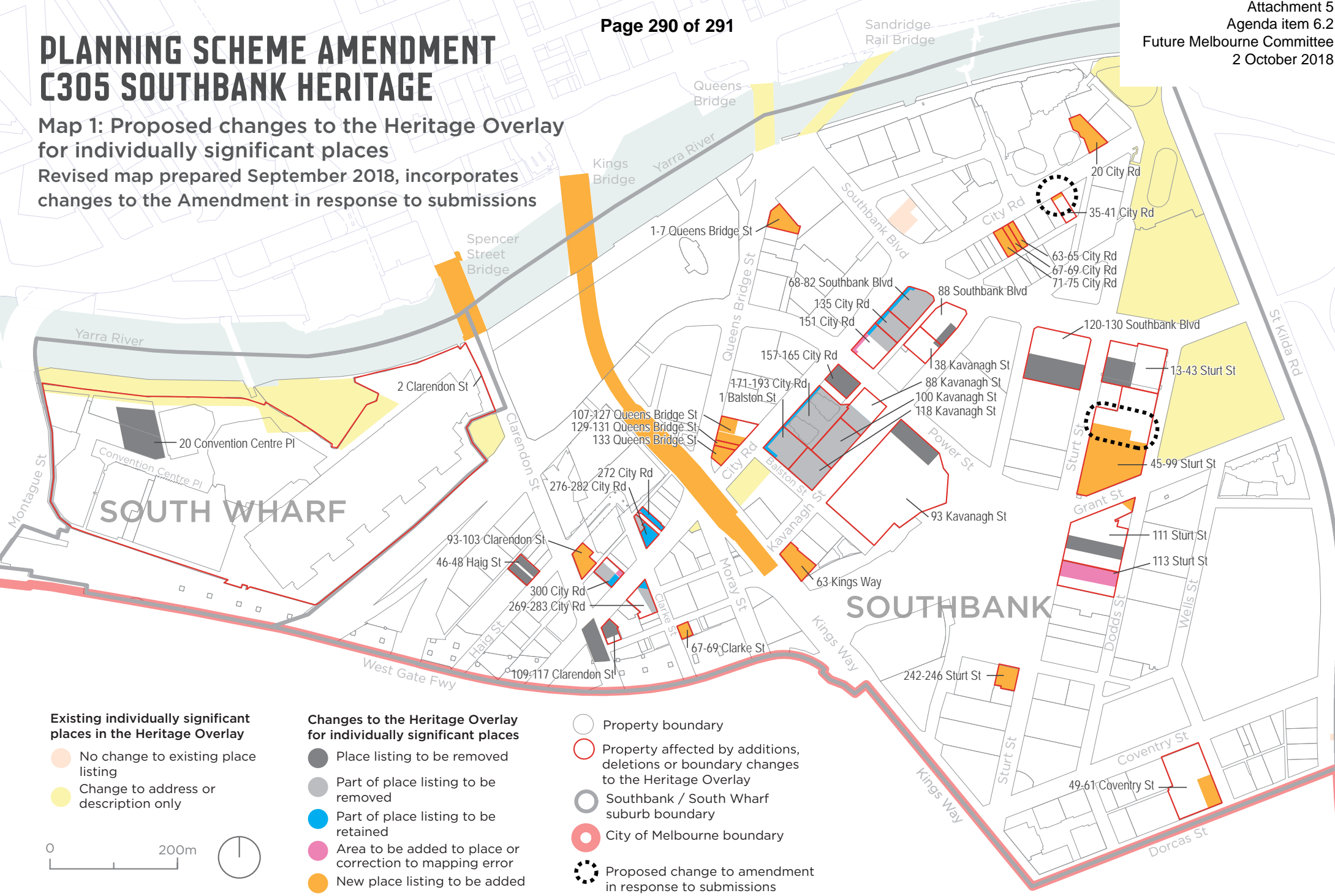
Figure 1 Map of Identified buildings included within the former PMG garage, stores & workshops site.

END OF DOCUMENT

PLANNING SCHEME AMENDMENT C305 SOUTHBANK HERITAGE

Map 1: Proposed changes to the Heritage Overlay for individually significant places

Revised map prepared September 2018, incorporates
changes to the Amendment in response to submissions



Existing individually significant places in the Heritage Overlay

- Orange circle: No change to existing place listing
- Yellow circle: Change to address or description only

Changes to the Heritage Overlay for individually significant places

- Dark grey circle: Place listing to be removed
- Light grey circle: Part of place listing to be removed
- Blue circle: Part of place listing to be retained
- Pink circle: Area to be added to place or correction to mapping error
- Orange circle: New place listing to be added

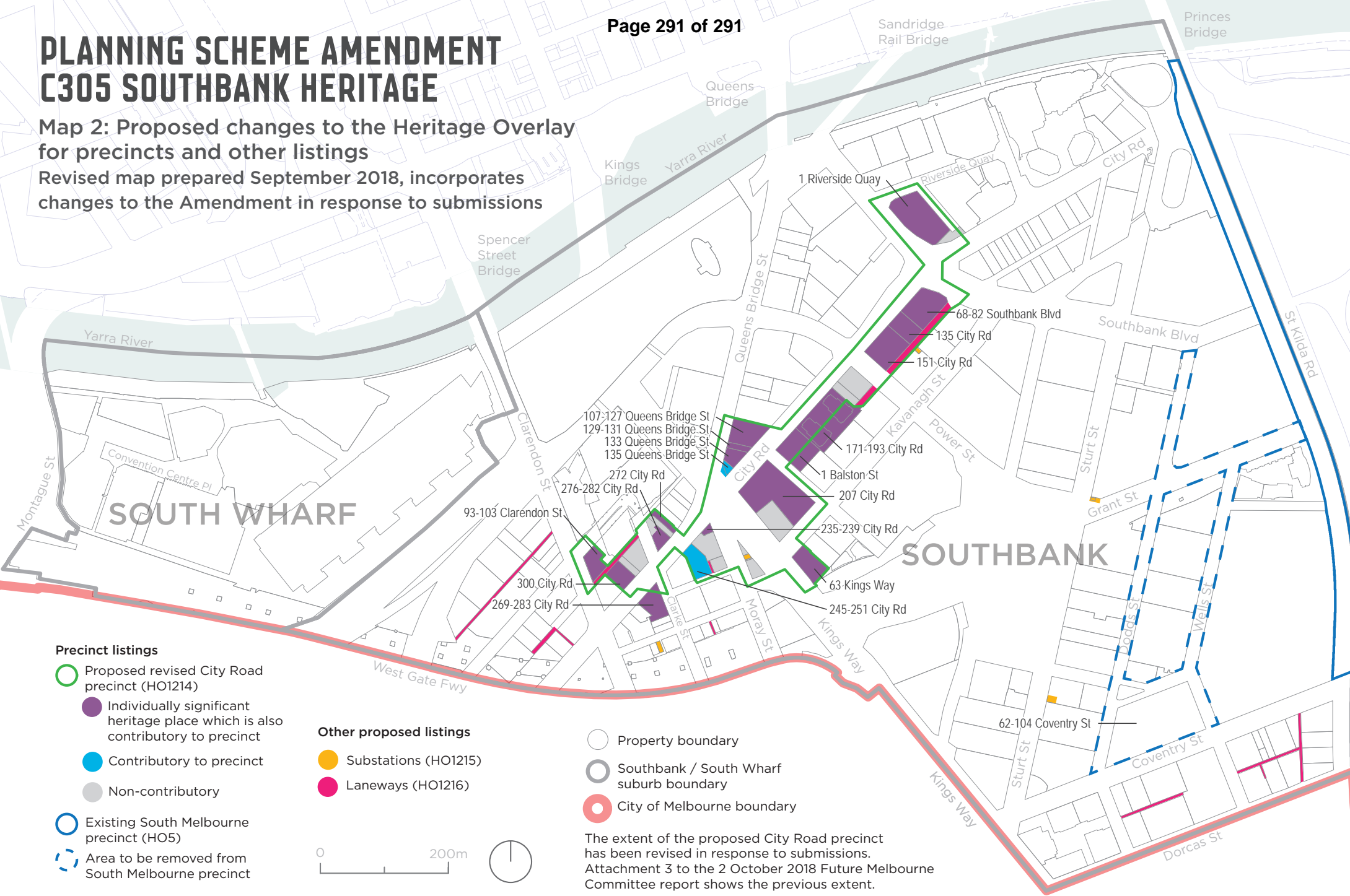
- Thin grey line: Property boundary
- Red outline: Property affected by additions, deletions or boundary changes to the Heritage Overlay
- Thick grey line: Southbank / South Wharf suburb boundary
- Red circle with dot: City of Melbourne boundary
- Dashed black circle: Proposed change to amendment in response to submissions



PLANNING SCHEME AMENDMENT C305 SOUTHBANK HERITAGE

Map 2: Proposed changes to the Heritage Overlay for precincts and other listings

Revised map prepared September 2018, incorporates changes to the Amendment in response to submissions



Precinct listings

- Proposed revised City Road precinct (HO1214)
- Individually significant heritage place which is also contributory to precinct
- Contributory to precinct
- Non-contributory
- Existing South Melbourne precinct (HO5)
- Area to be removed from South Melbourne precinct

Other proposed listings

- Substations (HO1215)
- Laneways (HO1216)

- Property boundary
- Southbank / South Wharf suburb boundary
- City of Melbourne boundary



The extent of the proposed City Road precinct has been revised in response to submissions. Attachment 3 to the 2 October 2018 Future Melbourne Committee report shows the previous extent.