Report to the Future Melbourne (Planning) Committee

Melbourne Planning Scheme Amendments C304 and C305 - Southbank and Fishermans Bend Heritage Review

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Purpose and background

1. The purpose of this report is to present the Southbank and Fishermans Bend Heritage Review (the Review) and Management’s recommendations. The Review is provided in Attachment 2 and Management’s recommendations are provided in Attachment 4.

2. Annual Plan 2016–17 Action 2.6.2 was to progress a planning scheme amendment for Southbank heritage. Annual Plan 2016–17 Action 2.6.5 was to work with the Victorian Government to undertake a heritage review of Fishermans Bend. Since the two areas are next to one another, an independent heritage review was commissioned which combined both areas (refer to Attachment 3 for study area boundary).

3. Southbank and Fishermans Bend are distinct urban areas, both with a rich and important history. The areas’ location along the Yarra River meant that they were an important hunting ground and food source for Aboriginal people. Following European settlement, Southbank developed first as a commercial shipping port and has grown into a high density residential and commercial area with a world class Arts Precinct. Fishermans Bend developed later than Southbank as an important area for industry, design and manufacturing. Fishermans Bend is now designated as an urban renewal area and includes the Fishermans Bend Employment Precinct.

4. On 21 February 2017, the Future Melbourne Committee endorsed seeking heritage protection for four places which were identified as high priorities in the Review. These four places are the subject of amendment C280. Exhibition of these places has not yet been authorised by the Minister. Dependent on timing, the four priority places may be exhibited with Amendment C305.

Key issues

5. The Review recommends that 37 new heritage overlays be introduced, including two new heritage precincts. It also recommends minor changes to 17 existing overlays (corrections to boundaries, address and/or descriptions) and deletion of 15 overlays (due to building demolition or mapping errors). Refer to Attachments 4, 5 and 6.

6. Management supports heritage controls for all heritage places identified in the Review except for the following:

   6.1. Two Commonwealth-owned sites which are excluded from the Melbourne Planning Scheme and therefore ineligible for local heritage protection.

   6.2. Three places which overlap both the Port of Melbourne Planning Scheme and the Melbourne Planning Scheme and therefore require further consultation with the Port of Melbourne.

   6.3. Ten places located within the Fishermans Bend Employment Precinct, which are discussed below.

   6.4. St Kilda Road, which is already listed on the Victorian Heritage Register.

   6.5. One place demolished while the Review was being undertaken.

7. Immediate interim protection is proposed for the new heritage places in Amendment C304 (refer to Attachment 7) while permanent controls are being processed. The interim protection would be implemented through a Ministerial Amendment without public notification. The interim amendment excludes bridges and individual heritage places with a current redevelopment permit.

8. Permanent protection would be implemented for all sites recommended by management through Amendment C305 (refer to Attachment 8).

9. In the Fishermans Bend Employment Precinct, the Review recommends heritage overlays for the full extent of a number of large and significant sites, which are part of a National Employment and Innovation Cluster (Plan Melbourne). However, due to the size and nature of industry on these sites, the consultant has not had access to the properties to inform a full assessment and confirm the extent. On this basis, Management does not recommend heritage protection of these sites at this time, but recommends working in close collaboration with landowners, the State Government and relevant agencies, in order to investigate what is significant and worthy of heritage protection or adaptive reuse. Affected sites are mapped in Attachment 6.
Recommendation from Management

10. That the Future Melbourne Committee:

10.1. Notes the Southbank and Fishermans Bend Heritage Review 16 June 2017 and Management’s recommendations for those sites to be included for interim and permanent heritage control in planning scheme amendments (C304 and C305).

10.2. Requests the Minister for Planning approve Planning Scheme Amendment C304 to introduce interim heritage controls pursuant to section 20(4) of the Planning and Environment Act 1987 (Attachment 7).

10.3. Seeks authorisation from the Minister for Planning under the Planning and Environment Act 1987, to prepare and exhibit Planning Scheme Amendment C305 to amend existing heritage overlays, delete identified heritage overlays and introduce permanent heritage controls for newly identified heritage places (Attachment 8).

10.4. Authorises Management to engage with land owners, the Port of Melbourne Corporation, the State Government, the Fishermans Bend Taskforce and Development Victoria to further investigate what is significant and worthy of heritage protection or adaptive reuse on sites within the Fishermans Bend Employment Precinct and the Port of Melbourne, to inform future heritage protection once sufficient evidence exists to support changes to the Planning Scheme.

10.5. Resolves to seek interim protection for any identified heritage site in the Fishermans Bend Employment Precinct, if a demolition application is received under section 29A of the Building Act 1993.

10.6. Notes Management’s intention to report back to the Future Melbourne Committee following further investigations to seek appropriate heritage protections and/or conservation management plans for places in Fishermans Bend.

Attachments:

1. Supporting Attachment (page 3 of 775)
2. Southbank and Fishermans Bend Heritage Review – consultant report (page 4 of 775)
3. Study area for the Southbank and Fishermans Bend Heritage Review (page 587 of 775) (page 588 of 775)
4. Southbank and Fishermans Bend – Heritage overlays to be amended, deleted, introduced – as recommended by Management
5. Map - New heritage overlays recommended by Management - Southbank (page 611 of 775)
6. Map – Fishermans Bend heritage places for further investigation - as recommended by Management (page 612 of 775)
7. Planning Scheme Amendment C304 documentation (interim heritage overlays) (page 613 of 775)
8. Planning Scheme Amendment C305 documentation (permanent heritage overlays) (page 645 of 775)
1. Part 3 of the Planning and Environment Act 1987 (the Act) sets out the procedure for processing planning scheme amendments. Section 8(1)(b) of the Act provides that the Minister may prepare amendments to any provision of a planning scheme. Section 20(4) of the Act provides that the Minister may exempt himself or herself from the requirements of the Act which govern the normal statutory process for amending a planning scheme:

“...if the Minister considers that compliance with any of those requirements is not warranted or that the interests of Victoria or any part of Victoria make such an exemption appropriate.”

2. Section 35 of the Act sets out that the Minister may approve an amendment to a planning scheme.

Finance

3. The costs for preparing and processing Planning Scheme Amendment C304 and C305 are included in the Urban Strategy 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. Should the Future Melbourne Committee resolve to proceed, public consultation will be undertaken through the formal exhibition of Planning Scheme Amendment C305, subject to authorisation being granted by the Minister for Planning. Affected property owners will have the opportunity through this process to respond to the findings of the Review and to the planning controls.

6. Officers will continue to engage with the Port of Melbourne Corporation, the State Government, the Fishermans Bend Taskforce and land owners in the Fishermans Bend Employment Precinct.

Relation to Council policy


8. The content of the controls are consistent with the Amendment C258 Heritage Policies review that is currently underway. The Planning Scheme Amendment documentation included in this report (Attachments 7 and 8) uses the proposed gradings system and terminology of the Heritage Policies Review.

9. The proposed Amendments C304 and C305 align with Council policy seeking to conserve and protect places of identified heritage significance, including Clauses 21.06 of the Municipal Strategic Statement and Clauses 22.04 and 22.05 of the Local Planning Policy Framework.

Environmental sustainability

10. There are no environmental impacts likely to arise from the amendments.
Southbank and Fishermans Bend
Heritage Review

Prepared for the City of Melbourne

16 June 2017
Executive summary

The City of Melbourne commissioned the Southbank and Fishermans Bend Heritage Review as part of its heritage strategy. The aims of the study are to identify places of heritage significance, prepare a thematic history and make recommendations for heritage protection of suitable places by way of new heritage overlays in the Melbourne Planning Scheme. The study also confirms the significance of existing identified heritage places and incorporates research to further support their heritage significance.

Southbank and Fishermans Bend are priority areas in the City of Melbourne Heritage Strategy. Understanding the city's heritage is key to protecting heritage places and values. The Southbank and Fishermans Bend area covers a geographically small part of the city, but this area has played an important role historically in the development of the city, and contributed to its social, cultural and economic development. The distinctive historical urban character of Southbank and Fishermans Bend is undergoing rapid change. The heritage fabric is an important resource that can add community value and maintains a link to the area's history during this process of change.

The study area comprises the areas south of the Yarra River, east of St Kilda Road and north of Kings Way and the West Gate Freeway within Southbank, South Wharf and the northern part of Fishermans Bend. The study area is shown in Figure 1.

Several places were identified at the beginning of the project as needing urgent assessment. This was completed in January 2017. Planning scheme amendment documentation has been prepared to implement the recommendations of this report, however these documents do not form part of the current report.

Aboriginal tribes occupied the area for thousands of years, finding a rich source of food among teeming wildlife along the tidal estuary, swamps and sand ridges. These lowlands both delayed development and preserved natural habitats as recently as the 1960s. Initially valued for transport and industry, the area attracted a wide range of activities. Government and entertainment facilities are concentrated in the area along St Kilda Road. The riverbank was the centre of maritime industry, and commercial activity spread along City Road. Warehouses, timber yards, aircraft and car factories dominated the City Road area in the 20th century, while in recent decades the character is changing to host new residential apartment developments and creative industries.

The legacy of this history is a wealth of high quality early government architecture (such as the Victoria Barracks and Police Depot), the cohesive industrial styles of factories and warehouses dating from the late Victorian, Edwardian and Interwar periods alongside the modern cultural icons of the Arts Precinct.

The methodology used to undertake the review is explained in Section 2 of this report. A Statement of Significance for the whole Southbank Fishermans Bend area is provided in Section 3. A thematic historical narrative is provided in Section 4 of the report and the study recommendations are outlined in Section 5.

Appendices to the report provide citations for the proposed heritage precincts (Appendix 1), the existing heritage places to be retained (Appendix 2) and the newly-identified heritage places (Appendix 3). Appendix 5 lists potential heritage places for further investigation in the future.

In some cases, the study has revealed anomalies in existing heritage overlays, for example, when heritage overlays have been demolished, have been mapped incorrectly, or changes to the street addresses have been made to existing heritage overlays.
Where existing heritage overlays include multiple distinct buildings (such as the Arts Centre or Hamer Hall, both in HO760), separate citations are provided for each component. In these cases, the citation numbers may not match the numbers coding heritage overlays.

**Recommendations**

The Report recommends:

1. Retention of 17 existing heritage overlays, with corrections made to descriptions, addresses and/or boundaries. Citations and statements of significance for these places are included in Appendix 2 and shown on Figure 87.

2. Deletion of 14 existing individual heritage overlays that have either been demolished or incorrectly included. These are listed in Section 5.3.4 and Table 10 and are mapped in Figure 88.

3. Deletion of the HO5 South Melbourne Precinct Heritage Overlay.

4. Introduction of two new precinct heritage overlays:
   - City Road industrial and warehouse precinct (inside Capital City Zone), Figure 91, and
   - South Wharf shipping sheds and berths precinct (outside Capital City Zone), Figure 92.

5. Introduction of 35 new heritage overlays, including two thematic group listings. Citations and statements of significance for these places are included in Appendix 1 and Appendix 3, and their locations are shown in Figure 89. These include the four priority places assessed at the beginning of the study and subject to a separate interim HO amendment, two serial or group listings and one landscape/streetscape place. The remaining heritage places include two group listings:
   - Electricity substation thematic group, Figure 93, and
   - Bluestone-pitched laneways group, Figure 94.

   The new heritage places also include one landscape/streetscape place:
   - St Kilda Road Boulevard.

   Two further places should be nominated to the Victorian Heritage Inventory, as listed in Appendix 4, Table 12 and Figure 89.

The study has identified a further 28 places for potential future heritage overlays. Although these places have architectural or historic importance, they have not been recommended at this time for heritage protection for reasons explained in Section 5.3.7 of the report. These places are briefly described in Appendix 5, and their locations are shown in Figure 90.
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1 Introduction

1.1 Context for the study

This Southbank and Fishermans Bend Heritage Study was commissioned by the City of Melbourne to identify places of heritage significance, prepare a thematic history and make recommendations for the inclusion of places under the heritage overlay.

This study has confirmed the significance of identified places still present and incorporates further research of these places to better refine and support their levels of significance. The study also identified and researched new places of heritage significance. Overall, most existing and proposed heritage places were deemed to have historical and/or architectural significance at a local level. A number of places were also assessed to be significant at state or national levels.

A number of the places assessed in this study were previously identified as being of potential significance in earlier heritage assessments by both the former City of South Melbourne and City of Melbourne. Also, a number of previously assessed places are no longer present, while other places listed were found to have inaccuracies regarding their locations and boundaries.

The significance of the Southbank and Fishermans Bend area within the historical context of Victoria is presented in Section 3. This geographically small part of the City of Melbourne has played an important supportive role historically in the development of the city, with parts of the civic corridor along St Kilda Road and the industrial Fishermans Bend having contributed to events of great importance in both Victoria and Australia.

1.2 Location of the study area

The study area is situated in the part of City of Melbourne located south of the Yarra River and west of St Kilda Road. This area is bounded by the Yarra River, the West Gate Freeway, Kings Way, Dorcas Street and St Kilda Road. The study area includes the localities of Southbank, South Wharf and the northern parts of Port Melbourne and Fishermans Bend (Figure 1).
Figure 1: Location of the study area
1.3 Requirements of the study

The City of Melbourne brief describes the requirements of the study, which are to produce the following:¹

A report that details the findings of the consultant’s study and contains:

1. An individual assessment of each building or place in the study area, including the six nominated heritage buildings in Southbank for immediate interim protection included in Attachment 2, and a recommendation for all sites (individually significant, contributory within a precinct, not contributory within a heritage precinct, and a grading from ‘A’ to ‘D’ as appropriate). This report must clearly detail the reasons for any change.

2. Statements of Significance for any precincts and all individually significant buildings, places or artefacts.

3. A local level historical thematic narrative that places the buildings and or places into a story of change for the broader purpose of informing readers.

4. A master map locating the above precincts and individually significant places and buildings with a corresponding legend in a format compatible with City of Melbourne CoMPASS (ArcGIS) system. The consultant must supply the relevant list of properties in a GIS file format (eg. SHP file or MAPINFO file) including relevant attributes (HO number, property address and heritage grading under the A-D and C258 systems.).

5. The latest Heritage Places Inventory incorporated document updated with all changes and/or additions to gradings shown in ‘track changes’ mode.

6. All maps and any other information required to support interim and final heritage protection overlay applications to the Minister for Planning.

7. Archival-standard photographs of individually significant buildings, places or artefacts taken to a recognised professional photographic standard using a consistent approach and cataloguing system.

8. Any recommendations for further work.

¹ Southbank, South Wharf, Port Melbourne and Fishermans Bend Heritage Study – Consultant Project Brief 2016, p.9.
2 Method

2.1 Methodology

The following tasks were undertaken as required by the project brief:

Planning and stakeholder engagement
An inception meeting was held with Council’s project manager and relevant staff.

Research of priority places
Six priority places were identified by the City of Melbourne for inclusion in the heritage overlay. These were places for which interim amendments would be considered prior to the completion of the study. As three buildings were related to the same place (Castlemaine Brewery), only four detailed place reports were prepared (see Section 5.3.1).

Background assessment
A review of existing citations, mapping and background documentation was undertaken to identify previous heritage assessments and where mapping issues might need to be resolved.

Database development
The database was developed containing Council GIS property base mapping, with address, property numbers, heritage status and other relevant data. This was then used for data and image capturing.

Thematic historic narrative
The report builds on the previous studies with further original research on the environmental, land use, social history and architecture of the study area. It also builds on Council’s 2012 thematic environmental history for the City of Melbourne to prepare a succinct narrative history to provide a context for future development and heritage protection.

Aboriginal heritage
The brief required a desktop assessment of Aboriginal heritage. This was undertaken in consultation with Aboriginal Victoria, through queries to the Victorian Aboriginal Heritage Register, and Traditional Owner groups, including Wurundjeri Tribe Land and Compensation Cultural Heritage Council Inc., Bunurong Land Council and Boon Wurrung Foundation.

There are currently no recorded Aboriginal archaeological or historical places in the study area, nor any specific archaeological studies relevant to the area. Therefore, an understanding of Aboriginal cultural values was derived from oral and historical accounts and consultation with current elders and custodians. An analysis of historic (pre-European) landforms, environmental factors and archaeological predictive modelling helped demonstrate how Aboriginal people may have used the area.
Progress meetings
Progress meetings were held with Council’s project manager and relevant staff after background assessments had been produced and preliminary fieldwork had been undertaken to discuss draft documents.

Field assessment
The field assessment was undertaken to provide a comprehensive record of existing buildings, places and features from the public realm. It tested and resolved several discrepancies between existing citations and mapping. Systematic survey of all places, as seen from the public realm, was undertaken. Where issues could not be resolved from public views or aerial photography, private properties were inspected through the assistance of the City of Melbourne.

All properties were photographed and checked against photos from previous heritage studies.

Review of Heritage Places Inventory
The City of Melbourne Heritage Places Inventory was reviewed to check location details, designations, addresses, mapping and content of heritage citations. The Heritage Places Inventory was updated with revised building gradings from A to D, and streetscape gradings from level one to three. As proposed under Amendment C258 to the Melbourne Planning Scheme, a new system employing the categories of significant, contributory and non-contributory was also used to assess heritage significance of places. These new categories are defined as follows:

- **Significant heritage places** are individually-important places of state, municipal or local cultural heritage significance. They are listed individually in the Schedule to the Heritage Review. They can also be places that, when combined within a precinct, form an important part of the cultural heritage significance of a precinct. Places may be both individually significant as well as significant in the context of the heritage precinct.

- **Contributory heritage places** are places that contribute to the cultural heritage significance of a precinct. They are not considered to be individually important places of state, municipal or local cultural heritage significance, however, when combined with other significant and/or contributory heritage places, they play an integral role in demonstrating the cultural heritage significance of a precinct.

- **Non-contributory places** are places within a heritage precinct that have no identifiable cultural heritage significance. They are included within a heritage overlay because any development of the place may impact the cultural heritage significance of the precinct or adjacent ‘significant’ or ‘contributory’ heritage places.

2.2 Planning scheme amendment documentation

2.2.1 Background
Based on the findings and recommendations from the heritage assessment undertaken by Biosis, planning scheme amendment (PSA) documentation was prepared, as required by the project brief. The purpose of the amendment is to introduce heritage protection to those places within the study area of local or state heritage significance in accordance with Planning Practice Note 1, *Applying the Heritage Overlay, July 2015.*
Planning scheme documentation has been provided separately to the City of Melbourne and is not reproduced in this report.

2.2.2 Existing controls

At the commencement of the study, there were 21 places in Southbank and South Wharf that were listed in the City of Melbourne Heritage Places Inventory 2016, and 40 places in the study area included in the Melbourne Planning Scheme Heritage Overlay. These 40 places are currently covered by 30 Heritage overlays as some heritage overlays include multiple places. (This includes the four priority assessment places which have been included under interim controls.)

Some heritage overlays, such as the HOS precinct, were created under the former City of South Melbourne Planning Scheme prior to council amalgamations.

Existing heritage gradings for places in the Melbourne Planning Scheme are listed in the Heritage Places Inventory incorporated document below.

**Table 1  Previous Heritage Places Inventory**

<table>
<thead>
<tr>
<th>Southbank</th>
<th>City of Melbourne heritage gradings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Street</td>
</tr>
<tr>
<td>City Road</td>
<td>34-41</td>
</tr>
<tr>
<td>City Road</td>
<td>63-65</td>
</tr>
<tr>
<td>City Road</td>
<td>121-141</td>
</tr>
<tr>
<td>City Road</td>
<td>157</td>
</tr>
<tr>
<td>City Road</td>
<td>171-179</td>
</tr>
<tr>
<td>City Road</td>
<td>207</td>
</tr>
<tr>
<td>City Road</td>
<td>235-237</td>
</tr>
<tr>
<td>City Road</td>
<td>269-271</td>
</tr>
<tr>
<td>City Road</td>
<td>272</td>
</tr>
<tr>
<td>City Road</td>
<td>278-282</td>
</tr>
<tr>
<td>City Road</td>
<td>300</td>
</tr>
<tr>
<td>Dodds Street</td>
<td>Victoria Mounted Police stables</td>
</tr>
<tr>
<td>Haig Street</td>
<td>46-48</td>
</tr>
<tr>
<td>Kavanagh Street</td>
<td>93</td>
</tr>
<tr>
<td>Kavanagh Street</td>
<td>40-46</td>
</tr>
<tr>
<td>Queens Bridge Street</td>
<td>115-117, 129-131 and 133</td>
</tr>
<tr>
<td>St Kilda Road</td>
<td>234</td>
</tr>
<tr>
<td>Sturt Street</td>
<td>23-31</td>
</tr>
<tr>
<td>Sturt Street</td>
<td>45-99</td>
</tr>
<tr>
<td>Sturt Street</td>
<td>113-115</td>
</tr>
<tr>
<td>Sturt Street</td>
<td>102-118</td>
</tr>
</tbody>
</table>

The current Melbourne Planning Scheme includes the following places as heritage overlays. Note that not all the places in the Heritage Places Inventory are included in the heritage overlay and not all heritage overlay places are included in the Heritage Places Inventory.
<table>
<thead>
<tr>
<th>HO number</th>
<th>Name</th>
<th>Address</th>
<th>City of Melbourne Heritage Places Inventory address</th>
<th>Date created</th>
<th>VHR number</th>
<th>City of Melbourne grading (BIF)</th>
<th>Streetscape level</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>HO5</td>
<td>South Melbourne Precinct</td>
<td>St Kilda Road and adjacent streets</td>
<td>Not listed</td>
<td>1860s</td>
<td>H2359</td>
<td></td>
<td></td>
<td>HO from earlier South Melbourne Planning Scheme</td>
</tr>
<tr>
<td>HO5</td>
<td>Commonwealth Clothing Factory</td>
<td>62-104 Coventry Street, Southbank</td>
<td>Not listed</td>
<td>1993</td>
<td></td>
<td></td>
<td></td>
<td>Demolished</td>
</tr>
<tr>
<td>HO366</td>
<td>James Moore timber yard</td>
<td>115-141 City Road, South Melbourne</td>
<td>121-141 City Road</td>
<td>1899</td>
<td>C</td>
<td>3</td>
<td></td>
<td>Facaded</td>
</tr>
<tr>
<td>HO367</td>
<td>Stewarts &amp; Lloyds (Aust) Pty Ltd offices and warehouse, also Tube House</td>
<td>157-165 City Road, South Melbourne</td>
<td>157 City Road</td>
<td>1939-1940</td>
<td>D</td>
<td>2</td>
<td></td>
<td>Demolished</td>
</tr>
<tr>
<td>HO368</td>
<td>Sharps &amp; Sons Timber, General Motors (Australia), International House</td>
<td>171 City Road, South Melbourne</td>
<td>171-179 City Road</td>
<td>1912</td>
<td>C</td>
<td>2</td>
<td></td>
<td>Facaded</td>
</tr>
<tr>
<td>HO369</td>
<td>J. H. Boyd Girls High School</td>
<td>207-227 City Road, Southbank</td>
<td>207 City Road</td>
<td>1884-1885</td>
<td>H0769</td>
<td></td>
<td>A</td>
<td>Intact</td>
</tr>
<tr>
<td>HO370</td>
<td>Main Point Hotel</td>
<td>235-237 City Road, South Melbourne</td>
<td>235-237 City Road</td>
<td>1903-1904</td>
<td>B</td>
<td>3</td>
<td></td>
<td>Intact, but new development behind</td>
</tr>
<tr>
<td>HO371</td>
<td>Bank of New South Wales</td>
<td>269-271 City Road, South Melbourne</td>
<td>269-271 City Road</td>
<td>1932</td>
<td>B</td>
<td>3</td>
<td></td>
<td>Intact, but new development behind</td>
</tr>
</tbody>
</table>

\(^2\) City of Melbourne building identification forms.
<table>
<thead>
<tr>
<th>HO number</th>
<th>Name</th>
<th>Address</th>
<th>City of Melbourne Heritage Inventory address</th>
<th>Date created</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>HO374</td>
<td>Edward Murphy warehouse and workshop</td>
<td>272 City Road</td>
<td>272 City Road, South Melbourne</td>
<td>1887-1892</td>
<td>Intact</td>
</tr>
<tr>
<td>HO375</td>
<td>Murphy’s Building, Australian Chemicals / Scott Paint Works</td>
<td>278-282 City Road</td>
<td>278-282 City Road, South Melbourne</td>
<td>1885</td>
<td>Intact</td>
</tr>
<tr>
<td>HO376</td>
<td>White &amp; Hancock, Malcolm Moore</td>
<td>300 City Road</td>
<td>300 City Road, South Melbourne</td>
<td>1900</td>
<td>Intact</td>
</tr>
<tr>
<td>HO377</td>
<td>Southern Cross Service Station, later Ampol Service Station</td>
<td>Not listed</td>
<td>Not listed</td>
<td></td>
<td>Demolished</td>
</tr>
<tr>
<td>HO378</td>
<td>Clarendon Street Bridge, (rail-over-road)</td>
<td>Clarendon Street Bridge, South Melbourne</td>
<td>Clarendon Street Bridge, South Melbourne</td>
<td>1890s</td>
<td>Demolished</td>
</tr>
<tr>
<td>HO379</td>
<td>Cider factory</td>
<td>46-48 Haig Street</td>
<td>46-48 Haig Street, South Melbourne</td>
<td>1909</td>
<td>Demolished</td>
</tr>
<tr>
<td>HO380</td>
<td>Halford Timber</td>
<td>40-46 Kavanagh Street</td>
<td>40-46 Kavanagh Street, South Melbourne</td>
<td>1912</td>
<td>Demolished</td>
</tr>
<tr>
<td>HO381</td>
<td>Alcock’s Billiard Tables</td>
<td>109-117 Clarendon Street, later Ampol Service Station</td>
<td>109-117 Clarendon Street, South Melbourne</td>
<td>1910</td>
<td>Demolished</td>
</tr>
<tr>
<td>HO382</td>
<td>Victoria Police Depot</td>
<td>93 Kavanagh Street</td>
<td>93 Kavanagh Street, South Melbourne</td>
<td>1913</td>
<td>Appears to be duplicate of HO910</td>
</tr>
<tr>
<td>HO383</td>
<td>Victoria Police Depot</td>
<td>234-254 St Kilda Road</td>
<td>234-254 St Kilda Road, South Melbourne</td>
<td>1913</td>
<td>Demolished</td>
</tr>
<tr>
<td>HO384</td>
<td>Lucy Serco / Witners Shoes</td>
<td>23-31 Sturt Street</td>
<td>23-31 Sturt Street, South Melbourne</td>
<td>1913</td>
<td>Demolished</td>
</tr>
<tr>
<td>HO385</td>
<td>Lucy Serco / Witners Shoes</td>
<td>23-31 Sturt Street</td>
<td>23-31 Sturt Street, South Melbourne</td>
<td>1913</td>
<td>Demolished</td>
</tr>
<tr>
<td>HO number</td>
<td>Name</td>
<td>Address</td>
<td>City of Melbourne Heritage Places Inventory address</td>
<td>Date created</td>
<td>VHR number</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-----------------------------------------------------</td>
<td>--------------</td>
<td>------------</td>
</tr>
<tr>
<td>HO389</td>
<td>Victorian College Of The Arts</td>
<td>43-45 Sturt Street, South Melbourne</td>
<td>43 Sturt Street</td>
<td></td>
<td>C</td>
</tr>
<tr>
<td>HO390</td>
<td>Castlemaine Brewery Malthouse</td>
<td>113-115 Sturt Street, South Melbourne</td>
<td>113-115 Sturt Street</td>
<td>1892</td>
<td>B</td>
</tr>
<tr>
<td>HO391</td>
<td>Melford Motors</td>
<td>102-118 Sturt Street, South Melbourne</td>
<td>102-118 Sturt Street</td>
<td>1935</td>
<td>C</td>
</tr>
<tr>
<td>HO760</td>
<td>Victorian Arts Centre</td>
<td>2-128 St Kilda Road, 1-9 Sturt Street &amp; 93-115 Southbank Road, Southbank</td>
<td>Not listed</td>
<td>1984</td>
<td>H1447</td>
</tr>
<tr>
<td>HO760</td>
<td>Hamer Hall</td>
<td>100 St Kilda Road, Southbank</td>
<td>Not listed</td>
<td>1982</td>
<td>H1500</td>
</tr>
<tr>
<td>HO762</td>
<td>Sandridge Rail Bridge to Queens Bridge Square</td>
<td>1a Queens Bridge Street, Southbank</td>
<td>Not listed</td>
<td>1886-1888</td>
<td>H0994</td>
</tr>
<tr>
<td>HO763</td>
<td>Jones Bond store</td>
<td>1 Riverside Quay, Southbank</td>
<td>Not listed</td>
<td>1872, 1888</td>
<td>H0828</td>
</tr>
<tr>
<td>HO764</td>
<td>South Wharf sheds 1 and 2</td>
<td>2-26 Clarendon Street, South Wharf</td>
<td>Not listed</td>
<td>1882-1891</td>
<td>H0891</td>
</tr>
<tr>
<td>HO764</td>
<td>Graving docks / Duke &amp; Orr / Wright &amp; Orr</td>
<td>2A Clarendon Street, South Wharf</td>
<td>Not listed</td>
<td>1878, c1871</td>
<td>H1096</td>
</tr>
<tr>
<td>HO number</td>
<td>Name</td>
<td>Address</td>
<td>City of Melbourne Heritage Places Inventory address</td>
<td>Date created</td>
<td>VHR number</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------</td>
<td>--------------</td>
<td>------------</td>
</tr>
<tr>
<td>HO764</td>
<td>South Wharf goods sheds 4 to 9</td>
<td>29-65 South Wharf Promenade &amp; 4-9 South Wharf Road, South Wharf</td>
<td>Not listed</td>
<td>1891, 1929</td>
<td>H0891</td>
</tr>
<tr>
<td>HO765</td>
<td>The Tea House</td>
<td>28 Clarendon Street, Southbank</td>
<td>Not listed</td>
<td>1877-1878</td>
<td>H0526</td>
</tr>
<tr>
<td>HO791</td>
<td>Queen's Bridge</td>
<td>Queens Bridge Street over Yarra River, Melbourne</td>
<td>Not listed</td>
<td>1887-1890</td>
<td>H1448</td>
</tr>
<tr>
<td>HO792</td>
<td>National Gallery of Victoria</td>
<td>130-200 St Kilda Road &amp; 93-115 Southbank Road, Southbank</td>
<td>Not listed</td>
<td>1968</td>
<td>H1499</td>
</tr>
<tr>
<td>HO899</td>
<td>Tram shelter</td>
<td>Cnr St. Kilda Road &amp; Dorcas Street, South Melbourne</td>
<td>Not listed</td>
<td>1917</td>
<td>H1869</td>
</tr>
<tr>
<td>HO910</td>
<td>Former Victoria Police depot, Victoria Police Mounted Branch stables complex</td>
<td>234 St Kilda Rd, 1-39 Dodds St &amp; 148-170 Southbank Boulevard, Southbank</td>
<td>Victoria Police Mounted Branch stables, Dodds Street</td>
<td>1913, 1925-1926</td>
<td>H1541</td>
</tr>
<tr>
<td>HO913</td>
<td>Buchannan &amp; Brock</td>
<td>20 Convention Centre Place, South Wharf 3006</td>
<td>Not listed</td>
<td>1872</td>
<td></td>
</tr>
<tr>
<td>HO number</td>
<td>Name</td>
<td>Address</td>
<td>City of Melbourne Heritage Places Inventory address</td>
<td>Date created</td>
<td>VHR number</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------------------------------------</td>
<td>----------------------------------------------</td>
<td>----------------------------------------------------</td>
<td>--------------</td>
<td>------------</td>
</tr>
<tr>
<td>HO934</td>
<td>Butler hangar / Commonwealth Aircraft Corporation factory</td>
<td>344-370 Lorimer Street &amp; 231-249 Todd Road, Port Melbourne</td>
<td>Not listed</td>
<td>1936</td>
<td>H94</td>
</tr>
</tbody>
</table>
2.2.3 HO5 South Melbourne heritage precinct

The former South Melbourne heritage precinct HO5 is a remnant of a much larger precinct originally located within the former City of South Melbourne. The precinct currently incorporates places and roads that are not of heritage value and part of St Kilda Road. HO5 formerly included some places that have been demolished, such as the former Government Clothing Factory in Coventry Street. This report recommends that HO5 be removed from the existing heritage overlay.

2.2.4 Amendment C258 (heritage policies review)

The City of Melbourne was authorised by the Minister for Planning to prepare Amendment C258 for the Melbourne Planning scheme. The amendment includes revision of local heritage policies at Clause 22.04 (Heritage places within the Capital City Zone) and 22.05 (Heritage places outside the Capital City Zone). It also proposes replacing the current A to D heritage significance grading system with the 'Significant/Contributory' grading system as recommended by Practice Note Number 1.

Biosis prepared the draft planning scheme amendment documentation for the permanent heritage controls in accordance with the revised grading system proposed by Amendment C258.

2.2.5 Amendments C276 and C280

Four heritage places in Southbank were identified by the City of Melbourne as having priority for assessment. These assessments form the basis of Amendments C276 and C280 to the Melbourne Planning Scheme, and provide interim and permanent heritage protection. The priority places are the Castlemaine Brewery at 115-133 Queens Bridge Street, the GPO workshops at 45-99 Sturt Street, 34-41 City Road and 63-65 City Road.

2.2.6 Other planning scheme documentation

Planning Scheme Amendment documentation has also been prepared to introduce permanent heritage controls to relevant properties in the remainder of the study area, based on the findings and recommendations by Biosis as part of the present study.

2.3 Historical themes

The historical themes that formed the background to the Southbank and Fishermans Bend Heritage Review derive in part from the 2012 Thematic History: A History of Melbourne’s Urban Environment, published by the City of Melbourne.3 The themes loosely compare with the Victorian Framework of Historic Themes used by Heritage Victoria. Section 4.1.2 shows how City of Melbourne themes and subthemes and Victorian Framework of Historic Themes compare and includes some examples from the Southbank and Fishermans Bend study area. Section 4.1.3 describes the relative importance or representation of each theme within the study area, along with the types of places that reflect each theme.

2.4 Statement of Significance format

Statements of Significance for identified heritage places in this study have been prepared in accordance with the DELWP Practice Note 1, ‘Applying the Heritage Overlay’, which uses the form:

---

• **What is significant?** - a brief paragraph identifying features or elements that are significant about the place.

• **How is it significant?** - a sentence to the effect that the place is important because of its historical significance, its rarity, its research potential, its representativeness, its aesthetic significance, its technical significance and/or its associative significance and the threshold for which the place is considered important, such as local, state or national.

• **Why is it significant?** - elaborates on the criteria that makes the place significant according to the relevant criterion and threshold for which the place is considered important.

The Practice Note establishes the criteria and thresholds.

The Practice Note also describes the option for identifying group, thematic and serial listings for ‘places that share a common history and/or significance but which do not adjoin each other or form a geographical grouping,” and that such sites may be treated as a single heritage place. Each place that forms part of the group might share a common Statement of Significance, a single entry in the Heritage Overlay Schedule and a single heritage overlay number. This approach has been recommended for the bluestone laneways and electrical substations identified as part of the study.

### 2.5 Criteria and thresholds

All places were assessed using the Heritage Council of Victoria’s Criteria (HERCON) of aesthetic, historic, social and scientific significance. Comparative analysis was at either the local level (comprising all or part of the Melbourne CBD or Capital City Zone) or the State of Victoria, depending on the level of significance. A place must be at least of local significance to be included in the Melbourne Planning Scheme Heritage Overlay.

The criteria used in this report are:

• **Criterion A:** Importance to the course or pattern of our cultural or natural history (historical significance).

• **Criterion B:** Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

• **Criterion C:** Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).

• **Criterion D:** Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

• **Criterion E:** Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

• **Criterion F:** Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

• **Criterion G:** Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

• **Criterion H:** Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).
Thresholds for heritage significance are:

- **State heritage value** - worthy of inclusion on the Victorian Heritage Register.
- **Individually significant within a municipality** – appropriate for inclusion in a heritage overlay.
- **Contributory to the heritage significance of a precinct** – appropriate for inclusion as part of a precinct in a heritage overlay.

### 2.6 City of Melbourne heritage grading

Clauses 22.04 and 22.05 of the Melbourne Planning Scheme use the City of Melbourne A to D grading system to identify levels of heritage significance.

‘A’ graded buildings are considered to be of national or state importance and are irreplaceable parts of Australia, built form heritage. Many will either already be included or recommended for inclusion in the Victorian Heritage Register or the Register of the National Estate.

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

‘C’ graded 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 and any alterations are reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

‘D’ graded 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. There may also be altered examples that stand within a group of similar period, style or streetscape that retains much of its original character. Where they stand in a row or street, the collective group will provide a setting that reinforces the value of the individual buildings.

### 2.7 City of Melbourne streetscapes grading

The City of Melbourne streetscape/laneway grading is ranked by levels 1 to 3. Clause 22.05 of the Melbourne Planning Scheme refers to streetscape gradings to determine how applications should be assessed. The policy specifies thresholds and acceptable measures for new additions depending on their building and streetscape grading.

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

City of Melbourne undertook a review of local heritage policies in 2016 that included a review of the grading and assessment methodology. The report recommended that streetscape gradings not be used, apart from Level 1 gradings which should be designated as ‘Significant Streetscape’.4

The translation of A-D gradings and 1 to 3 streetscape levels into the new definitions of heritage significance for the study area are shown in Table 3.5

Table 3  Comparison of letter gradings and new significance gradings

<table>
<thead>
<tr>
<th>City of Melbourne gradings</th>
<th>Practice Note 1: levels of significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Significant</td>
</tr>
<tr>
<td>B</td>
<td>Significant</td>
</tr>
<tr>
<td>C and some of D</td>
<td>Significant</td>
</tr>
<tr>
<td>D and some of C</td>
<td>Contributory</td>
</tr>
<tr>
<td>Ungraded</td>
<td>Non-contributory</td>
</tr>
</tbody>
</table>


3 Southbank and Fishermans Bend Statement of Significance

This section discusses the historical character and heritage significance of the whole of the study area.

3.1 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. All of these areas have historically been seen as being 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 where people would dwell and work.

Continuous change marks the history of this area. The landscape was created by a tidal estuary which followed rising sea levels, the 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 (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 River 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 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. Dry docks, foundries, factories and warehouses also served the shipping trade. The Montague Shipping Shed stored 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 in 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 enough for convenience. Fishermans Bend could serve an essential purpose, but still remain a forgotten and ignored fringe.

At the same time, Fishermans Bend was a paradise for wildlife. The swamps and sand hills harboured a diversity of birds, snakes and small mammals, and were home of some of the last saltmarsh and natural wetlands on the estuary. As recently as the 1960s, 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 West Gate Park.

Fishermans Bend itself migrated over time, first beginning at the sharp bend in the Yarra River near Footscray, then moving to the bend in the Coode Canal, and finally to a location between the canal and Sandridge Beach. By then, known just as 'The Bend,' this wasteland became home to fishermen's camps and the huts of itinerants and the dispossessed.

Before the 1870s there were a few scattered residences in parts of Southbank and Fishermans Bend that are now within the City of Melbourne boundaries, until a speculative venture 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. However, by the early 20th century, the self-contained suburb of intricate laneways and complex physical and social structures had deteriorated, and became a focus of the various slum commissions.

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

St Kilda Road, as the front door to the city, was more refined. 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 a part of the development of Southgate. 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 and the development of other military facilities during World War II. An early private airfield was used for testing and building aircraft by the privately operated Commonwealth Aircraft Corporation and Government Aircraft Factory. 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 themselves 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 being replaced by innovative and creative business and new residential uses.

As for the Southbank area, by the 1960s many urban features had been established, but the major changes brought about by the construction of the West Gate Bridge and the redevelopment of the area were yet to come. This moment in time was well-captured by the first Melway Map, published in 1966 (Figure 2).

History and heritage conservation in the Fishermans Bend and Southbank areas encompass various narratives that move beyond the circles of privilege associated with political, social and economic establishments. Here, the stories of the underclasses and commonplace events, often missing from traditional historical narratives, have taken their place with those of “the big men of the past”.

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* MMBW General Plans City of South Melbourne c.1897 (State Library of Victoria)
Figure 2  Extracts from Melway maps 42 and 43 (Ausway Publishing, online edition)
3.2 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).

3.2.1 What is significant?

The street patterns, 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 centuries.

The Southbank and Fishermans Bend area comprises several geographically, historically and thematically distinct areas within the 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 can be divided into distinct parts. Note that the examples given below are representative of the types of places reflecting the significant themes within the study area, but are not the only examples of these themes.

- **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, National Gallery of Victoria, Arts Centre, Victoria College of the Arts, Southgate, HSV-7

- **The narrow strip along the south bank of the Yarra River**, where the focus has been on maritime and trade. Contributory elements include:
  - South Wharf berths and good sheds Nos.1-2, 4-9, 21, 27, 30-31
  - Duke & Orr Dry Dock and remnants of the Wright & Orr Dry Dock
  - Yarra Bridges, in both the 19th and early 20th centuries – Princes, Queens, Sandridge and Spencer – as well as current 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 onto the St Kilda Road area, including City Road, Queens Bridge Street, Sturt Street and the 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 Brewing Malthouse

GPO workshops, Artificial Limb Factory

Substations that support local industry

Community facilities – City Road Primary School, St John's Lutheran Church, hotels and bank buildings

Remnants of 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 State Electricity Commission (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 – the Eureka Tower, architectural 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.

3.2.2 How is it significant?

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

3.2.3 Why is it significant?

**Historical significance**

Southbank and Fishermans Bend are historically significant as being the location of the first peripheral settlement to the main European occupation of the Port Phillip district, beginning in 1835. While Batman and Fawkner 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 as well as the routes to the southern bay-side 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 government control in the original colony. These interrelate with the significant avenues or
boulevards of St Kilda Road itself where these sites have a dominant presence, but also in the way that the road determines the placement of such facilities.

The development of the city is also shown in the evolution of the entertainment and cultural facilities of the area. These facilities, with their origin in popular entertainment venues such as dance halls, circuses 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 southeastern 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 its limitations on 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 today despite the almost universal transformation and reconstruction of Southgate, Southbank, South Wharf and Yarra's Edge developments over the last 20 years. The Duke & Orr and Wright & Orr Docks, Bond stores, shipping sheds and remaining timber wharfs are all part of the historical significance of the maritime infrastructure.

Behind the river frontage and set back from the government reserve 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 which ranged from tin sheds to massive multi-storey masonry warehouses.

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

**Architectural significance**

Southbank has architectural significance for its very high quality of colonial government architecture in the Victoria Barracks and Police Depot, the modern cultural icons in 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 their range of Moderne and Modern styles in the 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 Crown Casino, Melbourne Recital Centre and Melbourne Convention and Exhibition Centre.

The diverse aesthetic/architectural significance of Southbank and Fishermans Bend is due to several key phases of development. Southbank retains elements of the late Victorian, Edwardian and Interwar industrial architecture periods in the form of its one to three storey brick factories and warehouses, including some specialist building types such as Castlemaine Brewing's Malthouse. Other special character of the area lies in its ornate public buildings dating 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 more modern architectural styles of the
National Gallery of Victoria, Arts Centre Melbourne and Hamer Hall, among other even more recent arts precinct buildings.

**Social significance**

Although 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 retaining their emotional connections to the area demonstrate this.

The wharves also cultivated a strong social connection, through the danger and hardship experienced by the workers, the often-conflicting relations between workers and employers, and through the union movement itself. The Docklands War of the 1960s and 1970s, as well as the waterfront dispute of the 1990s provide further historical reference for the area’s continuing social significance.
4 Thematic history

4.1 Introduction

This section provides a historical narrative of the study area based on the relevant historic themes as set out in City of Melbourne’s Thematic Environmental History.

The study area comprises diverse neighbourhoods which are parts of formerly larger areas that have been truncated by both the freeway and shifting municipal boundaries resulting from various council amalgamations and expansions.
4.1.1 Former boundaries

The current City of Melbourne boundary was established in 1994 when local government amalgamations occurred throughout Victoria. Previously the area south of the river had been part of the municipalities of South Melbourne and Port Melbourne, with the lands along the riverbank and at Fishermans Bend under the planning and administrative control of the Melbourne Harbour Trust and later the Port of Melbourne Authority.

Emerald Hill Borough was proclaimed on 26 May 1855, became a town on 1 March 1872, and was renamed and proclaimed the City of South Melbourne on 21 September 1883. Sandridge Borough was proclaimed on 13 July 1860, renamed Port Melbourne on 25 January 1884, became a town on 20 January 1893, and was proclaimed the City of Port Melbourne on 14 May 1919.\(^7\)

On 18 November 1993, a small portion around Southbank and the Victorian Arts Centre was transferred from the City of South Melbourne to the City of Melbourne.

The cities of Port Melbourne, South Melbourne and St Kilda were amalgamated on 22 June 1994 to form the City of Port Phillip.

4.1.2 Thematic framework

The historical themes that form the background to the current heritage study derive from the City of Melbourne Thematic Environmental History.\(^8\) The following table shows how City of Melbourne themes relate to both the Australian Historic Themes and the Victorian Framework of Historic Themes (VFHT).\(^9\)

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\(^8\) Thematic History: a History of the City of Melbourne's Urban Environment (Context Pty Ltd, for City of Melbourne, 2012);

\(^9\) Victoria's Framework of Historical Themes (Heritage Council and Heritage Victoria).
Table 4  Thematic framework – Melbourne and Victorian themes

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<td>7.2 Struggling for political rights</td>
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<tr>
<td>13. Enjoying the city</td>
<td>13.1 Public recreation</td>
<td>5.6 Entertaining and socialising 9.1 Participating in sports and recreation</td>
</tr>
<tr>
<td></td>
<td>13.2 Promoting tourism</td>
<td>5.7 Catering for tourists</td>
</tr>
<tr>
<td>City of Melbourne theme</td>
<td>Subtheme</td>
<td>Victorian Framework of Historic Themes</td>
</tr>
<tr>
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<tr>
<td></td>
<td>13.3</td>
<td>5.6 Entertaining and socialising</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5.7 Catering for tourists</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9.1 Participating in sports and recreation</td>
</tr>
<tr>
<td></td>
<td>13.4</td>
<td>5.6 Entertaining and socialising</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5.7 Catering for tourists</td>
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<td></td>
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<td>9.1 Participating in sports and recreation</td>
</tr>
<tr>
<td></td>
<td>13.5</td>
<td>5.6 Entertaining and socialising</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5.7 Catering for tourists</td>
</tr>
<tr>
<td></td>
<td>13.6</td>
<td>5.6 Entertaining and socialising</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5.7 Catering for tourists</td>
</tr>
<tr>
<td>14. Advancing scientific knowledge</td>
<td>14.1 Keeping weather records</td>
<td>9.5 Advancing knowledge</td>
</tr>
<tr>
<td></td>
<td>14.2 Observing the heavens</td>
<td>9.5 Advancing knowledge</td>
</tr>
<tr>
<td></td>
<td>14.3 Pioneering botanical research</td>
<td>9.5 Advancing knowledge</td>
</tr>
<tr>
<td></td>
<td>14.4 Developing zoological gardens</td>
<td>9.5 Advancing knowledge</td>
</tr>
<tr>
<td></td>
<td>14.5 Establishing scientific institutions</td>
<td>9.5 Advancing knowledge</td>
</tr>
<tr>
<td>15. Preserving and celebrating the city's history</td>
<td>15.1 Remembering the past</td>
<td>7.5 Protecting Victoria's heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8.5 Preserving traditions and commemorating</td>
</tr>
<tr>
<td></td>
<td>15.2 Raising monuments</td>
<td>7.5 Protecting Victoria's heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8.5 Preserving traditions and commemorating</td>
</tr>
<tr>
<td></td>
<td>15.3 Remembering the Aboriginal past</td>
<td>7.5 Protecting Victoria's heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8.5 Preserving traditions and commemorating</td>
</tr>
<tr>
<td></td>
<td>15.4 Preserving the fabric of the past</td>
<td>7.5 Protecting Victoria's heritage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8.5 Preserving traditions and commemorating</td>
</tr>
</tbody>
</table>
4.1.3 Main themes relevant to the study area

Some themes are more prominent or important in the study area due to their particular historical development. Impacts of various phases of redevelopment have resulted in different levels of preservation of buildings and fabric that demonstrate these themes. The following table identifies each theme and its relative importance, as well as surviving evidence that remains in the study area to express the themes. The darker the shading, the greater the importance.

### Table 5 Relevance of themes in the study area

<table>
<thead>
<tr>
<th>City of Melbourne theme</th>
<th>Fabric representing the theme</th>
<th>Relevance in Southbank and Fishermans Bend</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Aboriginal country</td>
<td>Underwater remnants of rock bar at The Falls, potential for buried land surfaces and archaeological deposits</td>
<td>The south bank of the Yarra River, swamps and Fishermans Bend were important resources and gathering places.</td>
</tr>
<tr>
<td>2. Promoting settlement</td>
<td>No physical evidence</td>
<td>An aspect of the area's early history including Fawkner's huts and survey camp, and the immigrant depot, but these were subsumed by later events.</td>
</tr>
<tr>
<td>3. Shaping the urban landscape</td>
<td>Victorian, Edwardian and Inter-War factories and warehouses in Southbank, WWII Fishermans Bend factories</td>
<td>Distinctive architectural and land use developed in the area, many examples of which survive, making this a particularly important theme.</td>
</tr>
<tr>
<td>4. Governing, administering and policing the city</td>
<td>Victoria Barracks, Police Depot</td>
<td>This is an important theme in respect to specific heritage places on St Kilda Road, demonstrating both the proximity of governmental control to the city and the character of that control in the built fabric.</td>
</tr>
<tr>
<td>5. Building a commercial city</td>
<td>Numerous factories and warehouses throughout study area</td>
<td>Southbank and Fishermans Bend were predominantly areas of trade, commerce and manufacturing, making this theme of high importance.</td>
</tr>
<tr>
<td>6. Creating a functioning city</td>
<td>Streets and lanes, electricity substations</td>
<td>Public utilities were critical elements for the area but were much like any other part of the city, so this theme is of only moderate importance.</td>
</tr>
<tr>
<td>7. Appreciating and adapting the natural environment</td>
<td>West Gate Park</td>
<td>Much of the area's history has been about eliminating the natural environment, so while the natural environment was adapted to some extent, this theme is of low importance.</td>
</tr>
<tr>
<td>8. Living in the city</td>
<td>No residential places remain</td>
<td>While a few pockets of residential places were extant in the 19th century, these were replaced by commercial activity by the early 20th century making this theme not well-represented in the study area.</td>
</tr>
<tr>
<td>City of Melbourne theme</td>
<td>Fabric representing the theme</td>
<td>Relevance in Southbank and Fishermans Bend</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>9. Working in the city</td>
<td>Numerous factories and industrial sites</td>
<td>Southbank and Fishermans Bend have been primarily places of work and commerce, making this theme of very high importance.</td>
</tr>
<tr>
<td>10. Shaping cultural life</td>
<td>Arts precinct</td>
<td>The Southbank arts precinct has long been an important part of Melbourne's cultural activity.</td>
</tr>
<tr>
<td>11. Caring for the sick and destitute</td>
<td>No physical evidence</td>
<td>The immigrant depot, police surgeon and Prince Henry's Hospital were important parts of the area and represent this theme, but of which little evidence remains.</td>
</tr>
<tr>
<td>12. Expressing social and political opinion</td>
<td>South Wharf 21, timber yards, GMH</td>
<td>The timber workers' strike, Docklands Wars and Holden walk off were only some examples of the significant industrial action in the area, demonstrating that this is an important theme in the area's history.</td>
</tr>
<tr>
<td>13. Enjoying the city</td>
<td>Arts [recent, Southgate, Crown Casino]</td>
<td>The Southbank arts precinct has long been an important part of Melbourne's cultural activity.</td>
</tr>
<tr>
<td>14. Advancing scientific knowledge</td>
<td>Materials Research Laboratories</td>
<td>The scientific research during and after WW2 connected to the experimental tank project and Aeronautical Research Laboratories make this an important theme.</td>
</tr>
<tr>
<td>15. Preserving and celebrating the city's history</td>
<td>National Gallery of Victoria, Performing Arts Collection, Southbank Library</td>
<td>While there is recent activity in this area, the theme has not been prominent in the history of the study area.</td>
</tr>
</tbody>
</table>
### 4.2 Summary timeline

The following timeline identifies representative events in the history of Southbank and Fishermans Bend.

**Table 6 Timeline of events in Southbank and Fishermans Bend**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
<th>Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>40,000-60,000 years ago</strong></td>
<td>Aborigines arrive in Australia, rapidly spreading around the coast and across the continent. Oldest evidence of occupation near Melbourne at Dry Creek near Keilor.</td>
<td>1.1</td>
</tr>
<tr>
<td><strong>10,000-5,000 years ago</strong></td>
<td>Rising sea levels flood Port Phillip Bay, Yarra Delta formed, Aboriginal economic patterns stabilised around lower Yarra and Sandridge Flats.</td>
<td>1.1</td>
</tr>
<tr>
<td><strong>1700s</strong></td>
<td>Yalukit willam, one of the five clans of the Boon wurrung (known as the coastal tribe), and members of the Kulin Nation occupy the area around the bay, camping on freshwater swamps near Emerald Hill.</td>
<td>1.1</td>
</tr>
<tr>
<td><strong>1802 (November)</strong></td>
<td>Charles Grimes and John Fleming survey the Port Phillip coastline and row up the 'Freshwater River' (Yarra) and 'Saltwater River' (Maribyrnong).</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1803</strong></td>
<td>William Buckley escapes from Sullivan's Bay (Sorrento) penal settlement, passes by the Yarra and lives with Wathaurung people near Geelong for 30 years.</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1824 (15 and 20 December)</strong></td>
<td>Hamilton Hume and William Hovell pass about 20km west of the Yarra mouth on their voyage to Westernport, miscalculating their direction and reaching Corio Bay.</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1835 (30 August)</strong></td>
<td>George Evans lands on the Yarra bank near the Custom's House site on behalf of John Pascoe Fawkner and plants crops.</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1835 (8 June)</strong></td>
<td>John Batman of the Port Phillip Association crosses Yarra and later records, &quot;This will be the place for a village&quot;.</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1835</strong></td>
<td>John Batman travels around the western shore of Port Phillip Bay to explore the area.</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1836 (February)</strong></td>
<td>John Batman returns and Fawkner moves to the south side of Yarra, the first white resident of South Melbourne.</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1836</strong></td>
<td>Surveyor William Darke prepares maps of the shoreline of Port Phillip Bay, names the Port Melbourne area &quot;Sandridge&quot;.</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1837</strong></td>
<td>Governor Bourke arrives, proclaims the town and the first land sales</td>
<td>3.1</td>
</tr>
<tr>
<td><strong>1839</strong></td>
<td>Wilbraham Liardet settles on Sandridge Beach and establishes a jetty, a hotel and a mail service. The location becomes referred to as &quot;Liardet's Beach&quot;.</td>
<td>2.1</td>
</tr>
<tr>
<td><strong>1840s</strong></td>
<td>The beach is now referred to as Sandridge and becomes a main arrival point for ships, with its jetty and track along what will become Sandridge Road, then later City Road and Bay Street.</td>
<td>3.3</td>
</tr>
<tr>
<td><strong>1850-1854</strong></td>
<td>Crown land surveys and sales at Sandridge and Emerald Hill.</td>
<td>3.1</td>
</tr>
<tr>
<td><strong>1850s</strong></td>
<td>Sandridge flourishes through the Victorian gold rush and becomes a thriving transport hub. Bay fishermen erect huts along the coastline.</td>
<td>8.2</td>
</tr>
<tr>
<td>Time</td>
<td>Event</td>
<td>Theme</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>1853</td>
<td>Canvas Town, Immigrants' Aid Society and an immigration depot open in St Kilda Road.</td>
<td>2.3</td>
</tr>
<tr>
<td>1854</td>
<td>The Hobsons Bay railway line opens, connecting Sandridge to Flinders Street in Melbourne via the first Sandridge rail bridge.</td>
<td>6.7</td>
</tr>
<tr>
<td>1855 (26 May)</td>
<td>Emerald Hill is declared a municipality.</td>
<td>4.2</td>
</tr>
<tr>
<td>1856</td>
<td>Victoria Barracks open in St Kilda Road.</td>
<td>4.8</td>
</tr>
<tr>
<td>1860</td>
<td>The first of several proposals for a direct shipping channel between the bay and Melbourne.</td>
<td>6.7</td>
</tr>
<tr>
<td>1860</td>
<td>Sandridge in severed and made an independent borough.</td>
<td>4.2</td>
</tr>
<tr>
<td>1861</td>
<td>Work at the South Melbourne abattoir commences.</td>
<td>5.3</td>
</tr>
<tr>
<td>1863</td>
<td>Emerald Hill is proclaimed to be a borough.</td>
<td>4.2</td>
</tr>
<tr>
<td>1870</td>
<td>Felton Grimwade commences manufacturing at their chemical works.</td>
<td>5.3</td>
</tr>
<tr>
<td>1870s</td>
<td>The Montague housing area is established and quickly fills with workers’ cottages.</td>
<td>8.2</td>
</tr>
<tr>
<td>1872 (28 March)</td>
<td>The Williamstown Steam Ferry commences operation and the ‘Short Road’ is in use.</td>
<td>6.7</td>
</tr>
<tr>
<td>1872</td>
<td>Emerald Hill is proclaimed to be a town.</td>
<td>4.2</td>
</tr>
<tr>
<td>1872 (28 March)</td>
<td>The Williamstown ‘Short Road’ proclaimed a main road.</td>
<td>6.7</td>
</tr>
<tr>
<td>1877</td>
<td>The Melbourne Harbour Trust is formed.</td>
<td>6.7</td>
</tr>
<tr>
<td>1880</td>
<td>Serious flooding in Montague, Fishermans Bend and South Melbourne.</td>
<td>6.6</td>
</tr>
<tr>
<td>1883</td>
<td>Emerald Hill is proclaimed to be a city, and its name is changed to South Melbourne.</td>
<td>4.2</td>
</tr>
<tr>
<td>1884</td>
<td>Sandridge changes its name to Port Melbourne.</td>
<td>4.2</td>
</tr>
<tr>
<td>1886</td>
<td>The Coode Canal is constructed, causing Coode Island to shift the location of Fishermans Bend.</td>
<td>6.7</td>
</tr>
<tr>
<td>1892</td>
<td>The Victoria Dock (now Victoria Harbour) was completed.</td>
<td>6.7</td>
</tr>
<tr>
<td>1893</td>
<td>Port Melbourne is proclaimed to be a town.</td>
<td>4.2</td>
</tr>
<tr>
<td>1899</td>
<td>The South Melbourne abattoir rebuilt and enlarged.</td>
<td>5.3</td>
</tr>
<tr>
<td>1900s</td>
<td>Sandridge, Fishermans Bend and Coode Island are popular field naturalist destinations and wildlife refuges.</td>
<td>7.1</td>
</tr>
<tr>
<td>1905-1911</td>
<td>Enamelled steel street signs are installed.</td>
<td>3.3</td>
</tr>
<tr>
<td>1909</td>
<td>Johns &amp; Waygood establishes its head office and works on City Road and Cecil Street.</td>
<td>5.3</td>
</tr>
<tr>
<td>1910s</td>
<td>Extensive street tree-planting is undertaken by municipal councils. Trees include oriental plane, poplar, elm, oak, pine, sugar gum, currajong and pittosporum.</td>
<td>7.1</td>
</tr>
<tr>
<td>Time</td>
<td>Event</td>
<td>Theme</td>
</tr>
<tr>
<td>--------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>1913</td>
<td>Station Pier replaces the former Railway Pier.</td>
<td>6.7</td>
</tr>
<tr>
<td>1919</td>
<td>Port Melbourne is proclaimed to be a city.</td>
<td>4.2</td>
</tr>
<tr>
<td>1920s</td>
<td>The Yarra River is widened and the south wharves are reconstructed.</td>
<td>6.6</td>
</tr>
<tr>
<td>1922</td>
<td>The new Princess Pier is completed.</td>
<td>6.7</td>
</tr>
<tr>
<td>1925</td>
<td>The SEC's electricity supply is provided.</td>
<td>6.3</td>
</tr>
<tr>
<td>1930s</td>
<td>Early industries, including soap production, chemical works, a rubber factory and blanket mills, prosper in the area.</td>
<td>5.5</td>
</tr>
<tr>
<td>1930s-1950s</td>
<td>The Montague slums are cleared and residents rehoused, many in Garden City.</td>
<td>8.2</td>
</tr>
<tr>
<td>1936</td>
<td>Major companies, including GM Holden, BHP and Broken Hill Associated Smelters commence operations in Fishermans Bend.</td>
<td>5.5</td>
</tr>
<tr>
<td>1937</td>
<td>The Commonwealth Aircraft Corporation open a factory at Fishermans Bend with test facilities and the first runway in Melbourne. CAC also builds the Wirraway warplane.</td>
<td>4.8</td>
</tr>
<tr>
<td>1939</td>
<td>Garden City public housing provides low-cost housing for the working class.</td>
<td>8.2</td>
</tr>
<tr>
<td>1949</td>
<td>The Fishermans Bend Migrant Hostel is established in the former army barracks.</td>
<td>2.3</td>
</tr>
<tr>
<td>1954</td>
<td>Australian Motor Industries erect large auto assembly works.</td>
<td>5.5</td>
</tr>
<tr>
<td>1960s</td>
<td>Webb Dock is constructed as a containerized terminal and for the ferry to Tasmania.</td>
<td>6.7</td>
</tr>
<tr>
<td>1967</td>
<td>The National Gallery of Victoria is constructed.</td>
<td>10.1</td>
</tr>
<tr>
<td>1968</td>
<td>Construction on the West Gate Bridge commences.</td>
<td>6.7</td>
</tr>
<tr>
<td>1974</td>
<td>The West Gate Bridge collapses.</td>
<td>15.1</td>
</tr>
<tr>
<td>1974-1978</td>
<td>West Gate Park is created.</td>
<td>7.1</td>
</tr>
<tr>
<td>1975</td>
<td>Closure of the South Melbourne abattoir.</td>
<td>5.5</td>
</tr>
<tr>
<td>1977-1978</td>
<td>The Port Melbourne and St Kilda lines are converted into light rail lines.</td>
<td>6.7</td>
</tr>
<tr>
<td>1978</td>
<td>The West Gate Bridge opens.</td>
<td></td>
</tr>
<tr>
<td>1982</td>
<td>The Melbourne Arts Centre and Concert Hall are constructed.</td>
<td>10.1</td>
</tr>
<tr>
<td>1990</td>
<td>St John's Lutheran Church Southgate is rebuilt.</td>
<td>10.2</td>
</tr>
<tr>
<td>1990s</td>
<td>Fishermans Bend evolves into a light-manufacturing and industrial precinct.</td>
<td>5.5</td>
</tr>
<tr>
<td>1990s</td>
<td>Southgate's development has become mixed-use, both commercial and residential.</td>
<td>13.6</td>
</tr>
<tr>
<td>1994</td>
<td>Port Melbourne and South Melbourne become part of City of Port Phillip.</td>
<td>4.2</td>
</tr>
<tr>
<td>2012</td>
<td>The Victorian Government rezones 248 hectares into the Capital City Zone to kick-start the renewal of Fishermans Bend, declaring it a project of State Significance.</td>
<td>3.1</td>
</tr>
</tbody>
</table>
4.3 Environmental factors affecting land use

Themes: 3.x Shaping the urban landscape, 7.1 Appreciating the natural landscape

The nature of the landscape south of the Yarra River has had an important effect on the area's development and history. The Southbank and Fishermans Bend area comprises a number of landforms. The tidal estuary was formed 5,000-10,000 years ago following rising sea levels and the flooding of Port Phillip Bay, along with the formation of wetlands and sand ridges. The natural landscape of the region was then modified by Aboriginal fire management. European settlement transformed the area yet again, first into a wasteland of sandpits and noxious trades, and later into an industrial heartland. Recent decades have seen the area form a new chapter in Melbourne's growth and evolution.

Much of the Southbank and Fishermans Bend area lies on the soft, grey Coode Island Silt deposited by the Yarra and Maribyrnong Rivers, overlaid with sand ridges from old beach dunes and separated by intervening swamps. The wooded Emerald Hill, formed out of the Older Volcanics, was the first upstream high ground. This was a rich environment for a diverse plant life and animals, which in turn supported Aboriginal people living in the area for thousands of years. The base of the hill reaches down near City Road and Montague Street, where there was once a large swamp. Another swamp separated Emerald Hill from St Kilda Road.

The basement rocks of the area were made of folded and faulted Ordovician and Silurian marine sediments, overlaid by Tertiary sands and gravels from Older Volcanics. Between one and five million years ago volcanic eruptions buried most older sediments west of modern-day Melbourne under basalt lava flows. However, the erosive force of the Maribyrnong River gradually cut through the basalt to expose the older sediments. The older volcanic lava flows stopped by the Pliocene Red Bluff sands outcrop north of the Yarra estuary at Kensington and North Melbourne. Batman's Hill, near Spencer Street, appears to be the southern edge of this exposure.

The slumping of the Port Phillip Basin resulted in the formation of the bay and the drowning of the river mouth, which was subsequently filled by estuarine and fluvial sedimentation, including Coode Island Silt. These recent and Pleistocene sediments now form the estuaries and flood plains of the Maribyrnong and Yarra Rivers, as well as the lower reaches of Moonee Ponds Creek. The flats extend between Melbourne and Footscray, and south from the basalt ridge of Kensington to the bay, including the areas of Fishermans Bend and most of Sandridge/Port Melbourne. Soils on these floodplains included silt deposited by floodwaters, and swamp deposits of fine sand and silty clay. Raised beach ridges, from wind-blown and wave-deposited sand, formed south of the Yarra River over much of Port Melbourne, forming the geological unit known as the Fishermans Bend Sand.

The shallow sand deposits were exploited extensively for building, road-making and more from the mid-19th century into the 1960s. The deep Coode Island Silt deposits challenged foundation engineers, leading to several innovative structures such as the Tea House, built on a massive raft of red gum timber, or the deeply-bored piles of the Kings Way Bridge.

The Coode Island Silt continues to influence the form of development in the area. The cost of foundation piling means that medium-rise buildings are rarely financially viable.

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10 Geological Survey of Victoria, Melbourne, Sheet SJ, 55-1.
12 Kings Way Bridge classification report, National Trust Bridges Database, Reg. No. 4042.
City Road began as the Sandridge Road, following the higher ground at the foot of Emerald Hill and the dry ridge between the Port Melbourne Lagoon and the swamps and sand ridges to the west. Williamstown Road also followed the higher ridges where possible, but required considerable more filling. In Southbank, a large swamp extended south of City Road and east of Kings Way, down to Albert Road. It wrapped around the hill to the east where Victoria Barracks stands today. The swamp delayed development of the area until well into the 20th century.

Downstream was a large tidal marsh on the south side of the Yarra, commencing opposite the site where the West Melbourne Gasworks would be built. Further west were a series of sand ridges and intervening swamps, formed by the progressive shift of the Yarra as it meandered across the estuary. The accumulation of sand formed beach ridges, which were left behind as the shoreline receded. Williamstown Road marks the approximate southern limit of these swamps and ridges. Another large marsh commenced north of where Todd Road now runs.
Fishermans Bend originally described the sharp bend in the natural course of the Yarra River near its junction with the Maribyrnong. The Coode Canal altered the course of the river, and as a result, Aboriginal riverbank campsites that may have existed on banks of the original river course are now under the West Melbourne freight terminals, or would have been dredged away for river widening.

The lower reaches of the Yarra, from the junction of the Maribyrnong River to the mouth, was known in the past as Hobson’s River. This section of the river was the location of some of Melbourne’s largest early industries, but it was also one of the best habitats for wetland flora and fauna and therefore an important food resource for Aborigines. Red gum and river bottlebrush lined the banks of the Yarra, along with tea-tree and swamp paperbark in the low-lying areas. Manna gum and drooping she-oaks dotted the hills and sand ridges.

When alterations to the natural course of the Yarra River began in the mid-19th century, with the construction of training walls, the removal snags and trees from the riverbank and dredging the riverbed, these changes had only a minor impact on the surrounding mud flats, salt marshes, swamps and other estuarine landforms. It was not until the large-scale land reclamation and filling during the Second World War that the Fishermans Bend area lost its predominantly natural character.

### 4.4 Aboriginal history

Theme: 1.x Aboriginal country

The first inhabitants of the Yarra riverbanks, the Fishermans Bend flats and the Yarra River estuary would have moved into the area around 5,000-10,000 years ago, when the water level in Port Phillip Bay would have become stable and regular floods had deposited sufficient sediment to form dry land. The area would have been an important resource-rich environment for Aboriginal people. Earlier periods of lower sea levels, when much of Port Phillip Bay was a dry plain, caused erosion of the Yarra and Maribyrnong river valleys and making land surfaces lower. With the rising sea levels and flooding of the bay the accumulation of sediment covered any earlier landscape, and therefore any older Aboriginal campsites.

Aboriginal occupation of the Yarra delta is presumed to have been relatively intensive and an important part of their overall natural and cultural resources. This is based on speculation and extrapolation rather than solid archaeological, ethnographic or historical evidence, however William Thomas, Assistant Aboriginal Protector, noted in 1840 that:

> By what I can learn, long ere the settlement was formed the spot where Melbourne now stands and the flats on which we are now camped [on the south bank of the Yarra] was the regular rendezvous for the tribes known as Warorangs, Boonurongs, Barrabools, Nilunguons, Gouldburns twice a year or as often as circumstances and emergences required to settle their grievances, revenge deaths . . . .13

Similarly, when Fawkner came across a group of Aborigines near Batman’s Swamp he noted:

> ...the Blacks at first alarmed, the women in particular. When I drove towards them they threw themselves into strange but pleasing positions and bellowed loudly.14

At the time of European settlement, Aboriginal people in the central Victoria had a social, political, economic and cultural structure and organisation based on familial links and totemic associations, or

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moieties. A number of language groups (Taung wurrung, Wadda wurrung, Dja wurrung, Woi wurrung and Bun wurrung) formed a loose coalition known as the Kulin Nation.

Aboriginal people from the Woi wurrung and Bun wurrung 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' who belonged to the Wurundjeri willam clan (meaning 'white gum dwellers') of the Woi wurrung. He was one of the signatories to Batman's treaty, and custodian of the Mount William stone axe quarry.

Derrimut (or Derrremart) (1808/14-1864) was the Arweet (also leader) of the Yalukit willam clan (meaning 'river dwellers') of the Bun wurrung who, despite having his wife kidnapped by sealers, stayed at the Port Phillip settlement and protected Fawkner's hut from rumoured attack in 1835.

Benbow (or Eurernowel) (1800[?]-1852), who was referred to by the white men as 'King Benbow', lived in a hut on Batman's land with his wife 'Kitty'. He recovered Batman's drowned son's body from the river and, with Derrimut, helped in the search for the murderers of the overseer, Franks, and his shepherd. He is also recorded hunting at Williamstown in Fawkner's diary in 1836. Derrimut died in 1864 and his memorial stone is located in the Melbourne General Cemetery.15

Both Aboriginal groups comprised several extended families who took advantage of the seasonal abundance of the beach, swamps and river at Fishermans Bend and the wooded Emerald Hill. They managed the landscape with fire and travelled to other parts to rest the land and allow it to regenerate. The Chief Protector the Aborigines, George Augustus Robinson, first listed them in his 1840 journal. In 1900, the early ethnographers Howitt and Fison referred to a difference between the Aboriginal groups at St Kilda and Sandridge.16 Their suggestion was that the group at Sandridge had bunjil (eagle) as their moiety, while the St Kilda group had waa (crow) as their moiety.17

The preferred camping places of the Woi wurrung and Bun wurrung clans were along the south bank of the Yarra River, opposite the settlement of Melbourne. The salt and fresh water met here at The Falls, and a rock bar on the Yarra near the foot of Queen Street held back the tidal inflow, and so maintained fresh water above The Falls. The location provided the most reliable drinking water in the area and a convenient and safe place to cross the river.18 It was probably the place that John Helder Wedge was shown by two natives who called it Yarrow (swiftly flowing), but they were probably referring to The Falls rather than the river itself.19 The Government reserve for Aborigines was run by George Langhorne and was established in 1837 on an 895-acre site south of the Yarra River to the east of Anderson Street near the present-day Royal Botanic Gardens. The Government paddocks were established here, between Princes Bridge and Punt Road.

Aborigines took advantage of the rock bar to trap fish and cross the river. When Charles Grimes explored Port Phillip in 1803, and Batman and Fawkner took up residence in the area in 1835, this was the obvious place for a settlement as it avoided the flood-prone flats and sand ridges.

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

16 Clark 1990, p.368.
became the basis for later roads, such as City Road and Williamstown Road, transporting goods from the Port Melbourne piers to the city. Australia’s first train, the Hobson’s Bay Railway, ran parallel to these paths from 1854.

South Melbourne was first known as Emerald Hill, after the hill on which the town hall stands, described as a green island surrounded by swamps. This was a traditional social and ceremonial meeting place for a number of Aboriginal tribes. A great gathering had been witnessed in this place in 1840 by a number of the early European settlers. Corroborees were also recorded and painted by Wilbraham Liardet at Emerald Hill. In 1840 Richard Howitt described fifty men dancing there, assisted by the musical accompaniment of women, in a performance which would ‘haunt the soul for years afterwards’. 20

*Woi wurrung* and *Bun wurrung* people camped in the area stretching from The Falls to approximately two kilometres southeast along the river. To the west, the swamps and saltwater may have been less attractive for camping, but plentiful game and plants here meant it that was a rich source for food. A particularly favoured location for camping was on the hill overlooking ‘Tromgin’, a swamp south of the Yarra River. Robinson and Thomas, an assistant protector, reportedly spent much time from the late-1830s to mid-1840s attempting to ‘break up’ Aboriginal camps along the Yarra River close to the settlement. 21

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Figure 5  Melbourne from The Falls, 1837, showing an Aboriginal camp on the south bank of the Yarra River (National Library Australia)

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20 Howitt, 1904, The Native Tribes of South East Australia.
Discovery and survey

4.5 Discovery and survey

Theme: 2.1 Founding stories

Knowledge of the existence of Port Phillip Bay came to navigators and settlers in New South Wales only 14 years after settlement had begun in Australia. On 5 January 1802, Lieutenant John Murray, aboard the *Lady Nelson*, observed what was 'apparently a fine harbour of large extent' through the heads, which guarded the entrance to Port Phillip Bay. Two months later, on a second visit, he entered the bay and took possession of the area in the name of King George III. Seven weeks after this Captain Mathew Flinders, aboard the *Investigator*, sailed into the bay and reported an 'extensive harbour' surrounded by country which had 'a pleasing, and in many places a fertile appearance'.

Based on the reports from Murray and Flinders, Governor King despatched his surveyor-general, Charles Grimes, with instructions to explore the shores of the bay. On 2 February 1803, Grimes and his party rowed a small boat up the course of the Yarra River to its tidal limit. James Fleming, a member of his party, later described this place as 'the most eligible place for a settlement that I have seen'. Grimes also mapped the river and coastline at Fishermans Bend and Sandridge, describing his visit thus:

> At the usual time, the same party as yesterday, with the addition of the doctor, went on shore; for about a mile the land was dry, a light sandy soil; afterwards a large swamp with three lagoons in it all dry. The land appears to be covered with water in wet

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22 R.D. Boys, First Years at Port Phillip, 1834-1842, Melbourne, 1959.
23 Flemming Journal.
seasons. Come to a salt lagoon about a mile long and a quarter of a mile wide; had not
entrance to the sea. Soon afterwards came to a large river; went up it about a mile,
when we turned back and waited for the boat to take us aboard. The ground is a
swamp on one side...Saw many swans, pelicans and ducks.24

The accounts of the area either did not inspire confidence among the Sydney adventurers or else the
time was not ripe for further expansion of settlement, as nothing more was heard about Port Phillip
for two decades. In 1824, Hume and Hovell passed west of Port Phillip Bay, initially believing they had
reached Westernport. Another decade was to pass before an attempt at permanent settlement was
made. John Batman traversed the basalt plains north and west of the bay in 1835, before settling on
his chosen site on what was to become known as Batman's Hill.

The name ‘Sandridge' was given by Surveyor William Darke when he prepared maps of the shoreline
of Port Phillip Bay in 1836. The early settler Edward Curr recorded the area along the beach where
surveyors had laid out allotments with string lines, simply as ‘The Beach'.25

Government survey of Melbourne was carried out under Robert Hoddle's supervision in 1837. He
laid out the streets around the existing huts to the east of Batman's farm on the north side of the
Yarra River to take advantage of the high ground and avoid the swamps altogether. This geographic
influence would continue to determine future land use in the Southbank area. As land around
Melbourne was surveyed and sold, the higher and more fertile areas were given preference and the
swamps and riverbanks were reserved for future public purposes.

24 Logbook of Charles Grimes, 2.2.1803. Quoted in N. U'ren and N. Turnbull: A History of Port Melbourne,
25 Curr, E.M., Recollections of Squatting in Victoria Then called the Port Phillip District (from 1841-1851),
Figure 7  Map showing the site of Melbourne, Russell, 1837 (8168-P1-312-SYDNEY-M20)

The prominent rise of Emerald Hill attracted initial settlement because of the views it offered, as well as and the land being permanently dry when much of the surrounding area was swamp or flood-prone. Edmund Finn, who wrote under the name ‘Garryowen’, is credited with naming Emerald Hill when he described the area in an October 1845 advertisement for a temperance society picnic as an ‘...eminence . . . green as the freshest shamrock . . . encircled by shining lagoons, the sparkling sea, and growths of scrub and ti-tree’.27

The first surveys in Sandridge were conducted in 1850, and in Emerald Hill from 1852 to 1854, during the time that Robert Hoddle and later Andrew Clarke headed the survey office. The layout of the Emerald Hill survey was based on a grid bounded by Eastern Road, Park Street, Montague Street and the diagonal Sandridge Road (City Road). The South Melbourne grid was aligned with the original orientation of the CBD grid, with the line of Spencer Street continuing down as Clarendon Street. In 1854, the grid was extended to include Three Chain Road (Albert Road) and Nelson Road.28

The diagonal track to the beach along what would become Sandridge Road (and later City Road and Bay Street) pre-existed the grid survey, and so was retained. Like Williamstown Road, which came a bit later, Sandridge Road was also the shortest distance between two important points. The

Sandridge Survey also used a grid, but aligned itself parallel with the beachfront to avoid awkward triangular lots.

However, development west of Sandridge Road was constrained by swamps and, from 1854, the railway. An 1855 Department of Crown Lands confirmed the reservation of the land west of the railway, and so prohibited development of this area. Behind the Victoria Barracks, another large Crown land reserve was retained from sale for many decades, evidently to provide for future government facilities but also because of its flood-prone nature.

St Kilda Road began its life as a bush track to the fishing villages and later became the ‘fashionable villages for the wealthy’ at St Kilda and Brighton beaches. St Kilda Road, however, overcame the disadvantages of its early neglect and, from the 1860s, was laid out and planted with avenues of trees to form a grand boulevard.

At the same time, wide landscaped reserves were provided along the Port Melbourne and St Kilda railway lines. A much later plan included a ‘permanent reserve for stormwater channel and other public purposes’ on the alignment of an earlier proposal for a ship canal. However, neither scheme was ever acted upon.

### 4.6 Early settlement

Themes: 2.7 Promoting settlement, 8.1 Settling as immigrants

The Port Phillip Association, which was formed in Tasmania with John Batman as their agent, undertook a reconnaissance expedition across Bass Strait to the Port Phillip District in May/June 1835, followed by a permanent camp from late-June on the Yarra. Batman laid claim to Aboriginal lands north and west of the Yarra on behalf of the Association and erected his own house on Batman’s Hill, near the later site of the Spencer Street rail yards. The area south of the Yarra was not part of the Port Phillip Association’s claim.

John Pascoe Faulkner arrived soon after Batman’s men in August 1835, but made a more substantial landfall on the north bank of the Yarra River. Batman arrived and set up his own premises to this same site in November 1835. However, in November, Fawkner was persuaded to move to the opposite bank in deference to Batman’s prior claim, and so become the first permanent non-aboriginal settler of South Melbourne. This pattern of settlement, focussing on the higher ground north of the river and upstream along the river, was to continue for many years.

Melbourne’s first white settlement, in the vicinity of Batman’s Hill, can be located today only from documents. No physical evidence of the first period of settlement is likely to be found because of the extensive excavations and reclamation that has occurred with river improvements, railway construction and the erection of city buildings. However, the topographic features of the site, such as the high ground adjacent to the river and swamp, can be identified by the informed observer. Russell’s 1837 map of Melbourne shows three long narrow buildings at the top of a ridge that led down to the river with a paddock or garden and cultivated ground.

A view from Emerald Hill in 1855 shows that there was very little settlement on the south bank of the Yarra, with only a couple of dwellings on the higher ground and some boats tied up on the

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29 Port Melbourne, Parish of South Melbourne, County of Bourke, Department of Lands & Survey, Melbourne, T. S. Butson, 13 February 1914.
30 Robert Russel, Map Showing the Site of Melbourne, 1837.
undeveloped river bank. The Hobsons Bay Railway and Sandridge Road show that activity was focussed on travelling through the areas swamps to get to the bay port (see Figure 8).

![Figure 8 View from Emerald Hill, 1855, Whittock (National Library)](image)

4.7 Formation of towns and local government

Themes: 4.1 Governing the Colony and State of Victoria, 4.2 Administering the city of Melbourne

Melbourne’s initial settlement occurred at a slow pace – a few dozen huts and some more substantial buildings on the hill opposite the falls, some more huts along the beach at Sandridge – but the bulk of the settlers fanned out to the pastoral hinterlands to raise sheep and cattle. However, this dramatically changed with the discovery of gold in 1851 at Ballarat and Bendigo. Thousands came to Port Phillip, disembarking on the beach at Sandridge and walking across the flats to Melbourne. In 1852, 94,664 people arrived in the colony by sea and within months of the announcement of the discovery of gold, a tent city had sprung up on the south side of the Yarra between Emerald Hill and St Kilda Road. The area was known as ‘Canvas Town’ and was laid out in streets with shops, residences and hotels, all under canvas (see Figure 9).
Creation of the Melbourne Corporation in 1842 initially provided local representation and services throughout the colony. However, as suburbs grew and Victoria became a separate colony from New South Wales, suspicion of the power of Melbourne councillors among the colonial government saw the subsequent fragmentation of local democracy into many small councils.

The first land sales were held in 1850 at Sandridge, and in 1852 at Emerald Hill. In 1854, Canvas Town was dispersed and many of the inhabitants moved up to Emerald Hill. On 14 December 1854, a residents’ meeting was called to lobby for independence from Melbourne. On 26 May 1855, Emerald Hill became the first suburb outside of Geelong to be declared a municipal district, taking the motto ‘Ordine Primum’, meaning ‘first in the field’. When the council met for the first time on 4 July 1855, James Service, later to become Premier of Victoria, was elected chairman. Despite rapid development, the area was still separated from the main settlement by swamps and flood-prone flats (see Figure 10).
Figure 11  The City of South Melbourne council map, 1970 (State Library Victoria)

Figure 12  Municipality of Port Melbourne, Melbourne, Anderson, Gowan Pty Ltd., 1921 (State Library of Victoria, http://handle.slv.vic.gov.au/10381/118445)
Emerald Hill was proclaimed a borough in 1863, a town in 1872, and city in 1883 when its name was also changed to South Melbourne. Sandridge was severed from Emerald Hill and made an independent borough in 1860. It was renamed Port Melbourne in 1884, becoming a town in 1893 and a city in 1919.  

In 1994, under the Kennett State Government, a review of municipal government led to the amalgamation of most councils, with the former cities of South Melbourne, Port Melbourne and St Kilda combining to form the City of Port Phillip (apart from the strip of land north of the West Gate Freeway, which became part of the City of Melbourne).

4.8 Wasteland, wetland and wildlife

Theme: 7.1 Appreciating the natural landscape

Much of Fishermans Bend and a large part of Southbank were originally low-lying swamps and sand ridges – hence the original name for Port Melbourne, ‘Sandridge’ – and its proximity to Melbourne and wasteland status saw these outlying areas used as convenient dumping grounds. For example, in 1885, contracts were let for the very substantial amount of £5,000 to M Gardiner & Co. for ‘removing earth from Fishermans Bend and spreading same’. The cumulative effect of this was that today there is now a metre or two of fill and rubbish across most of the area, which only occasionally reveals the buried natural ground as a black, humic layer over the original sands. It is in this layer that any potential Aboriginal archaeology would be located, presenting a unique challenge for its appropriate and adequate identification and evaluation. Coode Island was created through the excavation of the Coode Canal in 1886 between Victoria Dock and the Stony Creek Backwash. The canal also cut off a bend of the Yarra previously known as Humbug Reach (Fishermans Bend), reducing the trip from the bay to the Melbourne docks by about 3 kilometres. The old course of the Yarra remained as a shallow channel for many decades, creating an area of about 100 hectares surrounded by water. Coode Island was effectively isolated from major human impact from its creation the 1880s until the 1950s, and as such, it became a sanctuary for wildlife.

The original vegetation south of the river was described in early survey plans as being dominated by tea-tree scrub, salt marsh, swamp and sandy waste with a small stand of trees, possibly swamp paperbark, which was destroyed when the canal cut was excavated. The swamps harboured a variety of species of plant, animal and insect life. A new species of mosquito, *Culex labeculosus*, and a scale insect, *Pulvinaria salicornae*, were described in the early-19th century, along with some more common scale insects. Of native plants, black wattle, *Acacia mearnsii*, and coast wattle, *Acacia longifolia*, climbing lignum, *Muehlenbeckia adpressa*, New Holland Daisy, *Vittadinia australis*, sea blight, *Myoporum viscous*, smooth sea-heath, *Frankenia pauciflora*, and angular, rounded and small pigface, *Mesembryanthemum australz*, *M. aequilaterale* and *M. tegens*, were found by Tovey in 1908 and 1909, along with a vast array of exotic plants probably introduced from ship ballast which had been dumped on the river banks. The ballast dumps also introduced many exotic species of rock into the area, and it was noted as a good site for obtaining geological specimens which, ‘. . . would constitute handsome educational cabinet specimens of types of rock difficult to procure otherwise except at

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32 Victorian Government Gazette, No.44, 24 April 1885, p.1127 & No.98, 16 October 1885, p.2875.

33 J.R. Tovey, ‘Some notes on Coode Island and its *Flora*’ *Victorian Naturalist*, No.XXVIII, July 1911, p.57-61.
some expense. . .’. These included some examples of gneiss banded with crystalized red garnets, granite porphyries, schist, limestone crowded with fossils, varied sandstones and quartzite.

One of the few residents of Coode Island, Bill Lemarquand, who was born on the island in 1901 and lived there until the 1940s, recalls that:

The sky was ablaze with skylarks . . . every few yards there were nests on the ground. Springtime was full of their music. Sometimes there were dolphins in the river. The most beautiful thing I have ever seen was the pigface growing on the island in spring. It was a swamp in the middle before they drained it. I will never forget that pigface.

As a boy, Bill caught bream, mullet and eels in the rivers as well as rabbits, and he recalls that wild ducks were abundant.

Fishermans Bend was once a significant breeding and feeding ground for thousands of wader and other birds. Local ornithologists such as Gerygone (Jack Jones), Margaret McKenzie, Lawrence O’Conner and Ralph Kenyon recognised the area’s importance, as did the many field naturalists and bird watchers who made regular club excursions to both Coode Island and Fishermans Bend. The area was of sufficient note for Peter Scott, the head of Severn Wildlife Trust, to visit it during a trip to Australia.

In 1898, the mouth of the Yarra was noted for its diverse and rare flora. Thirty species were recorded by one observer, many of which were noted as appearing only in the one spot, or not found to the east of Melbourne. These particular species included Frankenia laevis, Alternanthera triandra, Sagina apetala, Atriplex Muelleri, Enchyilaena tomentosa, Salicornia arbuscula, Muehlenbeckia Cunninghamii, Eutaxia empetrifolia, Tiliaea purpurata, Hydrocolyte hirta, H. tripartita, H. callicarpa, Pimelea claouca, Calotis scopigera, Angianthus Preissianus, Cotula filifolia, Lobelia platycalyx, Sebaea albidiflora, Samolus remens, Convovulus sepium, Wilsonia humilis, W. rotundifolia, Myoporum deserti, M. humile and Azolla ficuloides.

Field naturalist excursions to Fishermans Bend continued well into the 1940s. In 1949, the Bird Observers Club recorded double-banded dotterels, little stints, red-capped dotterels, and a lone hooded dotterel on the beachfront. Meanwhile, on the sand bar were a few crested terns and one fairy tern. On the flats, there was evidence of nesting birds, including white-fronted chats, red-capped dotterels, banded plovers, little grassbirds and black-fronted dotterels. Also noted were hardhead ducks, black ducks, little grebes, eastern swamp hens, dusky moorhens, black swans and marsh crakes. Altogether, this particular outing recorded 35 native and seven introduced species. It is interesting to note that the various swamps, ponds and other landscape features, formed largely by intermittent filling and sand quarrying, were all known by different names, such as Bittern Pond, the Pit, Butte Pond, Crake Pond and the Old Butts.

Up until at least the 1960s, there were up to 40 species of Australian birds breeding at the Fishermans Bend wastelands, while many more species found food, shelter or rest there either as

35 John Lahey, 'When Coode Island was a paradise for birds', The Age, 15 March 1994, p.7.
36 Alex Morrison, ‘Some Plants found growing at Mouth of River Yarra and at Werribee’, The Victorian Naturalist, Vol. 15, 1999, p.87.
part of a wider range or during stopovers on continental migrations. *Footscray's First Hundred Years* provides lists of breeding species as well as frequent and rare visitors, making particular mention of the nearly extinct Australian bustard and several other rare birds. The brightly-coloured blue-winged shoveler was also often seen in spring on the swamps and, occasionally, on the Maribyrnong River.\(^{38}\)

The variety and abundance of wildlife at Fishermans Bend came to the notice of the Government when, in 1909, the Governor in Council authorised the proclamation of the ground of the Victorian Golf Club at Fishermans Bend as a sanctuary for animals and birds. The area comprised about 50 hectares near the south bank of the Yarra, and was leased by the club from the Crown. The golf club occupied the area east of Salmon Street and was in use from at least 1908 to after 1928.\(^{39}\) The club originally intended to plant the area with trees as ornament as well as shelter for native birds, however this scheme faded when the land reverted to Government for other uses, eventually becoming part of the aircraft factory and runways.\(^{40}\)

Large parts of the western portion of Fishermans Bend continued to be subject to sand mining into the mid-20th century, initially to raise the runways at the Commonwealth Aircraft Corporation airfield (Figure 13). Quarrying was also later undertaken to obtain fill for other area works, as well as to extract materials such as concrete or mortar for use elsewhere, by the Melbourne Washed Sands Co. in the 1940s and 1950s.\(^{41}\)

\(^{38}\) ‘15,000 water fowl were shot for the table’, *Footscray's First Hundred Years*. p.93.


\(^{41}\) Daily Commercial News And Shipping List, Sydney, NSW, 26 June 1931.
Industrial development

Theme: 5.5 Building a manufacturing industry

The proximity to the Yarra and swamplands of Fishermans Bend and Sandridge initially attracted activities and industries that were shunned from the commercial and residential parts of Melbourne. Low-lying areas on the south bank of the Yarra saw the development of brickworks, ships chandlers, dry docks and repairers, stevedores and Melbourne’s first iron foundries and engineering works. Related industries gradually spread westward. Further downstream, boiling down works, fellmongeries, abattoirs and other noxious trades crowded along the riverbank and discharged their wastes into the river.

Access to the river for both freshwater (above The Falls) and navigation for shipping (below The Falls) was critical to the early industries, particularly those relying on the shipping trade, such as Millers Rope Works and ship builders, and the large water users, such as Ramsden’s Paper Mill, which commenced manufacture in a substantial masonry industrial complex in 1868.42

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A royal commission was held in 1872 to consider the best use of low-lying lands near Melbourne on both banks of the Yarra for public and commercial purposes. In the later 1870s this resulted in moves to clean up the river and move most of the worst noxious industries away from the city, generally to Footscray and Yarraville. As a result, most of this area was cleared of industry.

A pipe factory, asphalt plant and timber yard with drying sheds were located in Brady Street, in the 1890s. Meanwhile, the Port Melbourne Abattoir was built in Lorimer Street, and a boiling down works was established in Boundary Street.

The abattoir was a subject of concern from its establishment in about 1861. Odours spread to the Melbourne and Emerald Hill areas and its discharges polluted the river which, being tidal, washed the discharge up onto the door of the city with each tide. The abattoir was completely rebuilt in 1899, following the same plans as the Melbourne City Council abattoirs in Flemington. It continued to

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45 Record, Emerald Hill, Victoria, 17 June 1899.
operate into the 1960s, but was closed around 1975 and leased out for less disagreeable uses before being demolished to make way for warehouses and showrooms around 1990.

Boiling down works provided tallow and glycerine to the soap and candle works, the largest of which was Kitchen & Sons, established in 1856 just outside the Melbourne City Council area in Ingles Street. It manufactured candles, washing blue, soap, soda crystals, glycerine and baking powder.⁴⁶

Figure 15  View east from near Port Melbourne Football Ground showing Kitchen & Sons soapworks and the warehousing and timber yards beyond

Figure 16  Kitchen & Sons factory, from company brochure

Felton Grimwade & Co. was established in Melbourne in about 1867, soon after moving from Russell Street to Flinders Lane where its importing business flourished. The firm operated as wholesale druggists but developed into a large manufacturing enterprise with products including acids, salt, glass bottles, fertilisers and eucalyptus oil. In 1870 they were operating a chemical works at Port Melbourne. The Port Melbourne Council, however, opposed the manufacture of sulphuric acid at the plant as early as 1872. Nevertheless, the company manufactured sulphuric acid and other mineral acids such as bisulphide of iron from the outset. By 1894 the Port Melbourne building was the principal manufactory of Felton Grimwade and Co.’s diverse chemical business.

Figure 17  Felton Grimwade chemical and bisulphide works, Port Melbourne, Australasian Sketcher, 12 March 1884 (State Library of Victoria, A/S12/03/84/43)

Alfred Felton is remembered for his generous bequest to the National Gallery of Victoria, which continues to fund the purchase of artworks for the State Collection.

Ballarat Brewing Company, run by Coghlan & Tulloch’s, had three premises in Ballarat. In order to better establish themselves in the Melbourne market, they erected a modest building in Cecil Street, South Melbourne (now partly beneath the West Gate Freeway) in about 1910 for storage or distribution of bottled beer. Like many of the regional breweries, the company was subject to merger and takeover. In 1953, it acquired the Volum Brewery in Geelong and, five years later, was itself taken over by Carlton & United Breweries, although public pressure at the time ensured that the ‘Ballarat Bertie’ logo was retained on the new beer bottles produced by CUB. After the takeover, the company’s former building in Cecil Street was used by CUB for storage until at least the mid-1970s.47

The 1930s saw dramatic expansion of industry in the Fishermans Bend area, partly as a result of government stimulus programs as well as due to the war effort. Port Melbourne prospered as an industrial location long into the mid-20th century.

47 City of Port Phillip Heritage Review, citation No.2315.
Two Southbank engineering firms, Austral Otis and Johns & Waygood, pioneered the development of the passenger and goods lift in Melbourne, initially using hydraulic power from the Yan Yean water supply. In doing this, they contributed to the engineering which permitted the construction of multi-storey office buildings. Austral Otis established their head offices and engineering works at the corner of Kavanagh and Hanna streets in 1887, while Johns & Waygood were located at Cecil Street in 1909, where they erected extensive workshops and a new plant for the manufacture of structural steel. Austral Otis were also responsible for the first escalator installed in the Manchester Unity building in 1932. Johns & Waygood erected further works on the corner of Gladstone and Kerr streets for the manufacture of mortar bomb cases in 1938 and 1939 as a part of the war effort.

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49 National Trust citation, Johns & Waygood, October 1989.
Queens Bridge Street was originally called Moray Street North and, along with City Road, provided the main access into South and Port Melbourne from the city when the only bridges available for foot and wheel traffic were the Princes and Falls bridges. As a result, the roads became important commercial thoroughfares with numerous warehouses and factories. Robur Tea had two separate warehouse buildings, one on Clarendon Street and the other on Queens Bridge Street.
Another beverage was next door at the Castlemaine Brewery, where its two two-storey bottling stores and central five-storey brew tower were constructed in 1888 at 115-133 Queens Bridge Street.

In the 1890s, a slump in industrial activity delayed development in the area, but it had revived by the turn of the century. City Road gained a number of warehouses including Crown Chemical and Anderson’s printing works and wholesale furriers Kosky Brothers. Next to Kosky, Maurice Artaud built a three-storey brick warehouse and factory in 1911 for his import and hat manufacturing trade. Unfortunately, there were multiple instances of fires breaking out, causing damage to many of these buildings in two separate instances which then required extensive rebuilding. The presence of a firetrap in the proximity of a varnish factory was also cited as the reason for rebuilding the Queens Bridge Hotel.

Much of City Road was devoted to supplying the building industry during Melbourne’s boom periods. J Wright & Son’s Carron Timber Yards were located on the corner of Sturt Street and City Road near Princes Bridge, with timber yards covering several blocks. James Wright was also responsible for erecting many buildings around Melbourne as well as in the Southbank area, and so had a very substantial physical impact on the character and streetscapes of Melbourne.

Wright’s rival was John Sharp & Sons, who was based a little further down City Road in 1912, but had operated on the site from at least the 1890s.

Figure 21  John Sharp & Sons timber merchants, City Road (Victorian Places website)
John Danks & Son also operated from City Road supplying plumbing fixtures from their brass foundry for improved bathrooms, kitchens and laundries being installed in Melbourne houses. They expanded rapidly and in 1900 moved from their City Road site to the corner of Hanna Street and Bank Street in South Melbourne.\(^{50}\)

The development of refrigeration at the end of the 19th century facilitated a number of new industrial enterprises. Among them was Sennitt's Ice Cream, started by John Paul Sennitt who had previously been an engineer for the Victorian Cold Accumulator Co. Pty Ltd in La Trobe Street. In 1894, the business was transferred to 'a centrally-situated, prominent and commodious premises' on the south bank, between Princes and Queens bridges.\(^{51}\)

### 4.10 Port development

Themes: 5.2 Melbourne as a trading port, 6.6 Street-making, drainage and river works

As Melbourne was founded by sea and, for much of its history, has depended on shipping for its prosperity and livelihood, port and harbour facilities have been paramount. The first options for loading and discharging larger ships were either to haul them upriver by rope to the 'pool' at the bottom of Market Street, or to anchor them off Sandridge and alight, then walking the 2½ miles into town. The Yarra River was narrow, shallow, winding and littered with snags, meaning that it could take days to get ships up to the settlement. While the beach landing at Sandridge was only about two miles (3.2 kilometres) away, by water it was more than six kilometres of 'warping' to the open water of the bay – using the capstan to haul the ship by ropes tied to trees along the bank.

Fishermans Bend originally referred to that part of the former course of the Yarra River where it made an almost 180-degree turn, located north of where Swanston Dock is now, close to Footscray Road. The spelling has varied between 'Fisherman's' and 'Fishermen's' Bend, either with or without an apostrophe. Some maps, such as Coode's from the 1870s, have 'Fishermans', though according to Allan Meiers, the term 'Fishermens' Bend with an 'e' was in popular usage in the 1920s for all the area west of Graham Street including Garden City, while 'The Bend' referred to the beach west of the Sandridge pier to the river mouth.\(^{52}\) The name was officially gazetted as Fishermans Bend in 1998.

Numerous plans for improvements to the river situation were proposed, including several for a new ship canal going directly from Hobsons Bay across the Sandridge flats to Melbourne. Hoddle himself proposed a pier, railway, water supply pipeline, road and settlement at Sandridge in 1839, pre-empting the eventual solution by 15 years.\(^{53}\)

The option for a ship canal directly between the settlement on the Yarra River and the bay was first proposed in the 1850s and revived several times. A number of reviews, royal commissions and investigations were held into the issue. In January 1851, even before the announcement of gold discoveries changed the whole basis of trade and shipping in Port Phillip, *The Argus* reported that a ‘...public meeting, according to the requisition, of such of the inhabitants as are favourable to the

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\(^{52}\) Allan Meiers Fisher Folk of Fishermans Bend, Port Melbourne Historical and Preservation Society, October 2006.

formation of a Company for the purpose of constructing a SHIP CANAL. This appears to have been well-attended and was answered shortly afterwards with the publication of a scheme employing a canal straight to the Southbank area along with a large wet dock, neither of which were connected to the river.

Figure 22  Plan of the City of Melbourne and Port Phillip Bay showing the proposed ship canal and docks, Melbourne, 1853

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Another complex and sophisticated design for a ship canal or ‘tidal harbour’ and docks was proposed along with an extension of the city westward. This was presented to the Royal Commission by John Millar in December, 1860.56

Figure 23  Plan for proposed ship canal, 1860, John Millar

56 Design for ship canal or ‘tidal harbour’ and docks for the Port of Melbourne: with proposed extension of the city west-ward / laid before the Royal Commission by the author, John Millar, lithographed at the Office of Lands and Survey, Melbourne, 21 December 1860, State Library of Victoria.
The Melbourne Ship Canal and Dock Company was formed in 1864 by a group of prominent Melbourne businessmen with a commercial scheme to construct a dock while cutting a canal directly into Hobsons Bay. The idea was that it would have the additional benefit of relieving flooding problems in the low-lying areas of West and South Melbourne.  

Since Melbourne's beginning, The Melbourne Ship-Canal & Dock Company was formed in 1864, by a group of prominent Melbourne businessmen, with a commercial scheme to construct a dock with a canal to be cut directly to Hobsons Bay. It was intended that it would have the added benefit of relieving the problem of flooding in the low lying areas of West and South Melbourne.

Improvements to wharves and jetties have been continuous. At the start, major development took place at the natural 'pool', a wide, deep section of the river situated at the bottom of Market Street near the customs house on Flinders Street. This became known as ‘Queens Wharf', while new wharves built across the river became known as ‘South Wharf'. Both were gradually extended downstream. By the 1860s there was continuous wharfare along both sides of the Yarra, from Queens Bridge (then called Falls Bridge) to near Spencer Street and, by the 1880s and 1890s, continuing further to the gasworks on the north bank with the construction of the ‘Australia Wharf'.

Melbourne City Council initially controlled the waterfront, but the ongoing need for improvements resulted in the formation of the Melbourne Harbour Trust in 1877. One of its first acts was to commission John Coode, an eminent British harbour engineer, to prepare a plan for improvements to Melbourne's port and navigable rivers in 1878. His plan included widening and straightening the river entrance, excavating the Victoria Dock on the swamps immediately west of the city and cutting a new canal to remove the long, difficult passage around Fishermans Bend, from Humbug Reach to near Yarraville. This new canal would commence just west of where the Bolte Bridge crosses the river today.

As part of the Coode Scheme a turning basin (or ‘swinging basin’, to turn ships around) was proposed on the south bank of the river just above the gasworks, to enable river ships to be swung around while also providing additional wharf space. An upper swinging basin had previously been created at The Pool by dredging and widening the river, and another swinging basin had been formed at the mouth of Victoria Dock, again, by widening the river.


Figure 24  Plan of ship canal and site for docks, Robert Adams, Melbourne. Photographed by J.W. Osborne at the Department of Lands and Survey, 1860

Figure 25  Proposed ship canal and docks, Port of Melbourne, Victoria. Department of Lands and Survey, Melbourne. Photographed at the Department of Lands and Survey by J. Noone, 1875
The canal was opened in 1887, cutting off the former Fishermans Bend and in doing so, shortening the route to the bay. By forming a regular curve and widening and deepening the channel, shipping of the largest tonnage at the time could reach the main port immediately west of the city and railway terminal. Other development continued along the bay piers, which still dealt with over 30,000 tonnes in 1899 alone. Deeper draft ships were accommodated at a rebuilt station pier (which replaced the railway pier) in 1913, augmented a few years later by the new Princess Pier in 1922.

The south bank of the Yarra was always bustling with maritime activity and seamen’s lore. The pubs and Seamen’s Mission provided for the needs of the men, while several slipways and graving docks along the riverbank served the needs of the ships. The docks were used primarily for repairs and maintenance, although some small vessels were also constructed along here. When Hughes & Sinnott’s Dock excavated a dock in 1868 they began a long-running dispute between the users of the river and the Harbour Trust, which had resumed various leases for river-widening from the 1870s. This culminated in a battle between the dock owners and the Harbour Trust.

Wright & Orr Co. built a new dry dock in 1878 which was further extended in 1907. It measured 420 feet in length (128 metres). It was abandoned after World War II as it had become inadequate for the larger modern ships of the time. Duke Dock was next to it downstream, built first in 1875, extended in 1880 and then rebuilt from 1901 to 1904, becoming the largest dry dock in Victoria after an extension in 1935 added 527 feet (160 metres) to its length. The tight site produced a remarkable image of bowsprits of large ships hanging over Normanby Road. The dock had a brief period of intense activity during World War II, but declined after the war ended, ultimately closing in 1975 and handed over to the National Trust. In 1978, the Trust opened its partly-restored museum ship, Polly Woodside, to the public, fittingly at rest in the Duke and Orr Dock.

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61 Ruhen, Olaf, p.180.

Figure 26  Wright’s dock with Duke & Orr dock behind, 1948 (State Library of Victoria, H2008.39)

Figure 27  Opening of the Polly Woodside Melbourne Maritime Museum by the Right Honourable Dick Hamer, Premier of Victoria
In the early 1900s, further improvements were carried out to the wharves along the upper parts of the navigable section of the Yarra River, including widening the swinging basin downstream of Johnston Street which had, by this time, become known as the Interstate Swinging Basin due to shipping using the river wharves. Improvements were necessary because the former Turning Basin at The Pool below Queens Bridge and the river wharves would both be cut off from shipping by the construction of the proposed Spencer Street Bridge.

The new Swinging Basin involved excavation of the low swampland on the south side of the river, and creation of a large timber-piled extension to the existing south wharf. In the 1920s and 1930s, further widening of the river was carried out downstream of the swinging basin while even more new wharves constructed. As a result, the existing industries, storage yards and other port-related activities were pushed further south as timber storage, ballast yards and other maritime warehousing grew more and more concentrated in the triangle between Lorimer Street, the Port Melbourne railway and Ingles Street.
Figure 29  View across the Australia Wharf showing scattered huts on the south bank, Lewis, 1994:21, cited in Duncan

Figure 30  The Yarra River and Port of Melbourne show their widening operations downstream of the swinging basin between 1930 and 1948

South Wharf was gradually extended along the river, both as dredging widened the channel and as construction of Lorimer Street improved river access. By 1899, South Wharf was constructed down to the commencement of the Coode Canal, at a point opposite the Victoria Dock entrance. A small wet dock had been excavated all the way back to Lorimer Street, roughly where the Bolte Bridge now crosses the riverbank. By 1942, the wharves had reached Salmon Street, with the Coode Canal doubled in width up to this point.\textsuperscript{64}

Wharfage opposite GMH was considered to be an integral part of the factory operation, as considerable quantities of components and raw materials would be transported to the plant from overseas, or from the BHP steel mills in New South Wales and South Australia. Wharf sheds numbers 31 and 32 were constructed by 1955, providing general cargo storage for the building materials industries.

\textbf{Figure 31}  \textit{Spencer Street Bridge c.1928 shortly after its completion, showing the densely-developed industrial area, State Library of Victoria H2001.308/3064}

\textbf{Figure 32}  \textit{South Wharf and its surrounds in 1899}\textsuperscript{65}

\textsuperscript{64} Melbourne and Metropolitan Board of Works  &  McGowan, G. R. ‘Map of Melbourne & Suburbs’. Melbourne Board of Works, Melbourne, 1942.

\textsuperscript{65} Melbourne Harbour Trust Plan of River Yarra and Victoria Dock: showing wharves, berths and sheds from Queen’s Bridge to 2 Miles. Melbourne Harbour Trust, Melbourne, 1899.
4.11 Bridges, roads and rail

Themes: 6.6 Street-making, drainage and river works, 6.7 Transport

Liardet’s Hotel and the jetty at Sandridge were the starting points of the first track across the sandy flats from the beach to the city of Melbourne. It remained a sandy track for the first decade or so, with little impetus for funding available to undertake improvements. However, in 1853, construction of the road to Sandridge was undertaken by the Central Roads Board, which used extensive sections of ‘timber viaduct’ (probably a corduroy road where logs are laid side by side and chained together) to cross swampland. The Sandridge Road was formally proclaimed as a main road in 1854, while a toll bar was in place for much of the 1850s to raise revenue for route improvement and maintenance. At the time, the road was considered to be one of the best in the colony.

Patrick Hanna operated a ferry service between King Street, Melbourne, and the south bank around 1862, and Hanna Street, later to become part of Kings Way, was named after him.

Travellers relied on punts or wading across The Falls prior to the privately-financed Balbirnie’s Bridge was built by the Melbourne Bridge Company over the Yarra River in 1845. A new, more permanent bridge with a dramatic single masonry arch was designed by Lennox, built in 1850, and opened in time for the separation of the colony of Victoria from New South Wales.

St Kilda Road gradually developed into Melbourne’s grand boulevard, with works to form and drain the carriageways undertaken in the 1850s and avenues of decorative trees planted in the 1860s. The Victoria Barracks and the Church of England Grammar School commenced construction in 1856, and subsequent development and government land releases were controlled by requiring buildings of public and civic importance.

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66 VGG, 26, 4 May 1853, p.622.
67 VGG 82, Tuesday, September 05th 1854 p.1988
In 1839, only a few years after the first European settlement of Melbourne, consideration was already being given to the construction of a railway to link the main centre of habitation with the bay, where shipping arrived. Difficulties navigating the shallow and tortuous lower Yarra saw many ships anchor in Port Phillip Bay and then transfer their cargo – supplies and immigrants – by lighters, small, shallow draft boats, up the river or across the swamps of Sandridge. In the 1839 Government Survey, Robert Hoddle made provision for a railway linking Melbourne and Hobsons Bay. Nothing came of this due to a lack of both capital and motivation, but on 7 September 1851 a public meeting called for a railway linking Melbourne to Sandridge (Port Melbourne). The Government approved the establishment of the Melbourne and Hobsons Bay Railway Company on 20 January 1853, soon followed by the Geelong and Melbourne Railway Company and the Melbourne, Mount Alexander and Murray River Railway Company.

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70 Lithographed Thomas Ham, Ladd & Carr printers, State Library Victoria collection H92.194/2
71 National Trust of Australia (Victoria) Classification Report FN B4794 St Kilda Railway Road Over Rail Bridges
Construction of the first rail line, from near Flinders Street to a wharf on Hobsons Bay, was rapid. On 12 September 1854 the Melbourne and Hobsons Bay Railway was opened using a locally-constructed locomotive. This was possibly the first locomotive-hauled train in the Southern Hemisphere. The line ran for about 2¼ miles (3.6 kilometres) between the Sandridge Pier and Flinders Street. The only major structure on the line was a sharply-skewed timber trestle bridge crossing the Yarra River. When railway was sufficiently successful over the next twelve months, the company, having returned an 8% dividend to its shareholders, decided to construct a new branch to St Kilda.

The Victorian Government Railway Department was established on 1 April 1856 as part of the Board of Land and Works. George Christian Darbyshire was appointed as Engineer in Chief. Soon after his appointment, the Government took over the struggling Murray River Railway Company. However, the Hobson’s Bay railway line was still privately operated. Over the next few years, the Melbourne & Hobsons Bay Railway Company upgraded both its lines, which included the duplication of tracks and the opening of new stations. On the St Kilda branch, stations were opened at Emerald Hill (now South Melbourne) in September 1858, and at Butts (now Albert Park) in November 1860.72 The line was further extended to Brighton by the St Kilda and Brighton Railway Co. in 1859, joining the St Kilda line by a loop from St Kilda to Windsor, and extended even further to Brighton Beach by 1861. However, a more direct route from Windsor to the city was built 11 months later and the loop line was dismantled in 1867. In 1878 the private railway company operating the line was taken over by the Victorian Railways. William Elsdon, a civil engineer, was appointed Chief Engineer of the Melbourne &

72 City of Port Phillip Heritage Review, Railway cutting and road bridges, Heritage Alliance.
Hobsons Bay Railway during the construction phase from 1854-1878, and then made Chief Engineer of the Victorian Railways until 1882.\textsuperscript{73}

Much later on, a further railway line through Fishermans Bend was constructed in 1986 to connect the Spencer Street rail yards to Webb Dock. However, the tight curves, especially at the Yarra River bridge, made the line difficult to use and it was closed in the late 1990s. In 1854, a telegraph line from Melbourne to Sandridge was constructed along Sandridge Road and the railway line. This was the first telegraph line in Australia and provided shipping intelligence and synchronised signalling to set ships’ chronometers via a time ball at Williamstown, with the observatory near the Royal Botanic Gardens.\textsuperscript{74}

Williamstown Road and Ingles Street were practically the only other roads of any substance in the area north of the Sandridge railway line and west of Emerald Hill until quite late into the 19th century. Both roads were still considered impassable in the 1880s, in part due to carts cutting up the surface of the sandy ground. \textsuperscript{75}

Williamstown Road was known as the Short Road as its use considerably shortened the journey from the city to Williamstown in combination with a ferry at Greenwich, near the end of North Road Williamstown. The alternative route ran around the north of Batman's Swamp, crossing the Maribyrnong at Footscray via Dyonon Road to Whitehall Street and Douglas Parade. Short Road ran from Queens Bridge (previously the Falls Bridge) along Queens Bridge Road (formerly Moray Street North), City Road and Williamstown Road to the ferry, crossing the river near the old Newport Power Station and onto Williamstown via Douglas Parade.

Substantial work was undertaken on Short Road in the 1870s, with £400 contributed by Williamstown, Sandridge and Emerald Hill councils, and £600 contributed by the Victorian Government. The road was proclaimed a main road on 28 March 1872.\textsuperscript{76}

A ferry was briefly operated in 1857-1859 from the temporary northern terminus of the Geelong railway line at Greenwich,\textsuperscript{77} providing a service along the Yarra River to Melbourne. A ferry to Williamstown called the 'Gem' also began operating before 1870, but this is likely to have only operated between North Wharf and one of the Williamstown piers.\textsuperscript{78}

Williamstown Council launched a new steam ferry service called 'The Link' in 1873, later known as 'Clough's Short Road Ferry'.\textsuperscript{79} This ferry operated until 1907, when a new steam ferry was commissioned. In 1931 a third ferry, built by Thompson's engineering and also steam driven, was brought into service. This was a combined vehicle and passenger ferry, and was operated by winching itself along a chain laid across the bed of the river. The cable was occasionally snagged by

\textsuperscript{73} Minutes of the Melbourne & Hobsons Bay Railway Co., Public Records Office cited in National Trust of Australia (Victoria) Classification Report FN B4794 St Kilda Railway Road Over Rail Bridges
\textsuperscript{74} VGG 99, Tuesday, October 31st 1854 p. 2419
\textsuperscript{76} VGG No 19, Thursday, March 28th 1872
ships using the river channel and whenever a ship passed the ferry would have to stop to slacken the cable, allowing it to drop to the bottom of the river.

When the first Greenwich ferry began operating in 1873, fees were one pence for a foot passenger, six pence for a vehicle with one horse or animal, nine pence with two horses or animals, one shilling with three animals, and vehicles with four wheels paid two shillings.

The Short Road appears to have regularly been subject to neglect and, as a result, there was extensive lobbying by business and councils for improvements. However, in 1888, a conference of relevant authorities seems to have brought about few results. A proposal for a tramway along the route was approved by the government, but the Austral-Anglo Tramway Company did not manage to either raise the capital or undertake any works towards realising the project. Williamstown Council offered to contribute to the project, and the penal department even offered convict labour to undertake works. In 1896 a committee with representatives from the Harbour Trust and Williamstown and Port Melbourne Councils met on several occasions to address the condition and repair of the road. Substantial repairs were carried out by the Country Roads Board in 1926. When the West Gate Bridge opened on 15 November 1978, the ferry ceased operating.

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Figure 35  Williamstown ferry, Frank and Wendy Rouse

80 ‘The proposed Short Road to Williamstown – Conference of Municipal Representatives’, The Age, 22 November 1888, p.4.
81 ‘A Short Road to Williamstown’, The Age, 22 November 1888, p.5.
As the 20th century began, industrial development spread down City Road from the Southbank area and later into Fishermans Bend, resulting in substantial road works with stone pitching the main service roads in 1907, particularly in the Montague area, home to most of South Melbourne’s pitched roads in 1924.86

The configuration of streets in the Southbank area was heavily influenced by the needs of industry, with roads backing far enough down to wharves to allow loading from dockside sheds, or set further back from the river to accommodate slipways and graving docks. Land allotment also catered to industry needs, with large blocks for the vast timber yards and factories. One particularly unusual shape, however, is the long, narrow allotment created parallel with Queens Bridge Street to accommodate Millers Ropewalk. This is still discernable as part of Freshwater Place and various property boundaries behind modern buildings today.

Figure 36  Melbourne and Metropolitan Board of Works plan of Southbank area showing the Millers Ropewalk set behind blocks off Queens Bridge Street

86 Priestly, p.250.
From 1905 to 1911, enamelled steel street signs were installed in much of the suburban areas and some main routes, while tree planting was carried out extensively along the main roadways with oriental planes, poplars, elms, oaks, pines, sugar gums, kurrajongs and Pittosporum sourced from the Mount Macedon Government nursery.87

Tar macadam, wood-lined channels, asphalt, some timber block paving on tramways and fully-pitched laneways were all used to improve drainage, reduce rutting and limit dust nuisance. The Southbank lanes were created as part of subdivisions during the Victorian era as service access routes to the rear of properties. Crown parcels sold at auction from the 1850s were generally larger blocks that ran from street to street. The laneways were created by private owners subdividing Crown allotments as a means of maximising lot yield. Although the Central Business District laneways were intended as service lanes due to a prohibition of crossovers into main streets, in some cases the inner suburban laneways, including in the Southbank area, also became the main access route to some residential properties. Often these access points became associated with the city’s gold rush and 1890s Depression-era slums.88

Councils were responsible for constructing and maintaining roads and streets. Bluestone pitchers were cut into standard sizes, usually within the quarries in the northern and western suburbs of Melbourne, and either delivered to site or, in the case of excess supplies, stored in council depots around the municipality. Construction of stone paving, kerbs and channels for streets and lanes began in the 1850s and appears to have been a continuing practice up until the 1930s. The use of concrete for kerb and channel construction began around 1912 in some areas, however it appears that bluestone was used for kerbs and channels many years later than it was in other parts of the municipality. The Annual Report from the South Melbourne City Surveyor to the Public Works Committee for 1912 to 1913 noted that 1,325 lineal feet of bluestone kerbing and 1,770 lineal feet of concrete kerbing had been used in road construction and maintenance during that year. In comparison, the Annual Report for South Melbourne for 1927 to 1928 noted that 318 lineal feet of bluestone and 1,609 lineal feet of concrete kerbing had been used in road construction.89 Few, if any, laneways were constructed in the Fishermans Bend area or in the northern part of Port Melbourne, as these larger industrial blocks did not require rear service entries. The sites here covered entire blocks or were developed later, once narrow stone paved lanes were seen as an anachronism.

Lorimer Street was the only other substantial road through Fishermans Bend in the 19th century. It owed its origin to the use of excavated spoil from the Coode Canal to build up land along the banks of the new cut. This area then became available for occupation by various port related business, and formed the initial area for new factories in the early 20th century. Salmon Street was constructed as a result of the immediate pre and post war development at both ends for both GMH and Rootes car factories, with a concrete road surface of the type built for military roads at the time.90

Spencer Street Bridge was constructed in 1929 in part to improve access to the south wharves and the Fishermans Bend industrial area. The bridge was an innovative design, employing cantilevered and suspended spans and strong enough to carry the tramlines that were then extended down Clarendon Street. Construction was funded jointly by the cities of South Melbourne, Port Melbourne

87 Priestly, p.251.
and Melbourne along with Victorian Railways, the Harbour Trust and Tramway Board, and built by the Victorian Railways Construction Branch.\(^{91}\)

By the 1950s private car traffic had expanded greatly, and congestion had become a significant problem in Melbourne. Following the 1929 Melbourne Strategy Plan and the Melbourne and Metropolitan Board of Works (MMBW) Melbourne Metropolitan Planning Scheme in 1954, a major traffic route to the city was considered necessary along Hannah and Roy Street in South Melbourne, along with three new river crossings in the city area. Following preliminary enquiries, King Street was given first priority among these crossings. The project was seen as part of the road strategy for Melbourne, developed by the MMBW as the metropolitan planning authority at the time. Once completed, the bridge would become the responsibility of the MMBW. However, expertise in bridge construction lay more with the Country Roads Board, and was made the responsible authority for supervising construction under the 1957 King Street Bridge Act. The bridge employed new materials and construction techniques involving welded, deck-girder, suspended-span construction with spans up to 160 feet (49 m) long. However, a partial collapse in July 1962 led to a royal commission that identified the builder’s unfamiliarity with welding low-alloy steel as the reason for cracked welds.\(^{92}\)

Other river crossings had to wait until the erection of the Johnston Street (now Charles Grimes) Bridge in 1990, and the Bolte Bridge in 2000. In recent years, substantial public use of Southbank has led to the construction of five separate footbridges across the river: the Southbank Bridge (Evan Walker Bridge), the conversion of the Sandridge rail bridge for foot traffic, the Seafarers Bridge, the Spencer Street Bridge footbridge and the conversion of the Web Dock railway bridge to the pedestrian Webb Bridge.

**West Gate Bridge**

By the 1960s the character of Fishermans Bend was emerging. While the Harbour Trust kept the western end locked up and the West Gate Bridge cut a swathe through both South Melbourne and Fishermans Bend, industrial development progressed and took on an air of maturity.

In 1964, plans were announced for a lower Yarra crossing, and work began on the West Gate Bridge in 1968. The surrounding land was used as a construction site with large areas reclaimed from remnants of the former swamps and sand pits. On 15 October 1970 a box girder span at the western side of the bridge collapsed, killing 35 men and injuring 18. The reconstructed bridge was eventually opened on 15 November 1978. The bridge is Victoria’s tallest, at 2.58 kilometres long and 102 metres high. By 1979 it was carrying 22,000 vehicles per day, and in recent decades it has been widened and strengthened using innovative carbon fibre post tensioning. *The Age* described the land seen from the bridge in the early days of its opening as:

> It is scrofulous scenery indeed... dead water, swamp, sick factories, dead wood, haze, gasping barges, wretched refineries, wheezing chimneys, dead grass, institutional putrefaction.

\(^{91}\) National Trust Classification Report, B6799 Spencer Street Bridge.

Figure 37  West Gate Bridge toll plaza looking east just prior to opening (Museum Victoria)

A toll was initially charged to cross the bridge, with the toll plaza located near Todd Road. It was later demolished, with service centres built in its place. The last remnant of the tolling and administration facilities was the West Gate Bridge Authority office building which was demolished in 2010.

The West Gate was part of a freeway scheme from at least the 1950s that was intended to provide a bypass of the city. This was ultimately realised when the Southern Link elevated road, which was shown in the 1969 Melbourne Transportation Plan and constructed 1987, was connected by tunnels under Grant Street, the Kings Domain and Yarra River to the South Eastern Freeway between 1996 and 2000.

4.12 Utility services

Theme: 6.3 Providing essential services

Electricity supply from the SEC came to the Fishermans Bend area in 1925, both providing some respite from the dangers of dark streets in slum areas and facilitating further industrial development. Previously, the A. U. Alcock Electric Light and Motive Power Company had supplied power into South Melbourne from its Melbourne power station in Coors Lane. As part of the power network, a number of specially designed electricity substations were erected, with the larger examples located

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close to established industry. South Melbourne and Port Melbourne were connected to the Yallourn power supply in 1926 when the new Substation G was erected in South Melbourne and an interconnector line constructed across the Yarra to the Yarraville Terminal. The transmission towers had to provide clearance for shipping on the river, much of which still included masted sailing ships and so required two steel towers 250 feet (76 metres) high.\textsuperscript{94}

Additional electricity substations were constructed, beginning in the 1930s, to provide greater capacity for the burgeoning industries. A large installation on the corner of Salmon and Turner streets was erected specifically to provide power to the new Holden factory. Smaller installations were erected in South Melbourne on Fawkner, Hancock, Sturt and Moray streets to serve the diverse industries in Southbank and South Melbourne. In the 1970s a much larger substation was built in Dodds Street as part of network modernisation.\textsuperscript{95}

Further demand, in particular from the vast car factories, saw the establishment of the Fishermans Bend Terminal Station in the late 1960s, near Turner and Graham streets at the SEC depot. Tall transmission towers were erected either side of the Yarra River to carry to 220 kilovolt cables high enough to avoid shipping.

The South Melbourne cable tramway was opened by the Melbourne Tramway and Omnibus Company on 17 June 1890, followed three days later by the Port Melbourne line which ran along City Road and Bay Street. The tramway engine house for both lines was located on City Road. With the formation of the Melbourne & Metropolitan Tramways Board in 1919, a new electric tram route was established via Albert Park and, in 1937, the South Melbourne cable line was converted to electric traction while the Port Melbourne line was closed down and the engine house sold off.\textsuperscript{96}

### 4.13 Humpies and Montague slums

Theme: 8.2 – Housing the population

The wastelands of Fishermans Bend became a refuge for the dispossessed and homeless, as much as for wildlife, somewhat like the better-known Dudley Flats north of the river. Rambling fishermen's camps existed along the beach and on the remaining undeveloped stretches of river banks, and humpies and shacks were thrown up at different times by those making a living out of scrounging from the rubbish dumps, or who were simply taking advantage of the quite undisturbed locality. For example, a Portuguese man who lived in Fishermans Bend in 1877 was considered a subject worthy of the \textit{Police News} despite his diminished circumstances, which featured an illustration of him, ‘... sitting at a table with his trained rat standing on the table on hind legs and dancing’.\textsuperscript{97}

\textsuperscript{95} M. Pierce, ‘Early Electricity Supply in Melbourne’, \textit{Australian Journal Of Multi-Disciplinary Engineering} Vol.8, Iss.1, 2010.
\textsuperscript{96} Ward, 2011, p.20.
The famous Australian artist Albert Tucker also looked to Fishermans Bend for inspiration, as evidenced in the social deprivation and depression which came to feature strongly in his paintings. He took several photos of what is assumed he regarded as ‘picturesque shacks’ in preparation for paintings in the 1930s.

The 1880s were a period of rapid growth in Emerald Hill, with a population of 25,000 in 1880 rising to 43,000 by the end of the decade. Port Melbourne saw similar growth, but from a smaller starting

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Figure 38  ‘Portuguese man living at Fishermans Bend, Sandridge’, Police News, 14 April 1877

Figure 39  Fishermans Bend, Albert Tucker

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point. Many of the municipal councillors were prominent real estate developers and financiers, including Matthias Larkin, James Page, J. R. Buxton and W. Thistlethwaite, or were land speculators such as William Buckhurst. As a result, subdivision and street construction, although rudimentary, went ahead rapidly.  

The closest residential area to Southbank was Montague, a former swamp, which was subdivided and promoted for ‘persons of the artisan class’. This was reflected in the advertisements for houses for sale, for example, describing a ‘neat two-roomed cottage and land, plastered, £110, Stoke Street, off Gladstone Place’. By 1875 there were 560 households and, by 1900, there were 1,000 in the district with 200 in the lanes and little streets. Many of the people attracted to the low-cost housing were labourers, fisherman, boilermakers, mariners and shipwrights, probably drawn to the area because of its proximity to the docks and metal works along the river and to the noxious trades on the Sandridge flats. Owner occupation was at approximately 33% and most of the houses in the smaller streets were made of timber and had two or three bedrooms. Almost no houses had a bathroom or washroom. By the 1920s, much of the housing stock was falling into disrepair due to regular flooding and inundation coupled with minimal maintenance, particularly among the rental properties. However, Montague was renowned for its close-knit community. The self-contained suburb had its own school, church, police station, kindergarten, football team, hotels, post office, bank and shops.

A 1881 contributor to The Argus described the Montague area, known colloquially as ‘Salt Lake City’, as a poorly-drained sector with a terrible stench in which typhoid was rife. ‘[It is] wonderful how people can live there; yet new houses are going up there daily in thick clusters, evidently intended for persons of the artisan class. Children are being reared . . . in great numbers. Their chief amusement here is to play in the horrible liquid surrounding their homes.’  

Floods exacerbated the problems, with one description of the 1880 flood noting:

*Pedestrians could proceed along the footpath in Flinders Street to a point a short distance beyond William Street where the flood barred all further progress. The houses from this point to the corner of Spencer Street were flooded on the ground floors and cellars. The water could be seen stretching from a short distance below the Falls Bridge to Sandridge Bend on the one hand, and from Emerald Hill to Footscray on the other.*  

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99 Ward, 2011, p.35.  
100 The Argus, 16 August 1884, in Priestley, p.121.  
The first inquiry into housing conditions in Victoria was conducted in 1913 by a select committee of the legislative assembly. This first slum commission paid special note to the Montague district, noting that the area between Ferrars and Boundary streets, and from City Road to the Port Melbourne railway, "... was very flat and the drainage bad, ... with very few exceptions the houses are all built of wood and iron..." where most did not have baths, and were small and in poor repair.\(^{103}\)

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103 ‘Suburban slums, Evidence of Police, Hovels and Shelter Sheds’, *The Age*, 20 November 1913, p.6.
By 1931, the second major economic depression occurred, bringing with it its associated poverty and deterioration in living standards. Some efforts were made by Council to address the slum conditions. In 1930, the mayor of South Melbourne, Councillor H. A. Layfield, officially declared open a new children's playground in Thistlethwaite Street and personally introduced many children to the new swings and slides.\(^{104}\) The consequences for Southbank appeared to be that the remaining residential properties were eventually demolished or replaced with commercial activities.\(^{105}\)

The Town Planning Commission, which presented a far-reaching report in 1929, identified the Fishermans Bend area as having opportunities not only for social housing, but also for integrated transport and employment. In a prescient comment it identified that:

\[\ldots\text{provision for an arterial road two chains wide westerly across this area to join with Bay View Avenue, Spotswood, which would make an extremely valuable direct route to the city from the Geelong Road and the whole of the area west of the River Yarra. The road will be of much value to the Fisherman's Bend area, but its great usefulness will lie in providing a main 'through' road, connecting the western suburbs with the city and the eastern suburbs by a much shorter route than at present exists.}\]

This was the proposed Howe Parade which although it was only constructed within the Garden City area, can still be identified in property boundaries and parkland across Fishermans Bend. What the commission predicted, of course, was the West Gate Bridge.\(^{106}\)

The Port Melbourne Council had previously petitioned the government to unlock land at Fishermans Bend and sponsor workers' housing from 1906. It identified Fishermans Bend as a possible future housing site from as early as 1912. While the State Bank and Housing Commission Victoria housing at Garden City is outside the City of Melbourne part of Fishermans Bend, this played an important role in enabling the various industries to become established north of the bend, including the aeronautical industries, Holden and other factories. It also facilitated the removal of housing in the Southbank area.\(^{107}\)

The efforts of charitable organisations can also be recognised in the construction of the New Gordon House in Lorimer Street in 1976. New Gordon House was built by the Hanover Centre, which had established some of the first specialist homeless services in Melbourne. It was a partial replacement for the Gordon Rooming House in the city. It was in an out-of-the-way place, considered to be blighted, and The Age referred to it as ‘an icon of ugliness’.\(^{108}\) However, Kevin Borland's award-winning design was seen at the time as a progressive innovation, providing separate rooms for all residents. The building was demolished in 1992 to make way for the new Exhibition Centre.\(^{109}\)

\(^{104}\) Mayor As Play Leader. The Argus, 13 May 1930, p.5.
\(^{105}\) Port Phillip Heritage Review, Gladstone Street Public Houses.
Figure 42  New Gordon House

4.14 Working conditions and the rise of the labour movement

Themes: 9. Working in the city, 9.1 A working class

The rapid expansion of industry in Southbank in the 19th century led to a substantial local workforce, and with it, occasional industrial conflict. This context gave rise to both social reformers and political intrigue. Among the prominent South Melbourne workers’ advocates and unionists were the future Prime Minister John Curtin, trade union leader James Francis Roulston, solicitor and politician William (Bill) Slater, and trade unionist, labour journalist and politician Donald James Cameron. All were closely connected to South Melbourne, either having been educated in the local schools, such as
Cameron was, or becoming prominent in union activity in the industrial sector.\textsuperscript{110} For example, Curtin worked as an estimates clerk at the Titan Manufacturing Company in South Melbourne from 1903 to 1911, during which time he made his first connections to the union movement.\textsuperscript{111}

Some of this union activity stemmed from factory working conditions in the 19th century. For example, despite the 1873 Victorian legislation limiting working hours to eight for women and children, enforcement was slack. In 1883, inspectors at James Miller's South Melbourne ropeworks found 10-year-olds working 60 hours a week.\textsuperscript{112} The Southbank area was one of the most industrialised parts of Melbourne by the late-19th century, but despite being on the doorstep of the city, apart from the entertainment strip along St Kilda Road, it remained a mysterious place of smoke and noise, rarely visited by the Melbourne establishment and city administrators. It was also mostly under the jurisdiction of the South Melbourne council, which was more concerned with its residents further south at Emerald Hill, so they, too, tended to forget the area. As a result, Southbank was both a seedbed of manufacturing and a hotbed of industrial dispute.\textsuperscript{113}

Rolling strikes by members of the Storemen and Packers' Union, with the support of the Carters and Drivers' Union in 1916, crippled the warehousing and supply of goods, particularly in the West and South Melbourne Bond stores. At the same time, Austral Otis was shut down by a strike organised by the Amalgamated Society of Engineers.\textsuperscript{114}

The auto industry in particular experienced a period of strong union activity in the 1960s and 70s, particularly at the GMH Fishermans Bend plant, much of which was generated through independent shop floor action within the union. That is, the factory workers themselves initiated strikes rather than following orders coming from union management. This was a consequence of the close-knit community that the car factories engendered, and became a factor that brought people even closer together under common cause. The community and social links created by the close working relationships are the continuing legacy of this history.

The most militant of unions however, were those on the wharves and shipyards. The maritime strike of 1890 was part of a general strike across Australia that lasted two months, eventually broken when police and military forces were brought in to smash the resistance.\textsuperscript{115}

During the ‘dockland war’ of the early 1970s the port was subject to several incidents, including the burning of the Federated Ship Painters and Dockers Union office, and the murder of Arthur ‘The Ferret’ Nelson, a union official whose car was pulled from the river at South Wharf.\textsuperscript{116} Again, in the


\textsuperscript{113} Lewis, Miles, An industrial seed-bed, Department of Planning, Melbourne, 1983.


1990s, conflict flared up in opposition to plans to replace union wharfies with overseas trained imports.117

4.15 Education, community services and health

Theme: 8.3 – Educating the people, 11.1 – Improving public health

Because Fishermans Bend was primarily an area for working rather than residing, it had few facilities for the local population, which were generally concentrated in the better-established areas at Emerald Hill, Sandridge or in the new Garden City estate. However, St Kilda Road hosted a number of health and community facilities over the generations. The Homeopathic Hospital was established on St Kilda Road in 1876 in an effort to provide more affordable medical services. By 1934 it had expanded to become Prince Henry's Hospital, when substantial modern buildings were erected.

The City Road Primary School was erected in 1884 at a time when a number of new state-run schools were replacing church schools. In 1930, it was converted into the J. H. Boyd Domestic College, possibly reflecting the diminishing number of families living in the Southbank area at that time. It later became a campus of the Western Melbourne Institute of TAFE (now Victoria University), before turning into the Southbank Library and community centre today.

As the area hosted many new arrivals from the days of the Canvas Town in the early 1850s, services were periodically provided to assist immigrants. The Immigrants’ Home was opened on St Kilda Road in 1853, ‘for the amelioration of the fearful distress amongst the newly arrived population’. The Immigrants Aid Society was the charitable organisation responsible, and during the boom of the 1880s they extended the facility with new buildings, completed in 1887. Later, it served as a night shelter for the homeless and vulnerable.118

The Immigrants Aid Society also opened a reformatory school for boys and girls in the military reserve on St Kilda Road in 1860. This institution mainly housed orphans, but the location was criticised as being unhealthy due its proximity to the Military Swamp. Boys were put to work at the Royal Botanic Gardens while many of the girls entered domestic service at an early age.

An Immigrants Depot was erected in 1841 near Kings Domain to provide shelter for new arrivals, and during the gold rush a vast Canvas Town or tent camp grew around this area.119 The sometimes dire circumstances that new arrivals could find themselves in, particularly the women and children, prompted the formation of an Immigrants Aid Society by concerned residents and the church. The society based its immigrants home in the buildings used by the Victorian Government to accommodate newly-arrived immigrants near Princes Bridge on St Kilda Road.120

The Yarra Bank also became a refuge for the homeless in the 20th century, although this was probably unconnected to these early phases of emergency accommodation. The area between the river and Yarra Bank Road in front of the factories provided refuge for homeless people taking advantage of the relatively large areas of vacant land close to the city.

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A number of other benevolent institutions were established in the area, including the Protestant Orphanage, the St Vincent de Paul Boys’ Home and Girls’ Home, a Magdalen Asylum for ‘Fallen’ Women and a branch of the Salvation Army Corps in Coventry Street.

In 1925 the YMCA Hostel was relocated from a warehouse in Flinders Street to new, purpose-built premises on City Road close to St Kilda Road, and continued the provision of overnight accommodation to those in need. It was demolished in the 1980s, evidently due to subsidence of the foundations brought on during construction of the Concert Hall.

![YMCA, City Road, 1974](Lindsay Bridge, Flickr)

**Figure 43  YMCA, City Road, 1974 (Lindsay Bridge, Flickr)**

**4.16 Military, industry and aviation**

Themes: 4.8 Defending the city, 4.7 Policing the city, 5.5 Building a manufacturing industry

**Barracks**

Following their involvement in putting down the 1854 Eureka Stockade rebellion, the British Imperial Garrison troops, including the 12th and 40th Regiment of Foot, were provided with impressive new accommodation on Melbourne’s doorstep. Named after the British queen, the Victoria Barracks housed the Colony of Victoria’s colonial forces from the creation of the Commonwealth of Australia in 1901, until 1958, when the Department of Defence moved to the new Russell Offices in Canberra.

The military reserve occupied the high ground on the edge of St Kilda Road. It was surrounded by swampy lowlands extending to the west, originally extending as far west as Moray Street. The reserve was reduced to the area east of Hanna Street (now Kings Way) in 1862. A pathway was constructed through the swamp west of the Barracks to alleviate congestion caused by local travel through the reservation. By 1876 some of the military reserve land on St Kilda Road was transferred to other purposes, and in 1881 the land west of Wells Street was subdivided and gradually sold off.

The earliest building of G-Block was built between 1856 and 1858 by soldiers of the 40th Regiment, supervised by a royal engineer officer. Other buildings were built by civil contractors between 1856
and 1872. A large extension (A-Block New Wing) was added in 1917 for the Department of Defence headquarters. This was built in a similar style to the others, but the construction method and interior were completely modern for their time. The Art Deco M-Block was added in 1939 with a floor that was the first continuous concrete pour in Australia. The Repatriation clinic on the corner of Coventry Street was also built in 1936/1937 to the design of noted Melbourne-based architect George Hallandal of the Commonwealth Department of Works, to assist with medical evaluations of returned soldiers.

The former Repatriation Commission Outpatients Clinic, which opened in 1937 in St Kilda Road, is one of a large number of military buildings developed by the Commonwealth Works Department in Victoria as part of strategic preparation for World War II. It was designed for the Commonwealth Repatriation Commission by Hallandal, acting under H. J. Mackennal, Director of the Commonwealth Public Works Department of the Interior, and built by Blease McPherson and the Company of Queen Street.

The clinic was part of a million-pound repatriation program undertaken by the Commonwealth Government across Australia and widely reported on during its planning stages and upon completion. It was one of large number of military buildings developed by the Commonwealth Works Department in Victoria as part of strategic preparation for World War Two. The clinic replaced an earlier galvanised structure at the south-eastern corner of the site. Lieutenant Colonel White, Acting Minister for Repatriation, announced the proposal to build an outpatients' clinic for returned soldiers in 1936 for a cost of £10,000. The building was purpose-built for outpatients to reduce congestion in the facilities available at the time at the Caulfield Repatriation Hospital (The Argus, 1936). The design met some controversy, with well-known artist Sir Arthur Streeton condemning the contrast of the brown brickwork with the existing bluestone structures of Victoria Barracks. Streeton wanted the clinic built in bluestone to match the Barracks and Melbourne Grammar so that it would be a fitting addition to the great boulevard that was St Kilda Road. Mackennal replied that the brick was chosen to make the building ‘unpretentious’, and that the cost of building in bluestone would have been four times the final contract price of £16,000.121

Servicemen may have had a close affinity with the trip down St Kilda Road, either to the Barracks or at least once a year to the War Memorial, but for some it was a difficult trip. Those who had lost an arm or a leg in duty were provided with artificial limbs by a specially-built factory and fitting centre behind the Victoria Barracks on Sturt Street.

The first proposal for a Government-run factory producing artificial limbs for returned soldiers came from a Mr. J. Smith of Ringwood in 1915. In the later years of the needs of returning servicemen were met by the Caulfield Military Hospital, which employed 24 men, all but four having lost a limb themselves, in the manufacture of artificial limbs. An American expert, Mr. C. A. Aunger, was brought to Australia by the Commonwealth to assist in establishing a factory. The manufacture of limbs began at Caulfield in November 1917 and was transferred to a new factory in Sturt Street behind the Victoria Barracks in March 1918, initially under the control of the Defence Department. In December 1920, control was transferred to the Repatriation Department. In total, five Commonwealth artificial limb factories were established in Australia by 1919, employing 40 men, most of whom were also amputees.

Major Charles Morley was appointed assistant manager of the factory in 1918, and by August 1919 the South Melbourne factory was turning out 80 limbs per month. There were, however, complaints about the distance that men had to walk on crutches from the tram for fittings and repairs.

121 The Argus, 1937.
Meanwhile, the Melbourne factory also had to serve Tasmanians who had to make the long journey to Melbourne to be fitted. The tramline was eventually extended down Sturt Street and a shelter constructed near the factory at the request of the Returned Servicemen’s Amputees Association.

**Police**

The Victoria Police Department was established in 1853, bringing several mounted units together under the banner of the Mounted Branch. Horse and rider numbers reached a peak in the early 1900s with 211 Mounted Stations throughout the state. However, the introduction of the motorcar gradually replaced the horses. The central Melbourne police stables were originally located on the banks of the Yarra near Olympic Park, as well as in St Kilda Road. Construction of the Police Depot commenced just prior to World War I to improve and centralise headquarters for police training and mounted police operations in Victoria. The full facilities included stables, riding school and drill hall (1912-1913), police hospital and dispensers residence (1914), police stores and workshop (1916-1920), police barracks (1925) and rough riders residence (1929). The new buildings were necessary because the Federal Government had decided that the Victoria Barracks would be the headquarters of the newly-formed Commonwealth Department of Defence in 1906. The Victoria Police had occupied a significant proportion of the Barracks since 1881, but they now had to find new accommodation. The buildings were designed by Public Works Chief Architect E. Evan Smith and constructed by Shillabeer & Sons. The Police Depot was later repurposed for the Victorian College of the Arts.

**Airfields**

Fishermans Bend played an important role in the development of both civil and military aviation in Australia. In 1919 the first flight of a Maurice Farman S11 Shorthorn aircraft departed from what was known as the Carey Airfield, an informal grass runway established on the flats, by aviation pioneer R. Graham Carey with financial backing from the Mayor of Essendon, Councillor Arthur Fenton. Carey purchased four aircraft from the Department of Defence after World War I and established an airstrip on waste ground at the western end of Graham Street in April 1919, taking joy-flights on his own time. In 1920, the Melbourne Air Service was established ‘to give instruction in the art of flying in the neighbourhood of Melbourne’.

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122 Victorian Building Services Agency and Victorian Department of Infrastructure, Former Police Barracks, St Kilda Road, ‘Melbourne conservation plan for the Victorian College of the Arts’, 1997.
Aerodrome Licence No.1 was issued for the Fishermans Bend Aerodrome, ‘behind the dunes’ in Ferry Road (now Williamstown Road) on 30 May 1921. Possibly the first aircraft accident investigation in Australia took place the following year when Pilot Hubert Ross, on a joy-flight with Cyril Harris and Jessie Dorman, crashed into the yard of a cottage, resulting in the deaths of all three men.

Later, when private enterprise as well as Government options for aircraft manufacture in Australia were being considered, and after long, drawn-out negotiations between the Victorian and Federal governments, a new aerodrome was constructed at Fishermans Bend. On 11 November 1936, the Victorian Premier Dunstan announced that 60 hectares had been set aside as an aerodrome for the newly-established Commonwealth Aircraft Corporation (CAC).  

Aircraft manufacture and testing

In the 1930s, concern about international militarisation in Germany, Italy and Japan led Essington Lewis of BHP and several other prominent Australian industrialists, including General Motors Holden, to consider the creation of an Australian aircraft manufacturing company capable of supplying the Royal Australian Air Force with locally-built military aeroplanes. This was seen as an essential contingency against the eventuality that aircraft might not be available from overseas in time of war.

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The Commonwealth Aircraft Corporation was established in Fishermans Bend in 1936 to manufacture aero engines and complete aircraft. 124

Lawrence Wackett, a captain with the Australian Flying Corps known for his engineering ingenuity, began designing and manufacturing civil aircraft after World War I. He was in command of the RAAF Experimental Section established at Randwick, Sydney, in 1924. The chief of the air staff, Sir Richard Williams, nominated Wackett to set up and manage the CAC operation at Fishermans Bend, Melbourne. Wackett selected an American aircraft with which to begin production, which was named the Wirraway I. The first prototype was flying by June 1938, and the first deliveries to the RAAF took place in July 1939. 125 It was a general purpose military aeroplane chosen primarily because it would be useful to the RAAF and was relatively simple to build.

Figure 45  New CAC works at Fishermans Bend, late-1937 126

Figure 46  CAC from the south showing camouflage-painted buildings 127

In 1939 the Commonwealth Government set up facilities to manufacture the British-designed Bristol Beaufort twin-engine bomber in Australia, and a new factory was erected for the Beaufort Division of

the Department of Aircraft Production, later known as the Government Aircraft Factory (GAF). During World War II, CAC manufactured Wirraway general-purpose aircraft, Wackett trainers, Boomerang fighters and Mustang fighters at its Fishermans Bend plant.\footnote{D. P. Mellor, ‘The Role of Science and Industry’, \textit{Australia in the War of 1939-45 series}, Canberra, 1958, p.381-422.}

In 1942, when the threat of invasion of northern Australia seemed highly possible, manufacturing facilities were concentrated in southern Australia for safety. Two American Butler hangars were erected at the CAC facility at Fishermans Bend, wherein aeroplanes arriving from the United States were assembled, with an additional de-mountable Bellman hangar added by August 1943. The Butler hangar was also the wartime base of ‘Associated Airlines’, the private corporate airline of BHP and its associated ‘Collins House’ group of companies. Its aircraft were also used by Essington Lewis in his role as Director of Munitions, and were also often used by the Prime Minister in preference to airline services at Essendon Airport. The U.S. Army and U.S. Naval Attaches also based their executive transport aircraft at the Butler hangar during the war due to its high level of security, as well as its easier access to Melbourne.\footnote{‘National Trust classification report: Butler and Bellman Hangars at Commonwealth Aircraft Corporation Fishermans Bend’. Accessed online, from http://vhd.heritagecouncil.vic.gov.au/places/12650/download-report.}

\begin{figure}
\centering
\includegraphics[width=0.5\textwidth]{figure47.jpg}
\caption{Butler hangar at Fishermans Bend prior to relocation (National Trust)}
\end{figure}
The Aeronautical and Engine Research Test Laboratory was created in 1939 as part of the Council for Scientific and Industrial Research (CSIR) Division of Aeronautics, to conduct research in the area of aeronautics, particularly aircraft and, later, missile design. H. E. Wimperis, former Director of Scientific Research in the British Air Ministry, recommended that an engineering research establishment be established by CSIR emphasising that it should be located close to centres of aeronautical industry and performance testing, identifying the site at Fishermans Bend as excellent for this purpose.

Construction at the Fishermans Bend site commenced in August 1939, one month before the start of the Second World War. The first staff to work at ‘the Bend’ arrived in April 1940, and in May the

Figure 48  Lancaster bomber demonstrated at Fishermans Bend airfield

Figure 49  Aircraft factories Fishermans Bend with runways beyond
laboratory formally became the Division of Aeronautics, part of CSIR, with L. P. Coombes, formerly of the Royal Aircraft Establishment Farnborough, as Chief.\textsuperscript{130}

The organisation changed its name to Aeronautical Research Laboratories in 1949. In March 1994 it was merged with the Materials Research Laboratory to form the Aeronautical and Maritime Research Laboratory of the Defence Science and Technology Organisation (DSTO).\textsuperscript{131}

**Figure 50  Aeronautical Research Laboratory, Lorimer Street**

Later, after the demise of both commercial and Government aircraft manufacturing ventures, the factories reverted to other owners and uses. DeHaviland took over parts of the plant and buildings and continued the manufacturing, repair and aircraft servicing programs, and in recent years this has been taken over and continued by Boeing. However, large parts of the building complexes, including almost all of the Government aircraft factory, have been demolished and replaced with modern buildings.

**Tank manufacture and testing**

As military industries and scientific research facilities were already established in Fishermans Bend at the outbreak of World War II, the location was the obvious choice for the establishment of an experimental military tank works. British artillery officer, Colonel W. D. Watson, advised the Department of Defence from December 1940 on the technical requirements for the program, and by February 1941, the Australian Cruiser Mark 1 military tank had reached its mock-up stage. An experimental tank depot was constructed around July 1941 on a four-hectare site at Fishermans Bend.\textsuperscript{132} However, production was very slow and only a few tanks were built before the programme was discontinued in July 1943, favouring the use of imported tanks from the United States instead.

The Department of Aircraft Production (DAP) then took over the factory to expand its existing aircraft production at the CAC works on Lorimer Street. Production commenced in 1937, and the Beaufort bomber factory was built on Lorimer Street in 1940. The Salmon Street factory became the DAP


\textsuperscript{131} Kepert, J. Ll, ‘Fishermens Bend – A Centre Of Australian Aviation’, Department of Defence, Defence Science and Technology Organisation, Aeronautical Research Laboratory, Melbourne, Victoria.

\textsuperscript{132} Reeves, 2015.
Maintenance Division, and then the Maintenance & Disposals Division in August 1945. At the end of the war the division was re-named the DAP Supply & Disposals Branch (and, later still, the Disposals Branch), from where surplus materials were sold off.\(^{133}\)

Figure 51  Beaufort aircraft factory at Fishermans Bend, 15 June 1943 (Australian War Memorial)

4.17 Auto Industry and GMH

Themes: 5.2 Developing a manufacturing capacity, 5.8 Working

Melbourne's automobile industry had its origins in the area around the hay and horse markets at the top of Elizabeth Street, where the carriage builders and blacksmiths were the obvious businesses for adopting the new form of travel. A secondary centre however, was focussed around City Road and Sturt Street, where convenience to the city and the docks – for the inevitable importation of early vehicles – could benefit business. Early motoring firms began as either importers of complete vehicles or assemblers of locally-made bodies on imported chassis and mechanical components. Among the more prominent firms were Melford's, Lanes Motors and Kellow Falkiner. Morley Ford occupied the prime riverbank position near Queens Bridge Square for decades, while GP Motors were a relatively early establishment in City Road, and prospered, erecting a new workshop in 1938.

Melford's had their main service centre on Sturt Street, while Lane's were a little further south on Dorcas Street. Meanwhile, a more substantial business was growing in the former Sharps & Sons timber business in City Road: General Motors (Australia). A number of parts suppliers were also located in Southbank, such as the Harry Norris-designed Brooklands Accessories. Many of these premises followed the most up-to-date architectural styles with Art Deco, Streamline Moderne, and International Style elements reflecting the forward-looking ideals of the motoring fraternity.

\(^{133}\) Simon Reeves, Former Tank Factory Fishermans Bend, National Trust of Victoria.
Figure 52  Looking over Dorcas Street and Lanes Motors to the small factories and warehouses of South Melbourne (State Library of Victoria)

Figure 53  Lanes Motors, Dorcas Street
Figure 54  Brooklands Auto Accessories, Sturt Street, 1982 (Graeme Butler)

The streamlined motor garage featuring tall vertical elements was once something of a signature building for Southbank, with Cheney, Morley, Coffey, Melford's and Lane's Motors all featuring prominent towers. Only Lane's survives today, however.

Figure 55  Yarra Bank Road and Kings Way with Coffey Motors, c.1970
GMH

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, expanded into coach-building. His sons developed motor-body building, eventually erecting a large factory at Woodville. The firm evolved over the years, first moving into the automotive field in 1908 repairing car upholstery and later expanding to full-scale production of vehicle body shells. Throughout the 1920s Holden supplied tramcars for Melbourne, but the company was more prominent as a motor-body builder and an assembler of various automobile models, particularly using imported General Motors chassis. In 1931, Holden merged with GM to become General Motors-Holden’s Limited (GMH) and in 1936 the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend in Port Melbourne.\(^1\)

During World War II the factory produced more than 30,000 vehicle bodies for the Australian and United States armed forces and manufactured a wide range of equipment, including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian Government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided studies to the Australian Government for an Australian-designed car. Although Ford’s proposal was the first choice, financial costs saw the government choose the GM proposal, also due to the low level of necessary government intervention.

Holden’s managing director, Laurence Hartnett, favoured development of a local design, while GM preferred to see an American design as the basis for ‘Australia’s Own Car’. Holden commenced manufacture of a fully-Australian product in 1948, the 48-215 – nicknamed the FX – and the second version was the more-famous FJ.\(^2\)

Expansion of production saw Holden establish a second Victorian assembly plant in Dandenong in the late-1950s. Because of this, construction of complete cars ceased at Fishermans Bend, and instead the plant there concentrated on manufacturing components. A substantial new engine manufacturing plant was erected to the west of the original works. The size and scale of the factory and its relative isolation meant that facilities for staff were important. As well as company canteens, staff could enjoy recreation facilities such as tennis courts and a social centre for functions and entertainment.


Figure 56  GMH looking over the empty expanse of Fishermans Bend, c.1936 (State Library of Victoria, H91.160/259)
Figure 57  General Motors-Holden's Ltd., Fishermans Bend, 1939 (Greater Port Melbourne, Port Melbourne Centenary Celebrations Committee)
Figure 58  Industry at Fishermans Bend with new engine plant in background with white roof, 1964\textsuperscript{136}

Figure 59  GMH Social Centre

\textsuperscript{136} 'A Regional Geography of Victoria', Whitcombe & Toombs, Victoria Places.
Figure 60  Interior of the GMH Social Centre

Figure 61  Views of the History of Transport mural in the GMH Social Centre

The earliest part of the GMH plant was located on the corner of Salmon and Lorimer streets with reinforced concrete Art Deco-style office buildings fronting large areas of steel-framed and saw-toothed-roofed factory space. The factory was designed by a team of four: L. H. Hartnett, Managing Director; E. J. L. Gibson, Construction Engineer; J. S. Storey, Director of Engineering; and N. A. Pointer, Equipment Engineer.¹³⁸

In the 1950s, major expansion to the south and west of the existing works occurred, including the engine plant. In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden began selling off sections of its 38-hectare manufacturing plant. The original office blocks were sold off in 2005 and are now occupied by Boral and JG King Building Group. The earliest assembly buildings have been demolished to make way for an industrial park, and the 1950s boiler house which had featured an early glass curtain wall design was demolished in 2011. The engine plant itself is now mostly empty and partly stripped of cladding.¹³⁹

Fishermans Bend provided the catalyst for three major car manufacturers, as well as several others, in the mid-20th century. Holden, Chrysler and Toyota all had their origins in the area, benefitting from Government tariff protection, direct investment and the advantage of connectivity and infrastructure that Fishermans Bend provided.¹⁴⁰

¹³⁸ National Trust classification, General Motors Holden Administration Offices and Social Centre.
Figure 62  Demolished Holden boiler house  (Marcus Wong)
Neale's Motors/Autocraft

Holden was only the first of a number of the automotive companies to establish themselves in the Fishermans Bend area, which attracted several firms due to the availability of large vacant sites suitable for erecting manufacturing facilities for mass production lines, and for its proximity to rail and sea transport.

Neal's Motors was also drawn to Fishermans Bend, and granted land opposite to GMH in Salmon Street in 1938. The company erected a large factory of 22 square yards to the design of architect Harry A. Norris and assembled Austin Cars under managing director J. H. Lane. Neal's Motors expanded in 1940 with the purchase of Overseas Motors from P. Armitage, who was also a partner in the Spicer & Armitage Central Spring Works in Sturt Street, South Melbourne. This purchase gave Neal's the rights to assemble and distribute Rootes cars such as the Hillman, Humber and Comer.

Autocraft Pty Ltd commenced operations nearby in 1937 assembling Austin cars. It continued operating on a site in Lorimer Street until 1957 when it was bought out by the British Motor Corporation.

![Figure 63  Autocraft factory, Port Melbourne, 1957](image)

Standard Motor Co/AMI

Australian Motor Industries (AMI) had its genesis in the form of Eclipse Motors, which secured the Victorian agency for Standard Motor Company's cars in 1929. In 1952 one of its main investors, the Crosby family, in conjunction with Standard Motors in England, financed a new plant in Port Melbourne to assemble Standard Motor Cars. It took over the former Felton Grimwade building in Ingles Street, Port Melbourne, in 1954, changed its name to AMI, and assembled Fiat, Triumph, AMC Rambler and Mercedes Benz cars. In 1963 it secured the Australian franchise for Toyota cars and began to assemble the Tiara Model. This was the first Toyota car to be built outside of Japan. Toyota acquired a controlling stake in AMI in the 1960s. By 1994, production was shifted from Port

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144 Sands & McDougall Directory.
Melbourne to Altona.\textsuperscript{145} The factory extended along Cook, Graham and Bertie streets, but the northern part was demolished for the West Gate Freeway, and much of the remainder has been replaced with modern buildings in the last two decades.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{AMI_offices_in_Cook_Street_since_demolished_1970s.png}
\caption{AMI offices in Cook Street, since demolished, 1970s\textsuperscript{146}}
\end{figure}


\textsuperscript{146} Toyota History, 75 years, ‘Chapter 2, Entering the automotive business’. Accessed online, from http://www.toyota-global.com/company/history_of_toyota/75years/text/entering_the_automotive_business/chapter2/section5/images/l02_02_05_06_img04.jpg.
Figure 65  AMI Factory, Port Melbourne, 1960s

While development in Fishermans Bend in the immediate pre-war and wartime periods was characterised by the establishment of new, large manufacturing complexes serving the war effort, the post-war period was characterised by the diversification of industry. Many new manufacturers were established in the Fishermans Bend area, such as Mytton Grosvenor (later Mytton Rodd), which produced stainless steel tanks, beer kegs and cutlery, Fowler's Engineering/International Harvester and G. N. Raymond timber yards. In the 1950s, all were located on Lorimer Street, but more recent development on these sites has replaced all the original buildings.

Australian Gypsum Limited and Australian Plaster Industries were established by the 1960s in Lorimer Street as well, to take advantage of the area's proximity to the bulk goods terminal on South Wharf. This complex went on to become a major plasterboard manufacturer under Boral, and still is. However, again, the company operates today in more-recently-constructed buildings.

Stewarts and Lloyds erected a factory on Lorimer Street next to Neal's Motors in about 1945. The firm was established in Newcastle in the late 1920s by its English parent company of the same name. It was a member of the Tubemakers of Australia Limited group of companies, and manufactured steel pipes, boiler and stay tubes and water bore casing. The company also manufactured cylinder

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148 Photo by Wolfgang Sievers, National Library of Australia, PIC WS 3140A LOC, Cold store PIC Siev B&WN-F.
blank forgings, which were central to the automotive industry.\textsuperscript{151} Two of the original Stewarts & Lloyd's c.1945 buildings, each with three-gable roofs, survives today with a new section joining them.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure67.png}
\caption{Stewarts & Lloyds factory, Lorimer Street}
\end{figure}

The Melbourne office of Stewarts & Lloyds was on the corner of City Road and Power Street. The prominent corner building featured a circular glazed tower which was only demolished in about 2002.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure68.png}
\caption{Stewarts & Lloyds head office, City Road (Museum Victoria)}
\end{figure}

The linesman depot training centre, as well as the PMG workshops (the precursor to Telecom, and later Telstra) were located in Plummer Street from the 1940s to the 1960s, possibly even later. Plummer Street was named after a late-19th century councillor, possibly James K. B. Plummer, a Port Melbourne solicitor during the 1880s and a councillor during the 1890s.152

![Image of Linesman Depot Training Centre, Fishermans Bend, 1945](image)

**Figure 69  Linesman Depot Training Centre, Fishermans Bend, 1945**

**Kraft**

Fred Walker got his start in the food business in 1899, and by 1908 he was well-established as an importer and exporter. Around 1910 he began canning food for export and in 1918 commenced the manufacture of the beef extract product Bonox. His company's major innovation, however, was Vegemite, developed in 1923. In 1926 he formed the separate company of Kraft Walker Cheese Company Pty Ltd after being granted an exclusive license by the Kraft Cheese Co. (Inc.) of Chicago, United States, to use their patented method for the manufacture of processed cheese.153

Fred Walker died in 1935, but the Kraft Walker Cheese Company Pty Ltd was subsequently amalgamated with Fred Walker & Co. and the American Kraft Company acquired a controlling interest. In 1950 the company changed its name to Kraft Foods Limited, while continuing to produce a range of well-known food products, including Vegemite, Bonox and Kraft Cheddar Cheese. Today, Kraft is owned by Mondelēz International.154

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The change in the Kraft company structure also came with a recapitalisation and expansion of the production facilities. A new factory was built in Port Melbourne, replacing the Southbank premises. The new factory opened on 19 March 1957. By this time the company enjoyed an extensive home market for processed cheese, yeast extract, beef extract, meat and fish pastes and similar lines, as well as a considerable export business to Asian countries.\footnote{Kraft Walker Cheese Co., 'The Kraft Story: Commemorating the Opening of the Kraft Port Melbourne Factory', 19 March 1957. Kraft Walker Cheese Co., Melbourne.}
As general office development spread from the Melbourne CBD down St Kilda Road in the 1950s, the area immediately opposite Princes Bridge became a desirable location, convenient for modern headquarters. The Alfred Nicholas Company, maker of Aspro, had a substantial building here in the late-1950s. Australian Paper Mills also erected a new steel and glass office building near their paper mills while, next door, Vacuum Oil erected its up-to-date glass and concrete tower by architects Bates, Smart and McCutcheon in 1959/1960. Vacuum Oil's building featured a four-metre-high aluminium statue of the company logo, 'Pegasus' by Raymond Boulwood Ewers.

Figure 72  Ewers' Pegasus station and Vacuum Oil building (State Library of Victoria, H91.244/403)
4.19 Post-war migration

Theme: 6.7 Making homes for Victorians

From the 1940s, government policy saw a new phase of mass migration occur, partly due to the problem of ‘displaced persons’ post-war, but also as immigration policies were made to encourage economic growth. Over 30,000 new Australians came every year between 1947 and 1961, with a large proportion of them from Britain, but also significant numbers from Greece and Italy.

As well as the more famous Bonegilla Migrant Camp, another large facility for housing new Australians was opened at Fishermans Bend in 1952, accepting new arrivals up to 1975. Located at the corner of Hall and Turner streets in Port Melbourne, the Fishermans Bend Migrant Hostel contained former army huts and large warehouses erected during the war. In 1952, residents at the hostel were among the 1,000 people who marched through the city protesting evictions from migrant hostels, with men, women and children singing patriotic songs and carrying banners stating, ‘We fight for British justice,’ and, ‘For six years we have fought the Gestapo. We fight again.'

None of these buildings survived on the site, although one structure appears to have been relocated to Oakleigh and remains there as the former Australian Air League headquarters. Another hut was relocated in 1973 to Essendon where it was used by the Sea Scouts at Fairbairn Park.

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Figure 73  Plans of Fishermans Bend Migrant Hostel, 1945 and 1969

A growing working class and radical political climate was developing, creating a number of unions and other associations. The Amalgamated Society of Engineers was prominent at the Port Melbourne railway workshops from the 1890s, while the Port Phillip Stevedores Labour Association, Hobsons Bay Fishermen's Union and Melbourne Wharf Labourers Union all formed in the 1880s. They were all active participants in the 1886-1887 maritime strike, a formative event in the Australian union movement.161

Some more conservative factions in the community formed the Temperance Hall, while the Licencing Reduction Board was responsible for closing 18 hotels in the district in the early 20th century.

**4.20 Arts and culture**

Theme: 10.1 Arts and creative life in the city

South of the river was a wilder place with less oversight or regulation, where bohemian and risqué pursuits could be conducted out of the glare of the establishment across the river.

From the 1870s, travelling circuses pitched their big tops on the roadside near the site now occupied by the Arts Centre. Cooper and Bailey's Great American International Circus was possibly the first one, in 1877. In 1893 Fuller's Great Circus and Menagerie erected its first building on the site and, in 1901, the Fitzgerald Brothers' Circus built a more substantial timber building to house their entertainers. Wirth's Circus took over the entire site in 1907 and built the 'Olympia' building, which was the only permanent circus venue in Australia until the 1950s. An amusement park known as 'Princes Court' was developed on the land adjacent to the circus in 1904/1905. Popular attractions included a toboggan ride, a waterslide, restaurants, bars and a Japanese teahouse.

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Figure 75  Princes Court, c.1908, printed postcard (State Library of Victoria H40394/6)

Figure 76  Looking towards Southbank in the 1890s, showing St Kilda Road, the Green Mill, Wirth’s Park and industry (http://icelegendsaustralia.com/FAI.html)

Popular attractions included a water chute, open-air skating, helter-skelter and other amusements. Other entertainment facilities included the Green Mill dance hall and club and the Glaciarium ice-skating rink, which opened on City Road in the early 1900s.

Other attractions included the ice skating rink, known as the ‘Glaciarium’, which opened in 1906, and the Green Mill Dance Hall with its reproduction of a Dutch windmill, built in 1926. Wirths’ Circus
survived the Depression as well as both World Wars. The building was converted into a cinema during the First World War and some of the buildings were used to nurse veterans, while the dance hall was popular with returned servicemen. But in 1953 Wirths' Olympia was destroyed by fire. The Green Mill also suffered from numerous fires and would later become the Forty Club, and then the Trocadero Ballroom. The buildings were replaced, first by a car park and then later with the Arts Centre. The annual Moomba Parade, which commenced in 1954, followed a route along St Kilda Road.

![Image of The Glaciarium in the 1950s](http://handle.slv.vic.gov.au/10381/50184)

**Figure 77  The Glaciarium in the 1950s (State Library of Victoria)**

The State Government of Victoria had been looking for a site for a large cultural complex to house a gallery, theatres and a concert hall from the 1940s. The National Gallery was in cramped space, sharing with the museum and library in Swanston Street, and there were few adequate concert venues apart from the Melbourne Town Hall. The Wirth Brothers' circus site was ideal, and a popular choice for the new cultural institutions.

In 1955, Victorian Premier Henry Bolte announced that a new Victorian Arts Centre would be built on the site, and appointed noted local architect Roy Grounds, who split from his firm of Grounds, Romberg and Boyd to take the commission on alone. The National Gallery was under construction from 1959-1968; the concert hall opened in 1982 and the theatres building followed soon after, in 1984.
The design of all three buildings had to be modified to cope with the uneven ground and the presence of deep Coode Island Silt, which required more substantial 25-metre-deep foundations, dewatering and cathodic protection to prevent the metal from corrosion in the waterlogged ground. The spire on the theatres building was replaced in 1996 due to corrosion. The concert hall was renamed Hamer Hall in 2004 to honour former premier and leading arts supporter Sir Rupert Hamer.\textsuperscript{162}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{former_courtyard}
\caption{Former courtyard in the National Gallery of Victoria (State Library of Victoria)}
\end{figure}

The Victorian Ballet were temporarily housed in the YMCA building on City Road, which was linked by a concrete footbridge to the Arts Centre. When the YMCA was demolished, a purpose-built Victorian Ballet Centre was erected. Other facilities were also eventually added to what was planned to be an arts and entertainment precinct, such as the Melbourne Recital Centre, Melbourne Theatre Company (2009) and the ABC centre in 1994, in which the Iwaki Auditorium can be found.

The Playbox Theatre Company moved to Southbank following a fire and subsequent demolition of their Exhibition Street building. The former Castlemaine Brewing Company malthouse was converted to provide two theatre spaces in 1990, taking on the name the Malthouse Theatre. The Australian Centre for Contemporary Art gallery, designed by Wood Marsh Architects, was erected next door in 2002 on land that had been cleared previously for the construction of the Domain and Burnley City Link Tunnels.

4.21 Civic improvement and social history

Themes: 13.1 – Public recreation, 3.4 – Defining public space

Although sometimes considered a forgotten wasteland, Port Melbourne Council and residents recognised the need for civil improvements in the Sandridge flats area and, in particular, along the boundary of the residential areas. The early surveys provided for a recreational reserve along Williamstown Road by about 1880. This became the North Port Oval, which was developed substantially in the 1900s. As a point of focus for the working class industrial community, the Oval was renowned for its games full of rough play and fights – among both players and fans – when it hosted a semi-final in 1903. The ‘roughing up’ of an umpire in a 1907 game caused the Victorian Football Association (VFA) games to be moved away from the Oval for the rest of the season. Unruly behaviour and on-ground incidents occurred regularly over the next 40 years, and were subject to several VFA investigations.

Regardless of its notoriety, the Port Melbourne club enjoyed considerable success in the 1920s, with a winning streak of 33 games between July 1920 and June 1924. The £80,000 grandstand was opened with much fanfare by Mayor Cr. A. Tucker in 1928, and later renamed the Norman Leslie Goss stand after the long-time club secretary and player. The ground was taken over by the army in 1942 and was used to grow vegetables. It subsequently lost its high-quality playing surface when the Harbour Trust banned the removal of sand (which had been used for many years) as top-dressing.  

Local Port Melbourne resident and football player Tommy Lahiff put it bluntly: ‘You were either a wharfie or you worked in one of the factories. Swallow and Ariell’s, Kitchens, Dunlops, Laycocks.’ One of Unilever’s foremen in the 1950s recalled that Port Melbourne was a close knit-community, rough but honest. ‘Once you were in, you were right.’ The people of Port Melbourne suffered enormously through the 1930s depression, when 75-90% of young people are thought to have been unemployed.

The Princes Bridge entrance to Melbourne was marked by another prominent but relatively small public space for over 90 years – the Snowden Gardens, which were vested in the City of Melbourne in 1913. In the 1890s the area near Princes Bridge was a quarry hole and military purposes reserve, but it was subsequently landscaped as parkland and turned into the Snowden Gardens. This was later the site of the three lily-pad-like dishes of the Southgate Fountain designed by Robin Boyd, but these were moved to storage when the Arts Centre Concert Hall was constructed.

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The loss of the Snowdon Gardens was, to some extent, compensated for by the new open space around the new gallery and Arts Centre, including the National Gallery of Victoria's sculpture garden and the Richard Pratt Garden at the Arts Centre, which today still features its own fountain, ‘Nautilus’, in honour of Roy Grounds. Similarly, the moat around the National Gallery of Victoria contributes open space of a sort to the streetscape.
Golf

Fishermans Bend also lays claim to being the origin of the Victorian Golf Club (VGC), established on 6 March 1903 by a group of influential Melbourne businessmen led by Billy Meader. They wished to create a ‘good’ golf club to play over leased links land at Fishermans Bend in Port Melbourne. Meader is widely regarded as the ‘father of Victorian golf’. He was one of a small group of devotees who set up the VGA in 1907, and was the VGA's first treasurer and later appointed secretary from 1907 until 1932.

The original course at Fishermans Bend was located on the south-east corner of Lorimer and Salmon streets opposite the site of the future Holden factory. In 1926 the VGC relocated to a new site in Cheltenham, a short walk from the railway station, as a convenience for the many members, as few owned cars in those early days. While the club was located at Fishermans Bend, the VGC had the distinction of being the only ‘members club’ in Australia. The old course continued to host open and amateur events of the VGC until at least 1928.

![Fishermans Bend Golf Course from Todd Road](image)

Racing

After World War II ended, the runways near the aircraft factories were adapted for use as a race track. Car and motorcycle races were held on the runways between 1953 and 1959. Other areas of

wasteland were also devoted to motorcycle scrambles and dirt-track racing. The Fishermans Bend Track was laid out along the runways and taxiways of the airfield with hay bales marking corners, but otherwise there were no barriers along the track. Many Australian racing drivers had their start at Fishermans Bend, including Bob Jane and Bib Stillwell.\textsuperscript{168}

\begin{figure}
\centering
\includegraphics[width=\textwidth]{motor-racing-in-the-1950s-geoffrey-green}
\caption{Motor racing in the 1950s (Geoffrey Green)}
\end{figure}

\begin{figure}
\centering
\includegraphics[width=\textwidth]{pit-straight-on-the-main-east-west-runway-c1954}
\caption{Pit straight on the main east-west runway, c.1954}
\end{figure}

Figure 84  Plan of race tracks at Fishermans Bend runways

West Gate Park

Theme: 1.6 – Appreciating and protecting Victoria’s natural wonders

Fishermans Bend was considered to be a wasteland and dumping ground for most of its life. The filling of the natural sand ridges and swales was finally complete when the most recent Webb Dock development was undertaken 2015-2016. However, the area saw a transformation as a consequence of the construction of the West Gate Bridge. Oscar Meyer, chair of the West Gate Bridge Authority, wanted to create a beautiful park beside the Yarra River to complement the sculptural form of the bridge. Planning Minister Evan Walker and David Yencken from the Planning Department were instrumental in getting this plan off the ground. The idea was presented to the Federal Government as part of Victoria’s sesquicentenary celebration and the park became the largest funded project among the anniversary celebrations. Initial works began during the 1984-1985 financial year.¹⁶⁹

A 1985 master plan by Loder & Bayly emphasised the grand scale and unique qualities of the site, which would be seen from above by motorists crossing the bridge each day. Lakes were intended to be focal points, with the bridge acting as the central sculptural feature. An island visitor centre, an amphitheatre and a narrow-gauge tourist train were proposed, but none of these eventuated. Fill was brought in and filled into the undulating landscape to create artificial hills providing views of the lakes and lagoons. The water areas also incorporated a salt lake, a result of a deep hole left after sand mining in the 1930s.

West Gate Park opened on 7 November 1985, dedicated to the people of Victoria. Lyn Moore was commissioned to produce an appropriate artwork, the *Earth Series*, eight separate sandstone, granite and ironbark sculptures, which were erected in the park in 1990. The prototype of the concrete box girder section of bridge forms an entry feature and viewing platform over the water between the dam and the freshwater lake.

![Figure 85 One of Lynn Moore's Earth Series sculptures in West Gate Park](image)

The most dramatic changes in the Fishermans Bend and Port Melbourne area have come within the last two decades. Bay-side piers and sidings, where former rail yards and industry were located, became the upmarket Beacon Cove development as industrial sites were converted into apartments. Such development has accelerated rapidly, with the most recent apartment boom occurring at Bay Street in Port Melbourne and along City Road in Southbank.

### 4.22 Redevelopment

Theme: 5.3 – Developing a large, city-based economy, 6.7 – Making homes for Victorians

The current transformation of the Southbank area goes back to development of the first post-war office buildings spreading back from St Kilda Road. Australian Paper Mills (APM) and Mobil Oil both
had a long-standing presence in the area, so when it came time to expand, it seemed obvious to erect new glass and steel office buildings near their Southbank industrial sites, rather than in the CBD. Bates Smart & McCutcheon designed the high-rise office buildings for both firms between 1959 and 1961.170

Figure 86  Mobil Oil and APM buildings, South Melbourne, with the Southgate fountain in Snowden Gardens in the foreground (Mark Strizic, 1972, State Library of Victoria H2011.55/1869)

While in the late-1960s, development focus was on the creation of the Arts Precinct on St Kilda Road, the focus of change expanded to the Southbank Area in the early-1980s. One story puts Minister for Planning Evan Walker and Minister for the Arts Race Mathews at a function at the top of the new Rialto Tower. Looking out the window, Minister Walker pointed down to Southbank below. ‘That is sufficient legacy for us,’ he said, ‘if we are remembered for nothing else and begin to get that right.’171 Walker brought a proposal to Cabinet to redevelop Southbank. ‘We had to buy out a whole host of derelict industrial, commercial and warehouse buildings on Southbank which were on long Crown leases,’ he recalled.172

170 Goad, Philip & Bates Smart (Firm) (2004), Bates Smart: 150 years of Australian Architecture. Thames and Hudson Australia, Fishermans Bend, Vic.
One of the earliest residential developments in the Southbank area was Coventry Gardens, constructed in 1993 by Central Equity as medium-rise housing on the site of the Commonwealth Clothing Factory. It was soon followed by Central Equity's Southside Gardens at 100 Southbank Boulevard and Southbank Gardens at 120 Dodds St. One of the largest buildings built in the Southbank area was IBM House at the south end of Sturt Street. This was a 13-storey concrete and glass office block built in 1970, which was heavily altered for conversion into apartments in 1996.

Along with redevelopment of the buildings in Southbank, there were also substantial changes made to the street patterns. Comparing Melway maps today against those of the 1960s shows that the original Riverside Avenue and Yarra Bank Road, which ran beside the river between St Kilda Road and Clarendon Street, have disappeared and been replaced by the Southgate and Crown promenades, while Lorimer Street has been diverted around the new Exhibition Centre.

A number of streets have also changed names. Maffra Street and Nolan Street are now both part of Southbank Boulevard, Brown Street and Aikman Street became the two ends of the new Southgate Avenue, and Byrne Street is Riverside Quay. Other streets, such as Kirby Grove and Bright Street, have disappeared completely.
5 Review of heritage places

This section outlines the study’s recommendations for changes to the City of Melbourne Heritage Overlay Plan, including places to be added, amended and/or removed.

5.1 Introduction

This study has considered places previously identified in the South Melbourne and City of Melbourne heritage studies, as well as new places. Places within the Melbourne Planning Scheme for heritage overlays were also assessed to provide further documentation of their heritage value.

The recommendation is that places that meet thresholds for local, municipal or federal significance be added to the City of Melbourne Planning Scheme Heritage Overlay Plan, either as individually-significant places or contributory places to a precinct heritage overlay.

As a number of previously identified potential heritage places included in either the City of Melbourne Heritage Places Inventory or in the Melbourne Planning Scheme Heritage Overlay Plan have been demolished, this assessment has considered what, if anything, remains of heritage value in these places and, where necessary, recommended that the existing heritage overlay be removed or altered.

A number of places have also been identified as holding some historic, architectural and/or social interest, but due to recent construction dates, lack of documentation, or present condition are not considered to meet the thresholds for inclusion as heritage overlays at present. These locations have been documented in this report for possible future reconsideration.

5.2 Summary of recommendations

The report recommends:

- Retention of 17 existing heritage overlays, with corrections made to the descriptions, addresses and/or boundaries. Citations and Statements of Significance for these places are included in Appendix 2 and shown in Figure 87.
- Deletion of 13 existing individual heritage overlays that have either been demolished or were incorrectly included. These are listed in Section 5.3.4 and mapped in Figure 88.
- Deletion of the HO5 South Melbourne Precinct heritage overlay.
- Introduction of two new precinct heritage overlays:
  - City Road industrial and warehouse precinct, inside Capital City Zone (Figure 91)
  - South Wharf shipping sheds and berths precinct, outside Capital City Zone (Figure 92).
- Introduction of 35 new individual place heritage overlays, including two thematic group listings. These are listed in Table 11.
The remaining heritage places identified include two group listings:
  - Electricity substation thematic group (Figure 93)
  - Bluestone-pitched laneways group (Figure 94)

The new heritage places also include one landscape/streetscape place:
  - St Kilda Road Boulevard

Two places, the Castlemaine Hotel archaeological site and the South Melbourne Post office archaeological sites, should be nominated for inclusion on the Victorian Heritage Inventory.

In addition to the formal recommendations for changes to the City of Melbourne Heritage Overlay Plan, the study has also identified a further 28 places that are considered to have potential for future inclusion. These places have either won important architectural and design awards, or played an important role in the history and development of Southbank and Fishermans Bend, but are not of sufficient age to be considered at present. Although these places have architectural or historic importance, they have not been recommended for heritage protection and the reasons are explained in section 5.3.7 of the report. They are listed in Table 13 and briefly described in Appendix 4, and their locations are shown in Figure 90.

### 5.2.1 Heritage Places Inventory

It is recommended that the City of Melbourne Heritage Places Inventory for the Southbank area be updated as shown in Table 7.

#### Table 7 Proposed updated Heritage Places Inventory

<table>
<thead>
<tr>
<th>Southbank, South Wharf, &amp; Port Melbourne</th>
<th>City of Melbourne heritage gradings</th>
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</thead>
<tbody>
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<td>Lorimer Street</td>
<td>194-206; Shed 21</td>
</tr>
<tr>
<td>Lorimer Street</td>
<td>641-713; Shed 27</td>
</tr>
<tr>
<td>Lorimer Street</td>
<td>641-713; Shed 30</td>
</tr>
<tr>
<td>Lorimer Street</td>
<td>593-611; Shed 31</td>
</tr>
<tr>
<td>Moray Street</td>
<td>7</td>
</tr>
<tr>
<td>Moray Street</td>
<td>18-24</td>
</tr>
<tr>
<td>Power Street</td>
<td>lane PL5195</td>
</tr>
<tr>
<td>Queens Bridge Square</td>
<td>Sandridge Rail Bridge</td>
</tr>
<tr>
<td>Queens Bridge Street</td>
<td>Queens Bridge</td>
</tr>
<tr>
<td>Queens Bridge Street</td>
<td>1-7</td>
</tr>
<tr>
<td>Queens Bridge Street</td>
<td>87-89</td>
</tr>
<tr>
<td>Queens Bridge Street</td>
<td>107-127</td>
</tr>
<tr>
<td>Queens Bridge Street</td>
<td>115-127, 129 &amp; 133</td>
</tr>
<tr>
<td>Queens Bridge Street</td>
<td>135</td>
</tr>
<tr>
<td>Riverside Quay</td>
<td>1</td>
</tr>
<tr>
<td>Salmon Street</td>
<td>162</td>
</tr>
<tr>
<td>Salmon Street</td>
<td>224</td>
</tr>
<tr>
<td>Salmon Street</td>
<td>241</td>
</tr>
<tr>
<td>Salmon Street &amp; Cook Street</td>
<td>241 GMH Plant 3 &amp; 5</td>
</tr>
</tbody>
</table>
5.3 Assessments

5.3.1 Priority places

Six properties were nominated by the City of Melbourne urgent for research and identification in order to present a priority planning scheme amendment for inclusion in the Heritage Overlay Plan. Three of these properties related to one place, the Castlemaine Brewery. Therefore, four places had citations prepared for priority consideration prior to the completion of this report.

Citations for these priority places are included in Appendix 3.

The priority places are listed in Table 8 and mapped in Figure 89.

5.3.2 Proposed precincts

Two new heritage precincts should be included as heritage overlays.

- City Road industrial and warehouse precinct, inside Capitol City Zone
  
  The surviving late-19th and early-20th century industrial and commercial places in the City Road and Queens Bridge Street area justify a heritage precinct in this area. Most of the identified places are individually significant, while a number of other contributory places also represent the historical industrial and warehousing character during its development.

- South Wharf shipping sheds and berths precinct, outside Capitol City Zone
The remaining original wharves and goods sheds on South Wharf also justify a heritage precinct as they are the largest remaining group of mid-20th century wharf sheds in Victoria. They are located near the Bolte Bridge, downstream, adjacent to the GMH and other factories.

Citations and Statements of Significance for these precincts are included in Appendix 1, and their locations are shown in Figure 91 and Figure 92.

### 5.3.3 Existing heritage overlay places to be retained

There are 17 places within the study area currently included in the City of Melbourne Planning Scheme Heritage Overlay where the heritage overlay is considered to be appropriate to the heritage values of the place. Recommendations are made to amend descriptions, place names or addresses of the retained heritage overlays as most of these places were previously listed as being in South Melbourne which has now become Southbank, while several streets have been renamed, renumbered, replaced or completely removed. These places are listed in Table 5 and mapped in Figure 87.

Citations for existing heritage overlay places to be retained are in Appendix 2.

Note that in some cases there are multiple separate buildings or structures within the same heritage overlay. HO760 has separate citations for the Victorian Arts Centre and Hamer Hall. HO910 has separate citations for the police barracks, Mounted police stables, and police hospital. HO764 has separate citations for the Duke and Orr dry docks and wharf sheds 2 to 9.

### 5.3.4 Places to remove from the Heritage Overlay

There are 14 places within the study area currently listed and/or mapped as heritage overlays which have been demolished, or were never present in the City of Melbourne. It is recommended that these be removed as heritage overlays and from the Schedule. For example, the Buchanan and Brock site (HO913) was demolished in the 1980s, and while it remained in the heritage overlay mapping, it was not in the Schedule. HO387 is in the schedule, but does not exist on planning maps and appears to be an accidental duplication of HO910, the Victoria police depot. The St Kilda Road tram shelter (HO899) does not appear to have ever been in the City of Melbourne as it is located in the City of Port Phillip south of Dorcas Street, and is also within the Port Phillip Planning Scheme Heritage Overlay as HO460. The remainder of the heritage overlays recommended for removal are places where the heritage building has been demolished and the site no longer has heritage value.

Additionally, the report recommends removing the South Melbourne Precinct heritage overlay HO5 as it does not contain any surviving heritage fabric apart from a section of St Kilda Road, which is proposed for a separate new HO (see Section 2.2.3).

The places to be removed from the Heritage Overlay Plan are listed in Table 10 and mapped in Figure 88.

### 5.3.5 Proposed new heritage overlays

This report suggests that 35 individually significant places be added as heritage overlays (Table 11 and Figure 89). These include the four priority places that were assessed at the beginning of the study, and are subject to a separate interim planning scheme amendment. They also include two serial or group listings and one landscape/streetscape place:

- Electricity substation thematic group (Figure 93)
One characteristic of the former industrial nature of Southbank is the preponderance of small electricity substations which date from key periods of the area’s industrial development from the 1890s to 1930s.

- Bluestone-cobbled laneways group (Figure 93)

A number of bluestone-cobbled lanes dating to the 19th century survive in the Southbank area. Some of these are adjacent to other heritage places but others are also located amidst modern development. Together, despite their fragmented nature, they represent the former character of the fine-grained industrial nature of the Southbank area.

- St Kilda Road Boulevard

This place is currently partially within HO5 (former South Melbourne Heritage Precinct) and HO6 (South Yarra Heritage Precinct). St Kilda Road is also included on the Victorian Heritage Register, and it has recently been nominated to the National Heritage List under the EPBC Act. The heritage value of St Kilda Road is sufficiently distinctive for the road to warrant its own individual heritage overlay.

### 5.3.6 Archaeological places

Two places were identified as having historical and archaeological values, which are recommended for inclusion on the Victorian Heritage Inventory. These are the sites of the Castlemaine Hotel and South Melbourne Post Office. The sites have been identified from historical sources and comparisons of early plans and existing conditions. Evidence suggests that while the original 19th century buildings were demolished in the mid-20th century, the subsurface components of the sites comprising foundations, cellars and underfloor areas were not destroyed, and so have a high level of potential for archaeological remains. The archaeological places are listed in Table 12, described in Appendix 4, and their locations are shown in Figure 89.

### 5.3.7 Future heritage places

There are 28 other places that should be considered to have potential to have heritage overlays, pending further research. These places have not been proposed to be included on the HO at this stage, either because insufficient documentary evidence has been identified to substantiate their level of significance, or because they were places of recent date. Discussions with City of Melbourne staff indicated that the City of Melbourne internal policy generally considers places less than 25 years old should only be considered for inclusion as heritage overlays when their significance can be demonstrated to a very rigorous level.

In some instances, utilitarian industrial buildings of the post-World War II period not been recommended for inclusion as heritage overlays despite their historical associations because those buildings lack architectural or aesthetic values.

Places proposed for future consideration are listed in Table 13 and mapped in Figure 90. Further details and illustrations of each place are provided in Appendix 5.
### Table 8  Priority places assessed in the study

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Existing grading</th>
<th>Recommended grading using existing system</th>
<th>Recommended grading using new system (C258)</th>
<th>Heritage Overlay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crown Chemicals, Anderson &amp; Sons printing works</td>
<td>63-65 City Road, Southbank</td>
<td>1915</td>
<td>B 2</td>
<td>C 2</td>
<td>Significant -</td>
<td>Proposed HO1200, also part of precinct HO; part of Amendment C280 (permanent)</td>
</tr>
<tr>
<td>Castlemaine Brewery complex, including brewing tower and bottling stores</td>
<td>107-127, 129-131 &amp; 133 Queens Bridge Street, Southbank</td>
<td>1892</td>
<td>B 3</td>
<td>A 1</td>
<td>Significant -</td>
<td>Proposed HO1201; part of Amendment C276 (interim) &amp; C280 (permanent)</td>
</tr>
<tr>
<td>G. P. Motors Pty Ltd</td>
<td>35-41 City Road, Southbank</td>
<td>1939-1940</td>
<td>C 2</td>
<td>C 2</td>
<td>Significant -</td>
<td>Proposed HO1202, also part of precinct; part of Amendment C280 (permanent)</td>
</tr>
<tr>
<td>General Post Office (GPO) garage, stores &amp; workshops</td>
<td>45-99 Sturt Street, Southbank</td>
<td>1930-1937, 1940-1944</td>
<td>C 3</td>
<td>C 2</td>
<td>Significant -</td>
<td>Proposed HO1203; part of Amendment C276 (interim) &amp; C280 (permanent)</td>
</tr>
</tbody>
</table>
### Table 9  Existing heritage overlays to be retained and amended

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Existing grading</th>
<th>Recommended grading using existing system</th>
<th>Recommended grading using new system (C258)</th>
<th>Heritage Overlay</th>
<th>Recommendation</th>
<th>Schedule change</th>
<th>Map change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Building</td>
<td>Streetscape</td>
<td>Building Streetscape</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>James Moore timber yard building facade</td>
<td>133-139 &amp; 141-155 City Road &amp; 68-82 Southbank Boulevard, Southbank</td>
<td>1899-1903</td>
<td>C 3</td>
<td>C 2</td>
<td>Significant -</td>
<td>HO366</td>
<td>1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise HO mapping to include facade to the depth from City Road to that of the return bay in Southbank Boulevard, including the replica wing at south end to allow conservation of context of building.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Sharp &amp; Sons Timber / General Motors (Australia) / International Harvester</td>
<td>171-193 &amp; 195-205 City Road, Southbank</td>
<td>1926-1927, 1939</td>
<td>C 2</td>
<td>C 2</td>
<td>Significant -</td>
<td>HO368</td>
<td>1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise HO mapping to include facade to the depth from City Road to that of return bay in Southbank Boulevard, including replica wing at south end to allow conservation of context of building.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>State School No. 2686, South Melbourne Girls' School / J. H. Boyd Domestic College</td>
<td>207-227 City Road, Southbank</td>
<td>1884-1885</td>
<td>C No existing grading</td>
<td>A 2</td>
<td>Significant -</td>
<td>HO369</td>
<td>1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise existing HO mapping to extend further east from existing main building outline (Victorian-era and inter-war wings).</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Main Point Hotel</td>
<td>235-239 City Road, Southbank</td>
<td>1903-1904</td>
<td>B 3</td>
<td>B 2</td>
<td>Significant -</td>
<td>HO370</td>
<td>1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO370 in Melbourne Planning Scheme.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Recommended grading using existing system</td>
<td>Recommended grading using new system</td>
<td>Heritage Overlay</td>
<td>Map change</td>
<td>Schedule change</td>
<td></td>
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</tr>
<tr>
<td>Bank of New South Wales</td>
<td>269-283 City Road, Southbank</td>
<td>1932</td>
<td>B</td>
<td>3</td>
<td>3</td>
<td>HO371</td>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Edward Murphy's warehouse and workshop</td>
<td>272 City Road, Southbank</td>
<td>1887-1902</td>
<td>B</td>
<td>2</td>
<td>2</td>
<td>HO374</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Murphy's buildings</td>
<td>276-382 City Road, Southbank</td>
<td>1885</td>
<td>C</td>
<td>2</td>
<td>2</td>
<td>HO375</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>White &amp; Hancock's warehouse</td>
<td>300 City Road, Southbank</td>
<td>1916</td>
<td>C</td>
<td>2</td>
<td>2</td>
<td>HO376</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Fergus &amp; Mitchell, later Robur Tea warehouse</td>
<td>28 Clarendon Street, Southbank</td>
<td>1888</td>
<td>A</td>
<td>No</td>
<td>No</td>
<td>HO765</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Queen's Bridge over Yarra River</td>
<td>Queens Bridge Street, Melbourne &amp; Southbank</td>
<td>1887-1890</td>
<td>A</td>
<td>No</td>
<td>No</td>
<td>HO791</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Recommended grading using existing system</td>
<td>Recommended grading using new system (C258)</td>
<td>Heritage Overlay</td>
<td>Recommendation</td>
<td>Schedule change</td>
<td>Map change</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Sandridge Rail Bridge over Yarra River, Queens Bridge Square</td>
<td>1A Queens Bridge Street, Southbank</td>
<td>1886-1888</td>
<td>A</td>
<td>1</td>
<td>A</td>
<td>Significant</td>
<td>1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO762 in Melbourne Planning Scheme.</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Jones Bond store</td>
<td>1 Riverside Avenue Quay, Southbank</td>
<td>1888</td>
<td>A</td>
<td>No existing grading</td>
<td>A</td>
<td>Significant</td>
<td>1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO763 in Melbourne Planning Scheme but redraw boundary to encompass only Bond store, perimeter wall and wall fragments.</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Duke &amp; Orr's dry dock &amp; cargo sheds numbers 4,5,6,7,8 and 9, and adjoining Melbourne Convention and Exhibition Centre</td>
<td>1-27 &amp; 29-65 South Wharf Promenade &amp; 2 Clarendon Street, South Wharf</td>
<td>1888, 1891, 1929-1931</td>
<td>B &amp; C</td>
<td>No existing grading</td>
<td>A</td>
<td>Significant</td>
<td>1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise HO map to align with dock apron and pump house, excluding remainder of Convention Centre building. 4. Reconcile street address of Victorian Heritage Register entries with HO. 5. Review Victorian Heritage Register plan H1096 to identify Duke &amp; Orr dry dock pump house, now part of Melbourne Convention and Exhibition Centre, 1 Convention Centre Place, cargo shed 2 and former Wright Orr &amp; Co. dry dock to the east, which are all contributory parts of the complex. 6. Further work required to establish historical background of complex, which should also be reflected in Victorian Heritage Register Statement of Significance.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Recommended grading using existing system</td>
<td>Recommended grading using new system (C258)</td>
<td>Heritage Overlay</td>
<td>Recommendation</td>
<td>Schedule change</td>
<td>Map change</td>
</tr>
<tr>
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</tr>
<tr>
<td></td>
<td>Building</td>
<td>Streetscape</td>
<td>Building</td>
<td>Streetscape</td>
<td>Building</td>
<td>Streetscape</td>
<td>HO760</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A</td>
<td>1</td>
<td>A</td>
<td>1</td>
<td>Significant</td>
<td>Significant</td>
<td>1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Revise Heritage Register Statement of Significance to clarify contributory elements (i.e. interiors, recent additions).</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Hamer Hall &amp; Arts Centre</td>
<td>100 St Kilda Road, Southbank</td>
<td>1982-1984</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A</td>
<td>1</td>
<td>Significan t</td>
<td>Significant</td>
<td>HO760</td>
</tr>
<tr>
<td>Melbourne</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Gallery of Victoria</td>
<td>180 St Kilda Road, Southbank</td>
<td>1968</td>
<td>A</td>
<td>1</td>
<td>A</td>
<td>1</td>
<td>Significant</td>
<td>Significant</td>
<td>HO792</td>
</tr>
<tr>
<td>Victoria Police Mounted Branch stables complex, police hospital</td>
<td>234 St Kilda Road &amp; 13-39 Dodds Street, Southbank</td>
<td>1912-1914, 1925-1926</td>
<td>A/B</td>
<td>2</td>
<td>A</td>
<td>1</td>
<td>Significant</td>
<td>Significant</td>
<td>HO910</td>
</tr>
<tr>
<td>Castlemaine Brewery Malthouse / Malthouse Theatre</td>
<td>113 Sturt Street, Southbank</td>
<td>1892</td>
<td>B</td>
<td>3</td>
<td>B</td>
<td>3</td>
<td>Significant</td>
<td>-</td>
<td>HO390</td>
</tr>
</tbody>
</table>
Figure 87.1 Existing places to be retained in the Heritage Overlay
Figure 87.2 Existing places to be retained in the Heritage Overlay
Figure 87.3 Existing places to be retained in the Heritage Overlay
Figure 87.4 Existing places to be retained in the Heritage Overlay

Legend:
- Study area
- Parcel boundary
- Tree canopy
- Building outline

Heritage overlay evaluation:
- Existing places to be retained in the Heritage Overlay

Acknowledgements: State Government of Victoria - VicMap - Remap

Scale: 1:6500 @ A3
Coordinate System: GDA 1994 MGA Zone 55
### Table 10  Places to be removed as heritage overlays

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date created</th>
<th>Existing grading</th>
<th>Existing streetscape level</th>
<th>Heritage overlay</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stewarts &amp; Lloyds</td>
<td>157-165 City Road, South Melbourne</td>
<td>1939</td>
<td>-</td>
<td>-</td>
<td>HO367</td>
<td>Remove from HO Map and 43.01s, demolished.</td>
</tr>
<tr>
<td>Southern Cross Service Station, later Ampol Service Station</td>
<td>109-117 Clarendon Street, Southbank</td>
<td>1926</td>
<td>-</td>
<td>-</td>
<td>HO377</td>
<td>Remove from HO Map and 43.01s, demolished.</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date created</td>
<td>Existing grading</td>
<td>Existing streetscape level</td>
<td>Heritage overlay</td>
<td>Recommendation</td>
</tr>
<tr>
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</tr>
<tr>
<td>Clarendon Street rail-over-road bridge</td>
<td>Clarendon Street, South Melbourne</td>
<td>1880s</td>
<td>-</td>
<td>-</td>
<td>HO378</td>
<td>Remove from HO Map and 43.01s, bridge demolished and HO mapped in error.</td>
</tr>
<tr>
<td>Former cider factory and Tiara Apartments</td>
<td>46-50 Haig Street, Southbank</td>
<td>1910</td>
<td>C</td>
<td>2</td>
<td>HO380</td>
<td>Remove from HO Map and 43.01s, demolished.</td>
</tr>
<tr>
<td>Former Halford Timber, Southside Business Park</td>
<td>93-119 Kavanagh Street, Southbank</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>HO381</td>
<td>Remove from HO Map and 43.01s, demolished.</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date created</td>
<td>Existing grading</td>
<td>Existing streetscape level</td>
<td>Heritage overlay</td>
<td>Recommendation</td>
</tr>
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<td>-------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Former Thomas Warburton &amp; Co. Yarra Condos Apartments, Southbank Condos Apartments</td>
<td>34-52 Kavanagh Street &amp; 88-98 Southbank Boulevard, Southbank</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>HO384</td>
<td>Remove from HO Map and 43.01s. demolished.</td>
</tr>
<tr>
<td>Alcock's Billiard Tables</td>
<td>23-31 Sturt Street, Southbank</td>
<td>C</td>
<td>2</td>
<td>C</td>
<td>HO388</td>
<td>Remove from HO Map and 43.01s. demolished.</td>
</tr>
<tr>
<td>Victorian College of the Arts</td>
<td>43 Sturt Street, Southbank</td>
<td>C</td>
<td>3</td>
<td>C</td>
<td>HO389</td>
<td>Remove from HO Map and 43.01s and replace with new HO for GPO workshops.</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date created</td>
<td>Existing grading</td>
<td>Heritage overlay</td>
<td>Recommendation</td>
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<td>--------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Former Melford Motors</td>
<td>102-118 Sturt Street, Southbank</td>
<td>1936</td>
<td>C</td>
<td>HO391</td>
<td>Remove from HO Map and 43.01s, demolished.</td>
<td></td>
</tr>
<tr>
<td>Buchanan &amp; Brock</td>
<td>20 Convention Centre Place (formerly Lorimer Street), South Wharf</td>
<td>1872</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Former Aircraft Corporation hangar</td>
<td>344-370 Lorimer Street, Port Melbourne &amp; 231-249 Todd Road, Port Melbourne</td>
<td>1936</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date created</td>
<td>Existing grading</td>
<td>Existing streetscape level</td>
<td>Heritage overlay</td>
<td>Recommendation</td>
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</tr>
<tr>
<td>Tram shelter</td>
<td>St Kilda Road, Southbank</td>
<td>1916</td>
<td>A</td>
<td>1</td>
<td>HO899</td>
<td>Remove from HO Map and 43.01s, mapped in error.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>See HO460 in City of Port Phillip Planning Scheme.</td>
</tr>
<tr>
<td>Former South Melbourne streets and Commonwealth Clothing Factory</td>
<td>62-104 Coventry Street, Southbank</td>
<td>1993</td>
<td>-</td>
<td>-</td>
<td>HO5</td>
<td>Remove from HO Map and 43.01s, place demolished, streets not significant.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>See St Kilda Road Boulevard proposed HO.</td>
</tr>
<tr>
<td>Duplicate of HO910</td>
<td>234-254 St Kilda Road, South Melbourne</td>
<td></td>
<td></td>
<td>HO387</td>
<td></td>
<td>Remove from 43.01s, HO387 does not exist on planning maps and appears to be a duplication of HO910.</td>
</tr>
</tbody>
</table>
Figure 88.1 Demolished places for removal from the Heritage Overlay
Figure 88.2 Demolished places for removal from the Heritage Overlay
Figure 88.4 Demolished places for removal from the Heritage Overlay
# Table 11  Proposed new heritage overlays

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Existing grading</th>
<th>Existing grading</th>
<th>Building</th>
<th>Streetscape</th>
<th>Building</th>
<th>Streetscape</th>
<th>Building</th>
<th>Streetscape</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bolte Bridge</td>
<td>City Link Freeway, Docklands</td>
<td>1996-1999</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A</td>
<td>3</td>
<td>Significant</td>
<td>-</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Bolte Bridge.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New St John’s Lutheran Church</td>
<td>20 City Road, Southbank</td>
<td>1992</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C</td>
<td>3</td>
<td>Significant</td>
<td>-</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as New St John’s Lutheran Church, 20 City Road, Southbank.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. P. Motors Pty Ltd</td>
<td>35-41 City Road, Southbank</td>
<td>1939-1940</td>
<td>C</td>
<td>2</td>
<td>C</td>
<td>2</td>
<td>Significant</td>
<td>-</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1202 (also part of precinct). Priority assessment, now part of C280 permanent HO.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crown Chemicals, Anderson &amp; Sons printing works</td>
<td>63-65 City Road, Southbank</td>
<td>1915</td>
<td>B</td>
<td>2</td>
<td>C</td>
<td>2</td>
<td>Significant</td>
<td>-</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1200 (also part of precinct). Priority assessment, now part of C280 permanent HO.</td>
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<tr>
<td>Kosky Bros. Pty Ltd furriers</td>
<td>67-69 City Road, Southbank</td>
<td>1923-1924</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C</td>
<td>2</td>
<td>Significant</td>
<td>-</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kosky Bros. Pty Ltd furriers, 67-69 City Road, Southbank.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Recommended grading using existing system</td>
<td>Recommended grading using new system (c258)</td>
<td>Recommendation</td>
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</tr>
<tr>
<td>Maurice Artaud &amp; Co.</td>
<td>71-75 City Road, Southbank</td>
<td>1911</td>
<td>B</td>
<td>C 2</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Maurice Artaud, 71-75 City Road, Southbank.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Spencer Street Bridge</td>
<td>Clarendon &amp; Spencer streets Southbank</td>
<td>1929-1930</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A 3</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Spencer Street Bridge, Spencer Street Melbourne and Clarendon Street, Southbank.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eckersley &amp; Sons</td>
<td>93-103 Clarendon Street, Southbank</td>
<td>1913</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 2</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Eckersley &amp; Sons Soda Fountain Works.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Tramway electricity substation</td>
<td>67-69 Clarke Street, Southbank</td>
<td>1926</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 3</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Tramway Electricity Substation 'S', 67-69 Clark Street, Southbank.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Thornycroft (Aust.) Ltd, later Herald Sun television studio</td>
<td>49-61 Coventry Street &amp; 50 Dorcas Street, Southbank</td>
<td>1930</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 3</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Herald Sun Television Studio, 50 Dorcas Street, Southbank.</td>
<td></td>
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</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Recommended grading using existing system</td>
<td>Recommended grading using new system (c258)</td>
<td>Recommendation</td>
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</tr>
<tr>
<td>William M. &amp; Thomas Anderson factory, Lanes Motors</td>
<td>52-66 Dorcas Street, Southbank</td>
<td>1912, 1930-1936</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 3 Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Lanes Motors, 52-66 Dorcas Street, Southbank.</td>
<td></td>
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<td></td>
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<tr>
<td>Vault sculpture</td>
<td>Grant Street &amp; Dodds Street, Southbank</td>
<td>1980</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A 2 Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Vault Sculpture, Grant Street, Southbank.</td>
<td></td>
<td></td>
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<tr>
<td>Austral Otis engineering works</td>
<td>63 Kings Way &amp; 127-129 Kavanagh Street, Southbank</td>
<td>1888</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 2 Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Austral Otis, 127-129 Kavanagh Street, Southbank.</td>
<td></td>
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<tr>
<td>Kings Way Bridge</td>
<td>Kings Way Southbank</td>
<td>1959-1961</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 3 Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kings Way Bridge.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Government Aircraft Factory (GAF) Boeing</td>
<td>226 Lorimer Street, Port Melbourne</td>
<td>1939</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 3 Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Government Aircraft Factory, 226 Lorimer Street, Port Melbourne.</td>
<td></td>
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</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Recommended grading using existing system</td>
<td>Recommended grading using new system (c258)</td>
<td>Recommendation</td>
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</tr>
<tr>
<td>Commonwealth Aircraft Corporation (CAC)</td>
<td>226 Lorimer Street, Port Melbourne</td>
<td>1936</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C</td>
<td>3</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Commonwealth Aircraft Corporation, 262-276, Lorimer Street, Port Melbourne.</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Aeronautical Research Laboratories</td>
<td>502-550 Lorimer Street, Port Melbourne</td>
<td>1939</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>B</td>
<td>3</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed heritage overlay as Aeronautical Research Laboratories, 502-550 Lorimer Street, Port Melbourne.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Department of Defence</td>
<td></td>
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</tr>
<tr>
<td>Queens Bridge Hotel</td>
<td>1-7 Queens Bridge Street, Southbank</td>
<td>1927</td>
<td>C</td>
<td>3</td>
<td>C</td>
<td>3</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Priority assessment, now part of C280 permanent HO., 1-7 Queens Bridge Street, Southbank.</td>
<td></td>
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<tr>
<td>Robur Tea Company factory warehouse</td>
<td>107-127 Queens Bridge Street, Southbank</td>
<td>1910</td>
<td>D</td>
<td>1</td>
<td>C</td>
<td>2</td>
<td>Significant</td>
<td>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Robur Tea Company factory warehouse, 107-127 Queens Bridge Street, Southbank. Also within City Road industrial and warehouse precinct – priority assessment and now part of amendment C276 interim HO and c280 permanent HO.</td>
<td></td>
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</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Existing grading using existing system</td>
<td>Recommended grading using new system (c258)</td>
<td>Recommendation</td>
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<tr>
<td><strong>Castlemaine Brewery complex, adjoining brewing tower and bottling stores</strong></td>
<td>107-127, 129-131, &amp; 133 Queens Bridge Street, Southbank</td>
<td>1888, 1892</td>
<td>A</td>
<td>1</td>
<td>A 2</td>
<td>Significant &lt;br&gt;Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1201 as Castlemaine Brewery complex, 107-127, 129-131 &amp; 133 Queens Bridge Street, Southbank. Priority assessment, now part of amendment C276 interim HO and c280 permanent HO.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Kraft factory</strong></td>
<td>162 Salmon Street, Port Melbourne</td>
<td>1945, 1957</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A 3</td>
<td>Significant &lt;br&gt;Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kraft factory, 158-222 Salmon Street &amp; 91 Cook Street, Port Melbourne.</td>
<td></td>
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</tr>
<tr>
<td><strong>SEC electricity substation</strong></td>
<td>224 Salmon Street, Port Melbourne</td>
<td>1936</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 3</td>
<td>Significant &lt;br&gt;Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as SEC electricity substation, 224 Salmon Street, Port Melbourne.</td>
<td></td>
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</tr>
<tr>
<td><strong>GMH factory, numbers 3 &amp; 5</strong></td>
<td>241 Salmon Street, Port Melbourne</td>
<td>1945</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>B 3</td>
<td>Significant &lt;br&gt;Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as General Motors Holden factory, 241 Salmon Street, Port Melbourne.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>GMH factory engine and manufacturing plant</strong></td>
<td>241 Salmon Street &amp; 61-85 Cook Street, Port Melbourne</td>
<td>1950</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>C 3</td>
<td>Significant &lt;br&gt;Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as part of General Motors Holden factory precinct, Port Melbourne.</td>
<td></td>
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</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Recommended grading using existing system</td>
<td>Recommended grading using new system (c258)</td>
<td>Recommendation</td>
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<tr>
<td>GMH Social Centre</td>
<td>241 Salmon Street, Port Melbourne</td>
<td>1945</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A</td>
<td>Significant</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>GMH head office admin buildings</td>
<td>251 Salmon Street, Port Melbourne</td>
<td>1935-1936</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A</td>
<td>Significant</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>GMH Admin Buildings</td>
<td>261 Salmon Street, Port Melbourne</td>
<td>1935-1936</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A</td>
<td>Significant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St Kilda Road boulevard</td>
<td>St Kilda Road, Southbank, Princes Bridge to St Kilda Junction</td>
<td>1860s</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>A</td>
<td>Significant</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

Add to Heritage Places Inventory, HO Map and 43.01s.
Proposed HO as part of General Motors Holden factory precinct, and individually as General Motors Holden Social Centre.
Nominate to Victorian Heritage Register.

Add to Heritage Places Inventory, HO Map and 43.01s.
Proposed HO as part of General Motors Holden factory precinct, and individually as General Motors Holden head office administration building, 251 Salmon Street, Port Melbourne.
Nominate to Victorian Heritage Register.

Add to Heritage Places Inventory, HO Map and 43.01s.
Proposed HO as part of General Motors Holden factory precinct, and individually as General Motors Holden administration building, 261 Salmon Street, Port Melbourne.
Nominate to Victorian Heritage Register.

Add to Heritage Places Inventory, HO Map and 43.01s.
Proposed HO as St Kilda Road boulevard, replacing parts of HO5 and HO6.
Resolve boundary to that of VHR listing H2359.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Existing grading</th>
<th>Recommended grading using existing system</th>
<th>Recommended grading using new system (c258)</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repatriation Commission Outpatients Clinic, part of Victoria Barracks</td>
<td>256-310 St Kilda Road, Southbank</td>
<td>1937</td>
<td>No existing grading</td>
<td>A 1</td>
<td>Significant</td>
<td>Significant</td>
</tr>
<tr>
<td>Victoria Barracks</td>
<td>256-310 St Kilda Road, Southbank</td>
<td>1860</td>
<td>A 1</td>
<td>A 1</td>
<td>Significant</td>
<td>Significant</td>
</tr>
<tr>
<td>General Post Office (GPO) garage, stores &amp; workshops</td>
<td>45-99 Sturt Street, Southbank</td>
<td>1930-1937, 1940-1944</td>
<td>C 3</td>
<td>C 2</td>
<td>Significant</td>
<td>-</td>
</tr>
<tr>
<td>Commonwealth Artificial Limb Factory</td>
<td>242-246 Sturt Street, Southbank</td>
<td>1918</td>
<td>No existing grading</td>
<td>C 3</td>
<td>Significant</td>
<td>-</td>
</tr>
<tr>
<td>West Gate Bridge</td>
<td>West Gate Freeway, Port Melbourne</td>
<td>1968-1978</td>
<td>No existing grading</td>
<td>A 3</td>
<td>Significant</td>
<td>-</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Existing grading</td>
<td>Recommended grading using existing system</td>
<td>Recommended grading using new system (c258)</td>
<td>Recommendation</td>
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</tr>
<tr>
<td>Electric substations - group</td>
<td>Various locations, Southbank</td>
<td>1890s - 1930s</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>D 3</td>
<td>Significant group - Add to Heritage Places Inventory, HO Map and 43.01s Proposed thematic group/serial HO as Electric substations group.</td>
</tr>
<tr>
<td>Bluestone lanes - group</td>
<td>Various locations, Southbank</td>
<td>1870s</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>D 3</td>
<td>Significant group - Add to Heritage Places Inventory, HO Map and 43.01s Proposed thematic group/serial HO as Bluestone laneways group.</td>
</tr>
</tbody>
</table>
Figure 89.1 Proposed places for inclusion in the Heritage Overlay
Figure 89.2 Proposed places for inclusion in the Heritage Overlay.

- Study area
- Parcel boundary
- Building outline
- Tree canopy
- Heritage overlay evaluation
- Proposed places for inclusion in the Heritage Overlay

Legend:

- Metropolitan area
- Green space
- Other non-green space
- Heritage overlay

Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

Biosis Pty Ltd
Ballarat, Brisbane, Canberra, Hobart, Melbourne, Newcastle, Sydney, Wangaratta & Wollongong

Matter: 23066, Date: 23 June 2017, Checked by: GV, Drawn by: SSK, Last edited by: lmilne

Location: P:\23000s\23066\Mapping\23066_F89_Proposed.mxd

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Figure 89.3 Proposed places for inclusion in the Heritage Overlay
Figure 89.4 Proposed places for inclusion in the Heritage Overlay

Acknowledgements: State Government of Victoria - WAAmb - File manager
### Table 12  Archaeological places proposed for inclusion in the Victorian Heritage Inventory

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Existing grading</th>
<th>Existing streetscape level</th>
<th>Recommended grading</th>
<th>Recommended streetscape level</th>
<th>New grading system</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Melbourne Post Office site – archaeological</td>
<td>229 City Road, South Melbourne</td>
<td>1884</td>
<td>No existing grading</td>
<td>No existing grading</td>
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<td>No existing grading</td>
<td>2</td>
<td>Significant Add to Heritage Places Inventory. Nominated to Victorian Heritage Inventory.</td>
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<tr>
<td>City Road Park Castlemaine Hotel Archaeological Site</td>
<td>135 Queens Bridge Street, Southbank</td>
<td>1882</td>
<td>No existing grading</td>
<td>No existing grading</td>
<td>D</td>
<td>No existing grading</td>
<td>3</td>
<td>Significant Add to Heritage Places Inventory. Nominated to Victorian Heritage Inventory.</td>
</tr>
</tbody>
</table>
### Table 13  Places for future heritage assessment

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Recommended grading</th>
<th>Recommended streetscape level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draffin Bros. Everhot Ltd factory</td>
<td>43-47 City Road, Southbank</td>
<td>1928</td>
<td>D</td>
<td>2</td>
</tr>
<tr>
<td>Melbourne Towing Service</td>
<td>167-169 City Road, Southbank</td>
<td>1950</td>
<td>C-D</td>
<td>2</td>
</tr>
<tr>
<td>W. J. Bush Ltd / Potter &amp; Moore, now Urban Central</td>
<td>344 City Road, Southbank</td>
<td>1940</td>
<td>D</td>
<td>2</td>
</tr>
<tr>
<td>Buckeye Harvester Co., Kelly &amp; Lewis, motor garage</td>
<td>56-58 Clarendon Street, Southbank</td>
<td>1950</td>
<td>D</td>
<td>3</td>
</tr>
<tr>
<td>Evan Walker Bridge</td>
<td>Yarra River, Southbank</td>
<td>1992</td>
<td>C</td>
<td>3</td>
</tr>
<tr>
<td>Melbourne Convention Centre</td>
<td>Convention Centre Place, South Wharf</td>
<td>1996</td>
<td>C</td>
<td>2</td>
</tr>
<tr>
<td>Melbourne Exhibition Centre</td>
<td>Convention Centre Place, South Wharf</td>
<td>1996</td>
<td>B</td>
<td>2</td>
</tr>
<tr>
<td>VCA Drama School</td>
<td>30 Dodds Street, Southbank</td>
<td>2001-2004</td>
<td>C-D</td>
<td>2</td>
</tr>
<tr>
<td>S &amp; K Motors</td>
<td>35-37 Hancock Street, Southbank</td>
<td>1965</td>
<td>C</td>
<td>3</td>
</tr>
<tr>
<td>Stewarts &amp; Lloyds</td>
<td>704-744 Lorimer Street, Port Melbourne</td>
<td>1945</td>
<td>D</td>
<td>3</td>
</tr>
<tr>
<td>International Harvester Factory</td>
<td>748-766 Lorimer Street, Port Melbourne</td>
<td>1961</td>
<td>D</td>
<td>3</td>
</tr>
<tr>
<td>Charles Grimes Bridge</td>
<td>Montague Street, Southbank</td>
<td>1999-2001</td>
<td>D</td>
<td>3</td>
</tr>
<tr>
<td>Southern Cross Windmills</td>
<td>18-24 Moray Street, Southbank</td>
<td>1937</td>
<td>D</td>
<td>3</td>
</tr>
<tr>
<td>MFB Station No 38</td>
<td>26-40 Moray Street, Southbank</td>
<td>1991</td>
<td>C</td>
<td>3</td>
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<tr>
<td>Royco Australia Pty Ltd / Children's Court</td>
<td>9-15 Queens Bridge Street, Southbank</td>
<td>1930</td>
<td>D</td>
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<tr>
<td>Crown Promenade Hotel</td>
<td>40-56 Queens Bridge Street, Southbank</td>
<td>2003</td>
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<tr>
<td>Vacuum Oil Co. stores</td>
<td>87-89 Queens Bridge Street, Southbank</td>
<td>1930</td>
<td>C</td>
<td>3</td>
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<tr>
<td>Eureka Tower</td>
<td>3-7 Riverside Quay, Southbank</td>
<td>2002-2006</td>
<td>C</td>
<td>3</td>
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<tr>
<td>Name</td>
<td>Address</td>
<td>Date</td>
<td>Recommended grading</td>
<td>Recommended streetscape level</td>
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<tr>
<td>----------------------------------------------</td>
<td>---------------------------------------------------</td>
<td>------------</td>
<td>----------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Melbourne Theatre Company</td>
<td>140 Southbank Boulevard, Southbank</td>
<td>2009</td>
<td>C</td>
<td>2</td>
</tr>
<tr>
<td>Southgate</td>
<td>3 Southgate Avenue, Southbank</td>
<td>1990-1992</td>
<td>D</td>
<td>2</td>
</tr>
<tr>
<td>Vacuum Oil / Mobil / Southgate Apartments</td>
<td>28-32 Southgate Avenue, Southbank</td>
<td>1960/1996</td>
<td>D</td>
<td>3</td>
</tr>
<tr>
<td>Melbourne Recital Centre</td>
<td>31 Sturt Street, Southbank</td>
<td>2009</td>
<td>A</td>
<td>1</td>
</tr>
<tr>
<td>Malthouse Plaza / ACCA</td>
<td>111 Sturt Street, Southbank</td>
<td>2002</td>
<td>A</td>
<td>2</td>
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<tr>
<td>SEC workshops / SP AusNet</td>
<td>90 Turner Street, Port Melbourne</td>
<td>1960</td>
<td>D</td>
<td>3</td>
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<tr>
<td>SEC electricity switching yard / SP AusNet</td>
<td>108-130 Turner Street, Port Melbourne</td>
<td>1960</td>
<td>D</td>
<td>3</td>
</tr>
<tr>
<td>Shell West Gate service centre</td>
<td>West Gate Freeway, Fishermans Bend</td>
<td>1990</td>
<td>D</td>
<td>3</td>
</tr>
<tr>
<td>Southern Link elevated road</td>
<td>West Gate Freeway, Southbank</td>
<td>1987-1988</td>
<td>D</td>
<td>3</td>
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<tr>
<td>Crown Casino</td>
<td>2-68 Whiteman Street, Southbank</td>
<td>1997</td>
<td>C</td>
<td>2</td>
</tr>
</tbody>
</table>
Figure 90.1 Further places with future potential for heritage assessment

- Study area
- Parcel boundary
- Tree canopy
- Building outline
- Heritage overlay evaluation
- Further places with future potential for heritage assessment

Legend:

- Study area
- Parcel boundary
- Tree canopy
- Building outline
- Heritage overlay evaluation
- Further places with future potential for heritage assessment

Scale: 1:6,500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

Biosis Pty Ltd
Ballarat, Brisbane, Canberra, Hobart, Melbourne, Newcastle, Sydney, Wangaratta & Wollongong

Matter: 23066,
Date: 21 April 2017,
Checked by: GV, Drawn by: SSK, Last edited by: lmilne

Figure 90.1 Further places with future potential for heritage assessment

0 100 200 300 Metres
Figure 90.2 Further places with future potential for heritage assessment
Figure 90.3 Further places with future potential for heritage assessment
Figure 90.4 Further places with future potential for heritage assessment
6 Bibliography

The following reports and sources were used in preparing the thematic history for this study. Specific references are included in the footnotes.


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The Argus

Emerald Hill Record

Police News

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Appendix 1 Citations for proposed new precinct heritage overlays
### A1.1 City Road industrial and warehouse precinct

<table>
<thead>
<tr>
<th>Place Name: City Road industrial and warehouse precinct</th>
<th>Heritage Overlay: HO</th>
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<table>
<thead>
<tr>
<th>Address: City Road, Queens Bridge Street, Southbank</th>
<th>Heritage precinct overlay: Proposed</th>
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</thead>
</table>

<table>
<thead>
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<th>Constructed: 1880s-1930s</th>
<th>Heritage overlay(s): Proposed</th>
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<th>Integrity: Good</th>
<th>Proposed grading: Significant precinct</th>
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<tr>
<th>Condition: Good</th>
<th>Condition:</th>
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<table>
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<tr>
<th>Significance: Historic, Aesthetic, Social</th>
<th>Significance:</th>
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<th>Thematic Context: Victoria's framework of historical themes</th>
<th>Thematic Context:</th>
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<tr>
<th>City of Melbourne thematic environmental history</th>
<th>Context:</th>
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</table>

<table>
<thead>
<tr>
<th>5.3 – Marketing and retailing, 5.2 – Developing a manufacturing capacity</th>
<th>5.3 – Developing a large, city-based economy, 5.5 – Building a manufacturing industry</th>
</tr>
</thead>
</table>

### History

The south bank of the Yarra River developed as a shipping and commercial area from the 1840s, although only scattered buildings existed prior to the later 19th century. Queens Bridge Street (originally called Moray Street North, along with City Road, provided the main access into South and Port Melbourne from the city when the only bridges available for foot and wheel traffic were the Princes the Falls bridges.

The Kearney map of 1855 shows land north of City Road (then Sandridge Road) as poorly-drained and avoided on account of its flood-prone nature. To the immediate south was Emerald Hill. The Port Melbourne railway crossed the river at The Falls and ran north of City Road. By the time of Commander Cox's 1866 map, some industrial premises were located on the Yarra River bank and walking tracks connected them with the Sandridge Road and Emerald Hill.

City Road and Queens Bridge Street became important commercial thoroughfares with numerous warehouses and factories. For example, Robur Tea had two separate warehouse buildings, one on Clarendon Street and the other on Queens Bridge Street. The Castlemaine Brewery erected its two two-storey bottling stores and central five-storey brew tower in 1888 at 115-133 Queens Bridge Street. Jones Bond Store, Murphy's modellers and engineering firm Austral Otis also established factories in the area in the 1880s.

Much of City Road was devoted to businesses supplying the building industry in Melbourne's boom periods. J. Wright & Son's Carron Timber Yards were located on the corner of Sturt Street and City...
Road near Princes Bridge, with the timber yards covering several blocks. James Wright was also responsible for erecting many buildings around Melbourne and in the local Southbank area, and as such had a very substantial physical impact on the character and streetscapes of Melbourne. Wright's rival was John Sharp & Sons, who erected a large premises a little further down City Road in 1912, but had operated on the site from at least the 1890s.

The Port Melbourne cable tramway service was opened along City Road as the second-last cable line to be opened in 1890. Numerous service lanes were created by private subdivisions in the 1870s, and inevitably were paved with bluestone pitchers. Other services essential to the operation of the business included banks and hotels, both of which were located on City Road, while the South Melbourne Primary School was erected to provide education to the children of the local workers.

In the 1890s a slump in industrial activity delayed development in the area, but it revived by the turn of the century. City Road gained a number of warehouses serving wholesale businesses with clothing, chemicals and machinery – the dominant products – such as Crown Chemical, Anderson’s printing works and wholesale furriers Kosky Bros. Maurice Artaud built a three-storey brick warehouse and factory in 1911 for his import and hat manufacturing trade, and at the other end of City Road, W. J. Bush Ltd and Potter & Moore established a large warehouse for their perfume & cosmetics trade. Residential areas were interspersed among the factories and warehouses, but by the mid-20th century, these had been replaced by more industrial organisation.

In the early-20th century a new trade also emerged with a number of motor vehicle traders, repairers and manufacturers. Sharp’s Timber was taken over by General Motors (Australia) for a little over a
decade before they moved to their new Fishermans Bend plant, and International Harvesters took over the City Road buildings. G.P. Motors was one of several motor garages, which continued to be a dominant type business in the area into the 1960s.

The greatest change in the area occurred in the 1990s when the Southgate development acted as catalyst for major change, with offices and apartments replacing many of the former industrial premises. The remaining buildings, however, still reflect their former uses and maintain the character of the area.

Description

The boundary of the City Road industrial and warehouse precinct is identified as HO1 in the planning scheme maps.

The precinct extends from near St Kilda Road to the West Gate Freeway, encompassing properties along City Road, the southern end of Queens Bridge Street, parts of Kavanagh Street and Moray Street. A number of small, bluestone-cobbled laneways are also within the precinct, reflecting the former industrial and residential character where properties were serviced through these rear laneways.

Significant and contributory development in the precinct dates from the late-19th century through to the inter-war period. Some places of heritage value may also be outside this date range, reflecting the continuing evolution of the precinct as a commercial and warehousing area with associated activities into the mid-20th century. The precinct is made up of mainly commercial, warehousing and manufacturing industry, with no surviving residential places. However, a hotel, a bank and the South Melbourne Primary School reflect the civic and support facilities this relatively self-contained community required. A number of small, brick electricity substations point to the supply of power of the industry, initially through the Melbourne Electric Supply Company.

The precinct incorporates a small range of building types, including small, single-storey factory buildings with brick masonry walls and corrugated iron roofs, as well as larger, multi-story structures with more elaborate architect-designed facade forms. The predominant styles are a mix of Edwardian and inter-war styles, including several buildings demonstrating a tall-arched American Romanesque form, which is more common in the Central Activities District in areas like Flinders Lane, but is uncommon at Southbank. Examples include Maurice Artaud & Co. at 71-75 City Road, Crown Chemicals at 63-65 City Road, and the Robur Tea Warehouse at 107 Queens Bridge Street. The variety of electricity substations in utilitarian forms are representative of the contemporary styles of their period of construction, with elements of simple Edwardian and Moderne.

Earlier surviving buildings present themselves as large, Victorian red-and-polychrome brick forms, such as the Jones Bond Store and the mansard-roofed Castlemaine Brewery. These are complemented by the castellated-polychrome South Melbourne Primary School, and reflect earlier Victorian styles in the area.

Two large, double-storey brick masonry facades dominate the south side of City Road, covering most of two whole blocks. These were the public faces of the timber yards and sawmills of James Moore and Sharp & Sons which, with Wright's Carron Timber Yards, dominated the Southbank streetscape from the end of the 19th century into the 1920s. These buildings were fairly plain in style with repeating forms of classically-derived arched windows in the case of Moore's, and Edwardian parapeted and rendered masonry form divided horizontally by capped and ribbed pilasters in the case of Sharp and Sons.
The later buildings in the precinct reflect the changing styles during the inter-war period, such as G. P. Motors with its Streamlined Moderne style giving expression to the modern motor industry.

The contributory places included in this precinct are listed in Table 14.

Table 14  Contributory places in City Road precinct

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Individually significant or contributory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stone-pitched lane</td>
<td>Blakeney Place, Sml639</td>
<td>Contributory</td>
</tr>
<tr>
<td>Stone-pitched lane</td>
<td>Lane off Sm0477, Catherine Street</td>
<td>Contributory</td>
</tr>
<tr>
<td>Stone-pitched lane</td>
<td>Sm0199 off City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>G. P. Motors Pty Ltd</td>
<td>35-41 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>Draffin Bros. Everhot factory</td>
<td>43-47 City Road</td>
<td>Contributory</td>
</tr>
<tr>
<td>Crown Chemicals, Anderson &amp; Sons printing works</td>
<td>63-65 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>Kosky Bros. Pty Ltd furriers</td>
<td>67-69 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>Maurice Artaud &amp; Co.</td>
<td>71-75 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>James Moore timber yard facade</td>
<td>133-139 141-155 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>Melbourne Towing Service</td>
<td>167-169 City Road</td>
<td>Contributory</td>
</tr>
<tr>
<td>Sharps &amp; Sons Timber, General Motors (Australia), International House</td>
<td>171-193, 195-205, City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>Boyd Community Hub State School No 2686, later J. H. Boyd Domestic College</td>
<td>207-227 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>South Melbourne Post Office site – archaeological</td>
<td>229 City Road</td>
<td>Contributory</td>
</tr>
<tr>
<td>Main Point Hotel</td>
<td>235-239 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>Gregerson Motor Garage</td>
<td>245-261 City Road</td>
<td>Contributory</td>
</tr>
<tr>
<td>Bank of New South Wales</td>
<td>269-283 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>Edward Murphy warehouse and workshop</td>
<td>272 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>Murphy’s Building, Australian Chemicals / Scott Paint Works</td>
<td>276-282 City Road</td>
<td>Individually Significant</td>
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<tr>
<td>White &amp; Hancock, Malcolm Moore</td>
<td>296-306 City Road</td>
<td>Individually Significant</td>
</tr>
<tr>
<td>W. J. Bush Ltd / Potter &amp; Moore</td>
<td>344 City Road</td>
<td>Contributory</td>
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<tr>
<td>Stone-pitched lane</td>
<td>Lane Sml0337 adjacent to 54 Clarendon Street</td>
<td>Contributory</td>
</tr>
<tr>
<td>Buckeye Harvester Co., Kelly &amp; Lewis motor garage</td>
<td>56-58 Clarendon Street</td>
<td>Contributory</td>
</tr>
</tbody>
</table>
### Comparative analysis

The precinct retains the last substantial group of original late-19th and early-20th century buildings in the Southbank and Fishermans Bend areas. The precinct compares with the ‘Rag Trade’ district of Flinders Lane with its prominence of tall, American Romanesque arches. Other former concentrations of industrial and warehouse buildings, such as West Melbourne and South Carlton, have been diminished through re-development in recent decades.

### Assessment of significant areas and elements

**What is significant?**

The City Road industrial and warehouse precinct, located on City Road, Queens Bridge Street, Clarendon Street, Fawkner Street, Moray Street and adjacent laneways in Southbank, and comprising the extent of land and significant and contributory buildings.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Individually significant or contributory</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eckersley &amp; Sons soda fountain works</strong></td>
<td>93-103 Clarendon Street</td>
<td>Individually Significant</td>
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<tr>
<td><strong>Tramway electricity substation ‘S’</strong></td>
<td>67-69 Clarke Street</td>
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<tr>
<td><strong>Electricity substation</strong></td>
<td>79 Fawkner Street</td>
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<td>Fawkner Street adjacent to 11-13 Hancock St</td>
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<tr>
<td><strong>Stone-pitched lane</strong></td>
<td>Haig Lane</td>
<td>Contributory</td>
</tr>
<tr>
<td><strong>Stone-pitched lane</strong></td>
<td>Lane SN549 off Hancock St</td>
<td>Contributory</td>
</tr>
<tr>
<td><strong>Electricity substation</strong></td>
<td>33 Hancock Street</td>
<td>Contributory</td>
</tr>
<tr>
<td><strong>S &amp; K Motors</strong></td>
<td>35-37 Hancock Street</td>
<td>Contributory</td>
</tr>
<tr>
<td><strong>Austral Otis engineering works, later Regent House</strong></td>
<td>127-129 Kavanaugh St, 63-83 Kings Way</td>
<td>Individually Significant</td>
</tr>
<tr>
<td><strong>Jones Bond store</strong></td>
<td>1 Riverside Avenue &amp; Southbank Boulevard</td>
<td>Individually Significant</td>
</tr>
<tr>
<td><strong>Electricity substation</strong></td>
<td>7 Moray Street</td>
<td>Contributory</td>
</tr>
<tr>
<td><strong>Southern Cross Windmills</strong></td>
<td>18-24 Moray Street</td>
<td>Contributory</td>
</tr>
<tr>
<td><strong>MFB Station No 38</strong></td>
<td>26-40 Moray Street</td>
<td>Contributory</td>
</tr>
<tr>
<td><strong>Stone-pitched lane</strong></td>
<td>Lane PL5195, southeast of 76-80 Power Street</td>
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</tr>
<tr>
<td><strong>Vacuum Oil Co. stores</strong></td>
<td>87-89 Queens Bridge Street</td>
<td>Contributory</td>
</tr>
<tr>
<td><strong>Robur Tea Company factory &amp; warehouse</strong></td>
<td>107-127 Queens Bridge Street</td>
<td>Individually Significant</td>
</tr>
<tr>
<td><strong>Castlemaine Brewery complex with brewing tower and bottling stores adjoining</strong></td>
<td>129-131 Queens Bridge Street</td>
<td>Individually Significant</td>
</tr>
<tr>
<td><strong>City Road Park / Castlemaine Hotel – archaeological</strong></td>
<td>135 Queens Bridge Street</td>
<td>Contributory</td>
</tr>
</tbody>
</table>
How is it significant?

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

Why is it significant?

For its rare, surviving industrial and commercial buildings that 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 20th century, and as such is representative of the major industrial development that occurred in the Victorian and inter-war periods.

The surviving buildings in the precinct are aesthetically significant for their range of late-Victorian, Edwardian and inter-war architectural treatments of commercial and industrial premises which, despite being utilitarian, still demonstrated a finely-resolved presentation to the street. This is evidence of the role that buildings' appearances had as part of a company's public face in marketing and promotion. Styles employed reflect the fashions of the time, whether classically-derived, arts-and-craft-inspired or Streamlined Moderne, indicating that functional spaces were seen as contributing to the aesthetic character of the city.

Contributory elements

- The scale and character of the one- to five-storey factory and warehouse buildings constructed in City Road, Queens Bridge Street and surrounding streets between the late-19th century and World War II and the predominant building forms and materials of the precinct.
- The traditional association with mercantile and motoring activities.

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. The relevant criteria are set out below:

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Description</th>
<th>Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>A:</td>
<td>Importance to the course, or pattern, of our cultural or natural history.</td>
<td>The distinctive mercantile and industrial character of the precinct marks it as an important aspect of the city's history.</td>
</tr>
<tr>
<td>B:</td>
<td>Possession of uncommon, rare or endangered aspects of our cultural or natural history.</td>
<td></td>
</tr>
<tr>
<td>C:</td>
<td>Potential to yield information that will contribute to an understanding of our cultural or natural history</td>
<td></td>
</tr>
<tr>
<td>D:</td>
<td>Importance in demonstrating the principal characteristics of a class of cultural or natural places and objects.</td>
<td></td>
</tr>
</tbody>
</table>
Criterion | Description | Application
--- | --- | ---
E: Importance in exhibiting particular aesthetic characteristics. | The range of architectural styles as applied to mercantile buildings forms an unusual but cohesive grouping.

F: Importance in demonstrating a high degree of creative or technical achievement at a particular period

G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

H: Special association with the life or works of a person, or group of persons, of importance in our history.

Recommendations
Include as precinct inside the Capital City Zone in the heritage overlay.
Revise Heritage Places Inventory.

References

**Primary heritage study**

**Other heritage studies**
Building Identification Forms 1997 (BIF).

**Maps**
MBMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.
City of Melbourne CoMMAP.

**Other references**
Sands & McDougall Melbourne & Suburban Directories.
South Melbourne Rate Books.
## A1.2 Lower South Wharf shipping sheds and berths precinct

<table>
<thead>
<tr>
<th>Place Name:</th>
<th>Lower South Wharf shipping sheds and berths heritage precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>208, 641-713, 593-629 &amp; 593-611 Lorimer Street, Port Melbourne</td>
</tr>
<tr>
<td>Category:</td>
<td>wharf</td>
</tr>
<tr>
<td>Constructed:</td>
<td>1950s</td>
</tr>
<tr>
<td>Builder:</td>
<td>Melbourne Harbour Trust</td>
</tr>
<tr>
<td>First owner:</td>
<td>Melbourne Harbour Trust</td>
</tr>
<tr>
<td>Integrity:</td>
<td>Good</td>
</tr>
<tr>
<td>Condition:</td>
<td>Good</td>
</tr>
<tr>
<td>Thematic Context:</td>
<td>Victoria's framework of historical themes</td>
</tr>
<tr>
<td>Thematic Context:</td>
<td>City of Melbourne thematic environmental history</td>
</tr>
<tr>
<td>Heritage precinct overlay:</td>
<td>Proposed</td>
</tr>
<tr>
<td>Heritage overlay(s):</td>
<td>Proposed</td>
</tr>
<tr>
<td>Proposed grading:</td>
<td>Significant precinct</td>
</tr>
<tr>
<td>Victorian Heritage Register:</td>
<td>No</td>
</tr>
<tr>
<td>Significance:</td>
<td>Historic, social</td>
</tr>
</tbody>
</table>

**Place Name:** Lower South Wharf shipping sheds and berths heritage precinct  
**Citation No:**  
**Heritage overlay:**  
**Address:** 208, 641-713, 593-629 & 593-611 Lorimer Street, Port Melbourne  
**Category:** wharf  
**Constructed:** 1950s  
**Builder:** Melbourne Harbour Trust  
**First owner:** Melbourne Harbour Trust  
**Integrity:** Good  
**Condition:** Good  
**Thematic Context:** Victoria's framework of historical themes, City of Melbourne thematic environmental history  
**Heritage precinct overlay:** Proposed  
**Heritage overlay(s):** Proposed  
**Proposed grading:** Significant precinct  
**Victorian Heritage Register:** No  
**Significance:** Historic, social
History

Melbourne’s river wharves had their genesis on the north bank of the Yarra River just below the rock bar, where the ‘Pool’ formed a natural berthing. As the city grew, wharves were constructed on both banks, and progressively extended downstream. The wharves were occasionally demolished and rebuilt when the river itself was widened. The Harbour Trust prepared a report to this effect early in its history, but the land was not reserved because, ‘the Government had in contemplation the vesting of the whole of the lands in West Melbourne Swamp, and all the unsold lands south of the river, in a commission as an endowment for educational purposes.’

By the 1920s the wharves had extended to the mouth of Victoria Dock. Modernisation of South Wharf commenced with the partial reconstruction of the No. 15 shed during 1941-1943 by day labour, and then the No. 27 shed in 1942-1943, also by day labour. In 1946, No. 27 shed was replaced entirely. Other works included the installation of approximately 550 metres of crane rails from berths 27 to 30 in 1943, and deck reconstruction in 1949 (Docklands Heritage Study).

These works resulted in South Wharf west of the old middle Swinging Basin emerging during this period as a major centre of activity within the port. During the 1950s the steel trade was also relocated to No. 21, South Wharf. Steel had previously been handled by conventional means at berths 1 through 4 and the Victoria Dock. The opening of new coal wharves at Appleton Dock, also in the 1950s, meant that the Harbour Trust could transfer its coal-loading facilities from five other berths at Victoria Dock and South Wharf.

In 1957, four six-ton cranes were erected at No. 21, South Wharf, at a cost of £153,114 for steel handling. By 1962, 30-32 South Wharf had a total length of 549 metres of berthing, ranking seventh largest in the port.

When No. 6 North Wharf was closed to shipping with the construction of the Charles Grimes Bridge in 1975, one of the Stothert and Pitt three-ton portal electric wharf cranes built by Marfleet & Height, which had been erected at Nos. 27 to 30 South Wharf (Annex) at the end of 1945, was transferred to the site for training purposes (Docklands Heritage Study).

Shed 30 was constructed in 1950 as part of modernisation of Melbourne Wharves, as they shifted from systems involving manhandling cargoes from ships to rail wagons to using large cranes and containers to transfer directly from ships to road vehicles.

Part of the site of shed 21 was also used for construction of the steel-framed two-storey Port Workers’ Amenities and Office Buildings by A. C. Leith of Bartlett & Partner in 1957. This was an attempt by the Harbour Trust to both meet the needs of the dockworkers and reduce the influence of the militant unions by removing some of the services that the unions had previously provided.

The site was also a focus of the 1960s and 1970s dockland wars, when union offices were set on fire, a great deal of intimidation occurred between the rival unions, and union election results were rigged. The dockland wars culminated in the disappearance of Arthur ‘The Ferret’ Nelson, whose car was found in the river at 21 South Wharf, and the killing of a 10-year-old boy who was a bystander to the violence between rivals within the Federated Ship Painters and Dockers Union.

Description

The South Wharf is constructed with a combination of timber piles, cross heads, walers and braces with either timber-planked decks or reinforced concrete. Several sections have had the original timber piles replaced with concrete.

Shed 21 is a large, welded steel-framed and corrugated iron clad shed with travelling cranes. It originally had seven bays but this number was reduced to 4.5 in recent years. The timber-piled
wharf also has a later-built concrete deck. Remnants of the former Webb Dock Rail Line run on the Lorimer Street verge beside the wharf. Other amenities buildings associated with the wharf were demolished about 10 years ago.

Shed 27 is a brick and corrugated iron clad shipping shed with 10 sets of sliding metal-finished doors to each side, elevation, and the timber floor is supported on timber piles with shear heads and cast iron connectors. Upper-level steel-framed windows give light at door-head height. There are no ridge lanterns and the eastern end has a brick-and-steel-framed section of two levels with a nearly flat roof, for offices, amenities and a dining room.

Shed 30 is a brick and corrugated iron clad shipping shed with 12 sets of sliding metal-finished doors to each side, elevation, and concrete floor supported on timber piles with shear heads and metal connectors. There are no ridge lanterns and the eastern end has a brick-and-steel-framed section of two levels set within the main shed roofline. This has steel-framed windows to the sides and in the gable end. The shed has been re-clad in zinclum in recent decades.

Shed 31 is a brick and corrugated iron clad shipping shed with nine sets of sliding metal-finished doors to each side, elevation, and a concrete floor supported on timber piles with shear heads and metal connectors. There are no ridge lanterns and the eastern end has a brick-and-steel-framed section of two levels with nearly flat roof, for offices, amenities and a dining room. A third level has been added to this in recent decades. The shed number is displayed in large, rendered, raised numerals on the side of the amenities block.

There are remnants of Shed 32 to the west, with two bays at the eastern end and six bays at the western end, although this has had the roof removed.

Contributory elements to the precinct include the following:

**Table 15 Contributory places in South Wharf precinct.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Recommended Grading</th>
<th>Recommended Streetscape Level</th>
<th>Contributory</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 South Wharf, steel sheds and cranes</td>
<td>208 Lorimer Street, Docklands</td>
<td>1950</td>
<td>C</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>27 South Wharf, Shed 27</td>
<td>641-713 Lorimer Street, Port Melbourne</td>
<td>1946</td>
<td>C</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>30 South Wharf, Shed 30</td>
<td>Rear, 593-629 Lorimer Street, Port Melbourne</td>
<td>1953</td>
<td>C</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>31 South Wharf, Shed 31</td>
<td>593-611 Lorimer Street, Port Melbourne</td>
<td>1953</td>
<td>C</td>
<td>3</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Shed 21

Shed 27
Shed 30

Shed 31

Comparative analysis
Of the thirty or so wharf sheds on the south side of the river, only sheds 2, 4-9, 21, 27, 30 and 31 survive. Elsewhere in the port, surviving wharf sheds comprise sheds 5 North Wharf, and 1-2, 9, 14, 22 and 24 Victoria Dock. Of these, the sheds of a similar style and period (i.e. 1950s-1960s), are confined to sheds 5 North Wharf and 14 Victoria Dock, although the latter was substantially rebuilt after World War II, from the shed that was first constructed in 1916-1917. Shed 9 was similarly rebuilt but retains more of its original form. Sheds 22 and 24, Victoria Dock are welded steel-portal-frame structures of the last period of manual handling for ships cargoes.
Assessment of significant areas and elements

What is significant?

The South Wharf shipping shed group comprising sheds 21, 27, 30 and 31 and the adjacent wharves, from east of Shed 21 to the west of Shed 31.

Contributory elements include:

- corrugated iron, timber and brick-clad pitched roof form,
- timber and concrete wharf aprons,
- timber-and-steel-clad sliding loading doors,
- steel-framed windows above door-head height, and
- two-storey amenities block at eastern ends of sheds 27 and 31.

How is it significant?

The South Wharf shipping shed group is historically and socially significant to Southbank and City of Melbourne.

Why is it significant?

The South Wharf shipping shed group is historically significant as these are some of the few surviving original structures reflecting the major post-World War II changes in wharf handling systems. They are among only a handful of wharf sheds that survived in the port, with five located downstream of the Charles Grimes Bridge.

The sheds are socially significant for the site's role in early attempts to change the power relationship between the Harbour Trust and the unions, in reducing the requirements for both labour and provision of amenities. This, however, resulted in the infamous 'dockland wars' of the 1960s and 1970s, leading to the Costigan Royal Commission.

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. The relevant criteria are set out below:

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Description</th>
<th>Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>A:</td>
<td>Importance to the course, or pattern, of our cultural or natural history.</td>
<td>Characteristic of former shipping and goods handling systems prior to containerisation.</td>
</tr>
<tr>
<td>B:</td>
<td>Possession of uncommon, rare or endangered aspects of our cultural or natural history.</td>
<td>The sheds are the last examples of their type in the Melbourne Docks.</td>
</tr>
<tr>
<td>C:</td>
<td>Potential to yield information that will contribute to an understanding of our cultural or natural history.</td>
<td></td>
</tr>
</tbody>
</table>
Criterion | Description | Application
--- | --- | ---
D: | Importance in demonstrating the principal characteristics of a class of cultural or natural places and objects. | The wharf sheds represent the former manual handling of goods prior to containerisation.
E: | Importance in exhibiting particular aesthetic characteristics. |
F: | Importance in demonstrating a high degree of creative or technical achievement at a particular period. |
G: | Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions. | The wharves and sheds have strong associations for their role in the union struggles and the docklands wars.
H: | Special association with the life or works of a person, or group of persons, of importance in our history. |

**Recommendations**

Include as a precinct outside the Capital City Zone in the heritage overlay.
Revise Heritage Places Inventory.

**References**

**Primary heritage study**
Bryce Raworth South Melbourne Conservation Study 1997 (no specific mention).

**Other heritage studies**
South Melbourne Conservation Study 1987 (no specific mention).
Building Identification Form 1997 (BIF).

**Other references**
Benjamin Hoare, *Jubilee History of the Melbourne Harbour Trust*: compiled from the original records of the Trust and from the Victorian Hansard 1842-1932.
Buckrich, Judith, ‘Dockland’s History’.
Newspaper articles and advertising


NEW STEEL BERTH FOR MELBOURNE

Work has commenced at Melbourne on No. 21 South Wharf, which will be converted into a special steel-handling berth at an estimated cost of £350,000. The work marks a further step in the Melbourne 'Harbour Trust's plan for full mechanisation of port, operations for faster turn-round of' shipping. Plans provide for a new shed and wharf and overhead cranes, enabling complete mechanical handling of steel from, ships to motor transport. A Harbour Trust official stressed the urgency of the new berth by pointing out that the Australian steel industry plans to raise its yearly output to 2,225,000 tons by 1952. At present steel is being dis-charged from ships at several different berths. By centralising steel handling the new berth will release other berths to handle general cargo. The berth will have four six-ton wharf cranes, with seven overhead bridge cranes within the .1-20-feet long shed. The cranes will be able to load bundles of steel direct from the ship to vehicles waiting on the roadway. The concrete roadway, also under construction, will be 100 feet wide. A feature of the specially designed shed will be that unloading cargo from a newly-arrived ship will not be affected by work on clearing cargo discharged by a previous vessel.


A. C. LEITH BARTLETT & PARTNERS.

Architects & Engineers, 458 St Kilda Road, Melbourne.


"Arson‘ in dockland war

MELBOURNE, Monday. - There were two developments today in Melbourne's 'waterfront war'.

Firstly the office of the Victorian brunch of the Federated Ship Painters and Dockers Union, in Lorimer Street, South Melbourne, was burnt out by what Arson Squad detectives believe was a petrol bomb.

Secondly, the car of Mr Alfred ("The Ferret") Nelson, 47, the branch welfare officer who is missing, believed murdered, was recovered from deep water at 21 South Wharf.

The union office was found burning at 3am and in the early confusion it was believed that ballot papers and results of the branch's December 10 election had been destroyed. However, the ballot papers, the certified results and related documents are safe in a city bank.

Mr Pat Shannon, the secretary of the Victorian branch of the dockers' union, said today the ballot papers had been put in the bank immediately after the election.

"We didn't want anything happening to them", he said.

Mr Shannon said the results of the election would be announced at the general meeting of the Victorian branch of the union tomorrow.
Three well-known dockers have not been seen in public since early in December and there is curiosity on the waterfront as to whether they will attend tomorrow's general meeting.

Police patrols have been watching the house of one of the men near the Port Melbourne football ground.

Mr Nelson has been missing from his house in Collingwood since the night of December 7. His bedclothes were pulled back and his watch and small change were neatly arranged on a bedside table. His friends and the police fear he may have been abducted while he was taking a shower.

Until his car was found on the bank of the Yarra at South Wharf today, they believed he had been ‘buried’ in it.

*Emerald Hill Record*, 16 Sep 1905 p. 4, 1 May 1873 p.3.

**Maps**

- MMBW Sewerage Plan, 1 inch to 160 feet, 1897.
- The City of Melbourne CoMMap.
Figure 92: Proposed South Wharf shipping sheds and berths heritage precinct
Appendix 2 Citations for existing heritage overlays to be retained

In cases, multiple places are included within the same heritage overlay, as these correspond to the Victorian Heritage Register extent of registration:

- HO760 has separate citations for the Victorian Arts Centre and Hamer Hall,
- HO910 has separate citations for the Police Barracks, Mounted Police Stables and Police hospital, and
- HO764 has separate citations for the Duke & Orr dry docks and Wharf Sheds 2 to 9.
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National Gallery of Victoria, 180 St Kilda Road, Southbank ............................................................. 300

Victoria Police barracks, later part of the Victorian College of the Arts 234, St Kilda Road, Southbank ................................................................. 304

Victoria Police Mounted Branch stables, part Victoria Police Depot complex, 234 St Kilda Road & 13 Dodds Street, Southbank ................................................................................................. 309

Police hospital, part Victorian Mounted Police Depot complex, 234 St Kilda Road, Southbank . 314

Castlemaine Brewery Malthouse, 113 Sturt Street, Southbank ............................................................. 319
James Moore timber yards and sawmills complex facade, 135 & 151 City Road, 68-82 Southbank Boulevard, Southbank

City of Melbourne property number: 110766
Type of place: factory

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1899-1903 Victorian and Edwardian-eras
Major owners or occupiers: James Moore

Heritage Gradings
Proposed new system (C258):
- Individually significant
- Contributory to a precinct

Alphanumeric system:
- Existing: C3
- Proposed: C3

Heritage values:
- Aesthetic values
- Historical values

Heritage status:
Heritage Overlay: HO366,
115-141 City Road, Southbank

Thematic context:
5.5 Building a manufacturing industry
5.3 Developing a large, city based economy
Description

Two-storey Italian Renaissance revival rendered masonry facade to City Road with approximately 10m return onto Power Street and Southbank Boulevard (formerly Ireland Street), matched by adjoining tower setback.

Partly screened by street trees, the symmetry of the long City Road facade is not obvious. Minor pedimented bays exist at both ends of this elevation whilst centrally, a large pediment once contained the name of the company within its tympanum creating the focus of the facade.

The three pedimented bays are linked by an upper parapet entablature set above the main cornice, which has a secondary entablature. At one point, cement orbs surmounted the parapet piers. The bays are defined with stuccoed pilasters that have miniature pediments at the intermediate string course. Further horizontal elements include stuccoed impost and sill courses. The timber-framed double-hung sash windows once had multi-pane glazing.

This facade is extensive in size and related in its original form – a classically-derived face-brick design with stucco mouldings – to the other Victorian and Edwardian-era industrial buildings in the area.

With the exception of the stuccoing of the lower level of 115 City Road and the painting of the face brickwork on the westerly section of the complex in 1982, the external part of the building is close to original. Today, the brickwork remains painted over and a replica end bay has been added to the west end of the facade at Power Street as wholly rendered and differentiated by a glazed vertical screen.

History

Crown Allotments 37-50/81 were granted to A. Buttner, G. Ramsden, F. Morton, E. Waring, T. Whitelow and St. Clair on 6 May 1879.

A large tract of vacant land existed here until the developer of this large complex, James Moore, commenced his timber yard in City Road during 1879-1880. This was burnt out twice, and subsequently replaced on this site with the present extensive complex in 1899.

James Moore, an Irishman, came to Australia in 1867 after developing a successful construction business in London. His business expanded rapidly in Melbourne with contracts to build the
Goldsborough Grain Store (Bourke Street); New Zealand Loan and Agency Co. Premises (Collins Street); the Australian Mortgage Deposit Bank (Collins Street); the Commercial Bank of Australasia (Collins Street); the Melbourne Storage Company's Store (Lonsdale Street); the Spencer Street Victorian Railways Building; the Exhibition Building Annexes (1888); provision for the Victorian State Government ‘parliament house’ at the Exhibition Buildings; Collingwood, Fitzroy and North Melbourne Town Halls; Flemington, Caulfield and Melbourne grandstands; Foster Brewing Company's Factory at Collingwood; Sugar Refining Works at Port Melbourne (Beaconsfield Parade); and contracts for the Melbourne and Metropolitan Board of Works sewer.

The enormous extent of the above contracts required that Moore establish and expand his own timber yard at City Road, and the fires necessitating that eventually he replace his timber and iron sheds with this brick building, being his numbers 1 and 7 stores. The area covered by the mill was about five acres whilst open yards covered an even larger area. A box factory, said to be the largest in the state, was connected with the above complex. Moore was also elected Mayor to Fitzroy Council.

Comparative analysis

There are no similar designs in the Southbank Fishermans Bend area in terms of the combination of age, extent and design sophistication. A grand facade for what was essentially a Victorian-era timber yard, this facade is uncommon in the State context.

Statement of Significance

What is significant?

James Moore’s timber yards and sawmills complex street facade 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 (over-painted) and rendered facade to City Road and approximately 10m return onto Southbank Boulevard (formerly Ireland Street), which includes:
  - symmetrical City Road facade 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 facade;
  - stuccoed pilasters defining the bays, with miniature pediments at the intermediate string course;
  - parapet entablature linking the three pedimented bays, once set above the main cornice, with cement orbs on the parapet piers;
  - stuccoed impost and sill courses as further horizontal elements;
  - timber-framed double-hung sash windows which 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 facade is relatively good. A replica bay has been added to the west end of the facade, separated by a glass link.

How is it significant?

James Moore’s timber yards and sawmills complex street facade is significant historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

Historically: As a large and relatively well-preserved commercial facade 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 facade 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.

(Criterion A)
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. (Criterion E)

Sources used for this assessment
The following sources and data were used for this assessment:

Heritage Places Inventory 2016
Part 121-141 City Road C3, SSBCS, 1982.
1 Photo (R.H.S.V.)
2 C. of V., V3, p75f
3 RB 1899-1900, 8325
4 C. of V. loc.cit.
5 Ibid
6 Photo, C. of V., loc. Cit

South Melbourne Conservation Study 1997
BIF 121-141 City Rd C3, image shows replicas infill at 145 City Rd

Mahlstedt & Son fire insurance plans
1928
J. Moore & Sons shown:
At this site 115-145 - between Power and Ireland Streets, two-storeys to City Road, one-storey behind, with three-story 'offices' at 115 extending down Ireland Street Number 1 store extends west from corner offices, number 7 store adjoining on west, and number 17 at the Power Street corner. All had 'Special Patent Sprinklers & Fire Alarms', steel girders and brick columns, a two-storey store over Fawkner Street at the west end of the complex, with cart way under, also south of Fawkner Street fronting Kavanagh Street, one- and two-storey blocks including number 15, 15A stores and engineers shop and at the Ireland Street corner, vacant land 'destroyed by fire'; south side of Kavanagh Street number 3 & 4 stores, one-storey; approximately 81-91 City Road as numbers 8 & 9 timber stores also number 18 & 19 timber stacks adjoining General Motors (Australia) in City Road.

1940s
No trace of Moore, with vacant site at the Power Street corner.

i-Heritage
Cites South Melbourne Conservation Study 1997 - Bryce Raworth
Construction Date: c1910
133 to 135 City Road, Southbank, 3006, 137 to 139 City Road, Southbank, 3006, 141 to 145 City Road, Southbank, 3006, 147 to 155 City Road, Southbank, 3006
'Although this expansive, two-storey building has been subdivided to form a number or small retail and office tenancies, much of the fabric of the original Italian warehouse remains. Classically inspired pilasters occur along the facade and large pediments surmount the cornice at a number or locations.'

Newspapers:
South Australian Register, 5 March 1888
Fire broke out shortly before 8 o'clock to-night at Sandridge Road, South Melbourne, in the timber mills of Mr. James Moore. The mills were three stores high, covering an area of an acre and a half, built entirely of galvanized Iron. The fire, which completely destroyed them, was first seen at the top story. The caretaker made every effort to extinguish it, and also attempted to call the brigade by telephone, which would not act. The damage is estimated at £30,000. About £5,000 was covered by insurance. The mills were erected a few months ago, after a former fire. Record, 20 May 1893.

Rating Committee. Mr. James Moore, asking for a reduction of rates on his property on City Road, the buildings on which were recently burnt down and now made it practically vacant land. Referred to the Eating Committee.
Hamilton Spectator, 13 September 1904.

James Moore's Timer Yards and Sawmills. Interesting Exhibits of Building Materials. James Moore's Timber Yards and Sawmills, City Road, South Melbourne, are known not only in every city, town and village in the State of Victoria, but also in every State in the Commonwealth. Mr. Moore's very fine exhibit buildings and contents were among the most interesting and instructive at the show. The exhibit building, standing as it does at the corner of the new Industrial Avenue, at once attracted the eye of the visitor. Here might be seen many samples of goods manufactured by Mr. Moore at his mammoth establishment, City Road, South Melbourne, including windows, doors, sashes, mantelpieces, field gates, butter boxes, church seats, altar rails, tea chests, desks – in fact, anything and everything in woodwork used in building houses, etc. He also exhibited some fine samples of galvanised iron. Spouting, ridging, barbed wire, fencing wire, galvanised wire, wire netting, hessian, wallpapers, etc. Here also were fine samples of wire nails made at Mr. Moore's works. He would have had one of his nail-making machines running at the show but for the great noise made by these machines when working. It would have been a most interesting item for the public to have inspected. Of the numerous articles locally manufactured and imported which Mr. Moore exhibited, one of the most interesting was one of his box nailing machines, for nailing together boxes, cases, etc. The box nailing machine, with its wonderful accuracy, great power, self-regulating, noiseless and rapid fitting together of cubic and box timber, is really a marvel of human ingenuity. Mr. Moore has a large number of these nailing machines continually at work at his mills, and by their means lie is enabled to turn out an immense number of all kinds of cases used in the various departments of trade. Another most interesting machine which Mr. Moore had on exhibit was his brand-printing machine, which, by means of plates specially cast for the purpose, imprints the numerous designs on butter boxes, wine cases, fruit cases, confectionery, starch, and numerous other kinds of boxes which are made at his mill and yards. The box-making department of Mr. Moore's is, we believe, the largest of its kind in Australia, and thousands of oases of all kinds are turned out every hour of the day at his establishment. Mr. Moore's exhibits were not alone confined to the usual class of goods one would expect to procure at a timber yard or sawmill. On account of the immense trade he does with his customers in the country, he lay himself out to supply many articles different to the ordinary business of a timber merchant, any farmer requiring fencing wire and barbed wire or netting can procure such articles from this establishment. Also Hessian, canvas, wallpapers, borders, plain and ornamental glass, ovens, coppers, registered grates, fenders, etc.

Mr. Moore also supplies all kinds of church seats, pulpits, reading desks, altar rails, etc., and a large number of churches, public halls, mechanics' institutes, etc., in Victoria have been supplied by him with these articles, from the plainest form or seat, to pulpits, choir stalls, etc., of ornate design and costly workmanship.

No doubt, after seeing the splendid array of goods in Mr. Moore's exhibit building, a great number of country folk found their way to his extensive timber yards and sawmills, at City Road, South Melbourne, to inspect his large stocks of floorings, linings, weatherboards, oregon, and other – timbers required by them in building. From a perusal of Mr. Moore's price list for September, it would appear that all kinds of building timbers and materials may be obtained from him at a very low price indeed...

Hamilton Spectator, 5 February 1913

Mr. James Moore.

Private cable advices state that Mr. James Moore, a well-known timber merchant of South Melbourne, died in London suddenly from pneumonia at the age of 70 years.

Record, 21 November 1925.

The Timber Mills of James Moore and Sons.

More industries, whose activities are big factors in the development of the instructional side of Australia, are accommodated in South Melbourne more than in any other suburb of Melbourne. It follows that she can show among her leading citizens a greater group of important manufacturers than any of her sister localities. A foremost figure in the direction of immense local works is Mr. Arthur Moore, of James Moore and Sons Pty. Ltd., in whose large timber mills and extensive joinery establishments 600 employees are engaged. This very busy place was visited by the Mayor (Cr. J. S. Kent), along with Cr. A. Shippen and Mr. A. Strang, Principal of Albert Park Technical School, on
Tuesday of last week. They were shown over the works by Mr. Arthur Moore and saw an immense variety of commodities in course of production, ranging from butter boxes to the bodies of electric, tramcars. The work of branding and fastening is done by machinery. Nails are made on the premises from Australian metal. In the joinery department a large company of highly skilled Australian tradesmen were turning out house furnishings of exquisite pat terns. Mr. Campbell, who is connected with the industry, proudly displayed a magnificent fanlight of beautiful craftsmanship, in Queensland maple, to crown the main entrance to a new house which is being erected for Sir William McBeath. Elsewhere as shown a superb piece of residential equipment for the same place in the form of an elliptical, spiral stairway, made to plans provided by Mr. Walter Butler, architect. In the trocar building shed operatess were engaged on four or five vehicles to complete a contract for do cars. Mr. Campbell explained the variety of Australian woods assembled in the work. The seats are made of alternating rod; of blackwood a hardwood, the litter being of the much lighter color. Panelling in the partition is made of Queensland maple and Blackwood is displayed in internal facings. When it is built it is varnished with a finish rivalling the dressing of a limousine. The output of the shed is four cars a month. The Mayor remarked that as this firm had highly organised the work of tramcar building; he could not see how any other establishment, which did not have that special form of organisation, could ever build vehicles of the same quality cheaper, Moore and Sons are enthusiastic supporters of technical education. Mr. Moore said the limitation of apprentices was gravely obstructing the training of tradesmen to do the skilled work of the country in the near future. The problem was indeed an arresting one. The public had pledged itself to support Australian Indus try. People in the coming years would be deeply disappointed, indeed, if they should find that there were very far from sufficient artisans for effectively operating local secondary production.

*The Argus, 4 December 1935*

**VOLUNTARY LIQUIDATION**

James Moore and Sons Pty. Ltd. Shareholders of James Moore and sons Pty Ltd timber merchants of South Melbourne, decided on Monday that the company should go into voluntary liquidation and that Mr P J W Danby should be appointed liquidator In August the holder of a debenture over the assets of the company appointed Mr Danby of Messrs Wilson Danby and Giddy accountants as receiver-manager of the company A meeting of creditors will be called for December 18 to confirm the appointment of the liquidator and to consider a statement of affairs that is being prepared Creditors will consider the position of the company and any proposals that may be made for its construction The company was established in 1880 by the late Mr James Moore who carried on one of the largest timber merchants businesses in Australia Mr Moore died in 1913 and his beneficiaries have conducted the business since then At one time the company was reputed to have an annual turnover of about £1 000 000 and it employed 700 men Its weekly pay sheet amounted to £3 000 The business was affected adversely by the depression and losses were incurred in the strike of 1929 and through the beau duties imposed on timber by the Scullin Ministry.

**Recommendations**

- Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
- Apply external paint controls with policy to reintroduce original finishes and colour schemes.
- Revise heritage overlay mapping to include the facades along City Road and the return bay on Southbank Boulevard, including the replica wing at the south end, to a depth of 5 metres, to allow conservation of the context of the building.
Sharp & Sons, later General Motors (Australia) Pty Ltd complex, later International Harvester facade (part) 171-193 & 199 City Road, & 1 Balston Street, Southbank

City of Melbourne property number: 576746
Type of place: factory

Images of place 2016-2017

**Historical associations:**

**Creation or major development date(s) of place:**
1926-1927, 1939; Inter-War (WW1-WW2)

**Major owners or occupiers:**
General Motors (Australia) Pty Ltd, International Harvester

**Heritage Gradings:**

**Proposed new system (C258):**
Individually significant, Contributory to a precinct

**Alphanumeric system (building A-E, streetscape 1-3):**
Existing: C2  Proposed: C2

**Heritage values:**
Historical, Social

**Heritage status:**

**Heritage overlay:** HO368, 171 City Road, Southbank

**Thematic context:**
5.5 Building a manufacturing industry
5.3 Developing a large, city-based economy
**Boundary of heritage place**

**Description**

Two-storey parapeted and rendered masonry form divided horizontally by capped and ribbed pilasters into 17 bays along City Road and four (once seven) bays along Balston Street with a wider central bay in City Road bearing the firm's name. Regular punched fenestration is set in the spandrels and each opening is typically glazed in eight panels that echo the original format. Large ground floor display window openings have been refitted with new glazing having been once fitted with multi-pane glazing to transoms and two-pane plate glass below. The facade presents a modernist adaptation of the former Sharp & Sons Edwardian-character elevation.

**History**

Part of this former complex was thought to be built for John Sharp & Sons, timber merchants, in 1912. It was leased by General Motors Limited from 1926 until they acquired the property and rebuilt it, creating the first phase of the masonry City Road facade evident today in 1926-1927. This was part of a grand plan to construct a motor car assembly plant in every capital city of Australia, paralleling with other major motor car assemblers such as Ford.

The new building was pictured as similar to the existing but for a rendered scalloped parapet wall between the capped and ribbed brick facade piers, upper level windows with multi-pane glazing, and a central bay supporting a segmentally arched raised entablature that held the GM logo. Signs in each parapet bay included General Motors Holden's Ltd, La Salle, Vauxhall, Cadillac, etc.

By 1936 General Motors had begun the move to the new Fishermans Bend factory and vacated the City Road complex. The building was subsequently occupied by farm machinery maker International Harvester Company as their Australian headquarters, which remained here from 1939 to about 1974. The complex housed showrooms, spare parts, service departments, and offices. The International Harvester Company had previously had their offices and distribution warehouse at 543-555 Bourke Street Melbourne a block from the head office of rival the Sunshine Harvester Works...The move from Bourke Street to City Road marked the trend from the initial rural supply section of the city clustered around Kirk's horse bazaar to a locality where motor showrooms were becoming the norm, while Holden had moved to cheaper land serviced by port and rail.
The Perth daily, *Western Mail*, observed at the time that the development by International Harvester at South Melbourne and Geelong ‘culminates a trading connection reaching back to the pioneer days of farming in this country. One of Cyrus Hall McCormick’s original reapers was brought here 83 years ago, and McCormick (McCormick Harvesting Machine Company) and Deering (Deering Harvester Company) machines and implements have been famous among Australian farmers for generations.’ In 1939, International Harvester commissioned industrial designer Raymond Loewy to design a new line of tractors with a new modern streamlined look, known as the Farmall and the McCormick-Deering tractors.

The International Harvester Company was formed in 1902 by the merger of five leading American agricultural machinery manufacturers. An Australian subsidiary was established in 1904 to manage Australian distribution and sales, and over subsequent decades International Harvester became a major competitor to local manufacturers like H. V. McKay’s Sunshine Harvester Works. Later, International Harvester established its own Australian manufacturing works, producing agricultural equipment (and later tractors) at Geelong from 1939, motor trucks at Dandenong from 1952 and earthmoving and construction equipment at Port Melbourne from 1958.

International Harvester’s changes for the new occupancy included the modernisation of the scalloped parapets to plain horizontals, removal of the arched entablature and new glazing at both levels with the ground level having large areas of plate glass fronting the showrooms. Retractable upper-level window awnings provided sun control. The complex was claimed as the largest and most modern motor truck and farm implement display in the southern hemisphere. Images of the building show it to be similar to existing ones, but with large, illuminated sky signs on the Power Street and City Road facade parapets.

The remaining facade is associated with a motor vehicle assembler which was of crucial importance in Australia’s post-war industrial development, and with a major supplier of agricultural machinery.

**Comparative analysis**

Similar designs in the Southbank Fishermans Bend area include the significant General Motors (Australia) Ltd complex in Salmon Street (Moderne style, rendered) and the Commonwealth Aircraft factory and Aeronautical Research laboratories in Lorimer Street, using a different Moderne style brick Inter-War form. All are architecturally superior and significant but have similar historical associations with major industrial undertakings in this area.

**Statement of Significance**

What is significant?

General Motors (Australia) Pty Ltd complex, later International Harvester, facade built in 1926-1927 and modified in 1939 is all that remains of a once vast industrial complex.

Contribution elements include:

- two-storey parapeted and rendered masonry form;
- capped and ribbed pilasters divided into 17 bays along City Road and four (once seven) 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 eight panels;
- large ground-floor display window openings but refitted with new glazing (once with multi-pane glazing to transoms and two-pane plate glass below); and
- contribution to the former industrial character of the City Road Industrial precinct.

How is it significant?

General Motors (Australia) Pty Ltd complex, later International Harvester, facade is significant historically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

*Historically*, as symbolic of a once vast industrial complex built up in the inter-war 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, it is 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. Finally, it is a contributory part of the City Road Industrial precinct and hence symbolic of the key role this area once played in the nation's industrial development. (Criterion A)

Sources used for this assessment
The following sources and data were used for this assessment:

**Sands & McDougall Directory of Victoria**
1952
157-165 Stewarts & Lloyds
171-205 International Harvester

**Victorian Heritage Database**
**National Trust of Australia (Vic)**

Statement of Significance
A large relatively plain two-storey brick and stucco building first constructed for John Sharp and sons, timber merchants, in 1912 and subsequently occupied by General Motors Limited (1927-1936) and by the International Harvester Company (1940-1974+) for showrooms and offices. The large corrugated iron workshops at the rear were first constructed for General Motors in 1927. Despite replacement of windows and alterations of the line of the parapet along City Road the building retains its original form and general appearance; it makes a significant contribution to the streetscape, and was associated with the first large timber yard established in South Melbourne, with a motor vehicle assembler which was of crucial importance in Australia's post-war industrial development, and with a major supplier of agricultural machinery.

Classified: 24/07/1989
Revised: October 1989
Report generated 30/01/17
Other names: General Motors Ltd, International Harvester Company.

**Museums Victoria**
Caption of item MM 115599

_The International Harvester Company of America was formed in 1902 by the merger of five leading American agricultural machinery manufacturers. An Australian subsidiary was established in 1904 to manage Australian distribution and sales and over subsequent decades International Harvester became a major competitor to local manufacturers like H.V. McKay's Sunshine Harvester Works._

_Later International Harvester established its own Australian manufacturing works, producing agricultural equipment (and later tractors) at Geelong from 1939, motor trucks at Dandenong from 1952 and earthmoving and construction equipment at Port Melbourne from 1958._

**i-Heritage**
171 to 193 City Road, Southbank, 3006
No grading

**South Melbourne Conservation Study 1997 - Bryce Raworth**
Architectural Style: Early Modern
Period 1926-1939, Inter-war
Source for construction date: 1930
Integrity: Fair
Condition: Good
Description/Notable Features:
This two-storey building is constructed of cement rendered brick. Its plain surfaces and simple fenestration identify it as a representative example of an early modern Melbourne factory.

Statement of Significance
Recommended Alterations: Signage (inappropriate - remove)

Wikipedia, 2017
The International Harvester Company (abbreviated first IHC and later IH) (now known as Navistar International Corporation) was a United States manufacturer of agricultural machinery, construction equipment, trucks, and household and commercial products. In 1902, J. P. Morgan merged the McCormick Harvesting Machine Company and Deering Harvester Company, along with three smaller agricultural equipment firms, to form International Harvester. In 1974, the five-millionth IHC tractor was produced at the Rock Island Farmall plant. Throughout the 1960s and 1970s, despite good sales, IH's profit margins remained slim. The continual addition of unrelated business lines created a somewhat unwieldy corporate organization, and the company found it difficult to focus on a primary business, be it agricultural equipment, construction equipment or truck production.

The Turning Wheel - The story of General Motors through twenty-five years, by Arthur Pound
A world survey of the automotive industry was undertaken in 1925, with three main questions to be answered: Where were the motor cars of the world to be found? How many were there? Who sold them? Through 1926, the spotting of other assembly plants and warehouses on the world map continued. The plants in Australia at Brisbane, Sydney, Melbourne, Adelaide and Perth date from this time, also those at Wellington, New Zealand, and Port Elizabeth, South Africa. These formative years reveal some of the motives actuating the Corporation in extending its overseas interests and in creating its assembly plant structures. At first, of course, it had an eye to savings in freight and duty. Other advantages made themselves felt in time and proved of no less importance. There was the advantage of being able to ship cars and truck s abroad at a rate not possible under the old distributor system: heavy consignments could be taken, delivered, and financed at the points of distribution as part of ordinary procedure.

Newspapers
The Melbourne Plant of General Motors (Australia) Pty. Ltd., in City-road, South Melbourne, is of modern brick construction, and as is the practice in all the five Australian plants, it has a complete installation of modern machinery and equipment.

The Register, 28 July 1926.
MOTOR MANUFACTURING. EXTENSIVE MELBOURNE PREMISES
In pursuance of its policy of establishing assembly plants in all the capital cities of Australia, General Motors (Australia) Pty Ltd has obtained for its Melbourne operations the building now occupied by John Sharp & Sons Ltd, timber merchants, in South Melbourne. The buildings have a frontage of about 450 ft. to City road, 350 ft. to Ralston Street and 473 ft. to Kavanagh Street, with access also to Power Street. There is a total floor space of about 200,000 square ft. The existing structure is being extensively remodelled, and it is expected that the premises, when completed, will form one of the most modern factory buildings in Melbourne. It is expected that the new plant will be capable of producing motor cars about the beginning of November, and that it will be in full production by the end of the year. The acquisition of the Victorian premises is part of a general plan for the simultaneous establishment of assembly depots in all States, and gives adequate proof, the company considers, of the great confidence which it has in the industrial and economic future of Australia.

The Argus, 30 November 1926.
MOTOR COMPANY'S PLANS.
Six-acre Factory. The conversion of the timber yard and offices of John Sharp & Sons Ltd in South Melbourne into a motor car assembling plant and administrative premises for General Motors Ltd is now nearing completion. The front facade in brickwork makes a notable addition to the factory area over Princes Bridge and it is expected that the workshops when fully extended will cover about six acres of land. The building has been fitted with the latest American devices for assembling and finishing cars.
The decision of John Sharp & Sons Ltd to close the business has not surprised those who are aware of the changing conditions of the timber trade in recent years. Importations of soft woods from America since the beginning of the late war have been hampered by many irksome conditions and with a constantly receding supply of hardwoods from our diminishing forests the adequate supply of building timbers has been a difficult business for some time. The bulk of the timber in pre-war times was required for house building and the only competition that the timber trade had to meet was from bricks. Latterly concrete in various forms has made in-roads on the market and particularly in the country districts it has supplied a field that bricks did not reach. In the larger city structures such as shops and office buildings, timber once played a large part in flooring joists and so forth, now steel girders are used for this work and even in floor surfaces concrete and various compositions are used in place of timber. Again, in window frames and many interior fittings, steel is rapidly supplanting wood. If there was a full supply of Australian timbers the competition of brick and concrete would still perhaps be successfully met, but as the hardwood forests are being rapidly cut out, especially near large centres of population, the timber trade is not so well-equipped as it was in bygone days, when importation was a relatively easy business and local supplies were liberal to hold its own.

The Age, 8 September 1927.
GENERAL MOTORS EXHIBITION
Mr. Bennett, general manager, stated that the company was one of the largest financial resources, but its profits were not confined to a few persons. The employees and the customers benefited. There were over 100,000 employees, and a large proportion of them were on the shareholders list. It was an international corporation, but seven-tenths of the capital was British money, and since the English rights of the Vauxhall car had been acquired it was hoped in the near future to combine American commercial methods with British inventive genius and brains, and give the public the advantage.

Truth, 28 May 1939.
International Harvester's New Headquarters
Opening of the new headquarters at South Melbourne of the International Harvester Company last week marked another milestone in the process of this great organisation. The ceremony was performed by the Premier of Victoria, Mr. A. Dunstan. The floor space covers 4.5 acres, and the whole frontage of 426 feet is fitted with wide plate-glass windows fronting the showrooms, comprising what is claimed to be the largest and most modern motor truck and farm implement display in the southern hemisphere.

An interesting feature of the upper floor it that it contains a cinema theatre for demonstration purposes. Behind the showrooms are the mechanical departments, including an assembly plant and service station for International trucks and for tractors, also a huge spare parts section. This section covers no less a space than 20,000 square feet, and includes 60,000 parts. The floating stock of spares has an average value of £400,000. Coincident with the opening of Harvester House, the company celebrated the commencement of work at its great new factory at Geelong, where the big cupola furnaces, foundry, forge and machine shops are already working, turning out from Australian are the company's extensive line of McCormick Deering agricultural machines for farmers in every part of the Commonwealth. Full provision has been made for expansion. The site is 46 acres in extent, and has a deep-water frontage to Corio Bay. Road and railway connections pass straight into the factory. The company's capital now stands at £2,000,000, putting it in a very favourable position to take advantage of every development in manufacture.

Weekly Times, 18 February 1939.
New International Harvester Headquarters
Great developments, in the agricultural machinery and motor truck business are foreshadowed in the impending move of the International Harvester Company of Australia Pty Ltd from the premises occupied by them for nearly 35 years in Bourke Street, Melbourne to the extensive premises in City Road, South Melbourne, formerly occupied by General Motors-Holden Ltd. Plans provide for storage and assembling of agricultural machinery, tractors and motor trucks. All appliances, including full tool equipment, are being installed for servicing International trucks in the most modern and efficient way. The spare parts department for trucks, tractors and machines will be greatly extended and facilities here will include the most modern methods of day and night lighting.

Western Mail, 15 June 1939.
This completes plans long cherished by the International Harvester Company of Australia Pty Ltd, and it culminates a trading connection reaching back to the pioneer days of farming in this country. One of Cyrus Hall McCormick’s original reapers was brought here 83 years ago, and McCormick and Deering machines and implements have been famous among Australian farmers for generations. Comfort for employees is a salient feature of the (Geelong) factory equipment, the directors holding that the best modern plant for the production of the company’s products will maintain its true efficiency with a staff working in proper hygienic conditions. Shower baths, luncheon rooms, sanitary, conveniences, ventilation, and temperature control are all in accordance with the most modern practice in the world. The factory is Australian-built, to make machines and implements suited to Australian requirements. Practically the whole of the material used in the buildings, and much of the equipment used in the factory, were made in Australia. The factory is fully equipped for the production of McCormick-Deering agricultural machines and implements of the highest quality and genuine parts for McCormick-Deering tractors and International motor trucks.

Record, 18 February 1939.

Recommendations

Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Revise heritage overlay mapping to include the facades along City Road and the return bay on Balston Street, to a depth of five metres to allow conservation of the context of the building.
State School No. 2686, later South Melbourne Girls’ School, J. H. Boyd Domestic College, 207 City Road, Southbank

City of Melbourne property number: 110368
Type of place: school

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1884-1885, 1930, Victorian-era, Inter-War (WW1-WW2)

Major owners or occupiers:
Education Ministry, Colonial Government, City of Melbourne

Designer: Henry Bastow, Chief Architect of the Education Department

Heritage gradings:
Proposed new system (C258):
Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: C Proposed: A2

Heritage values:
Aesthetic, Historical, Social

Heritage status:
Heritage overlay: HO369, J. H. Boyd Girls High School, 207-229 City Road, Southbank
Victorian Heritage Register: H0769

Thematic context:
4.1 Governing the Colony and State of Victoria
8.3 Educating the people
9.2 Women’s work
Description

This school complex, as designed, was described by Lawrence Burchell in his landmark publication, ‘Victorian Schools’, as the greatest of the Department’s Gothic ornaments.

Once the gem of the Education Department, this school has suffered certain alterations presumably in 1930 during its conversion: the eastern wings large pointed-arch upper window, once adorned with perpendicular Gothic tracery, now has rectilinear mullions with hopper sashes attached, as does the lower light; the crenellations of the three-storeyed entrance block and tower have been removed whilst the gable of the northern block has been replaced with crenellations, the overall effect being to remove the Gothic elements and replace them with those of the neo-Tudor.

An arrowhead picket fence originally ran around the boundary, but has been replaced with chain mesh fencing.

Extensive sympathetically designed red brick additions were built on the north side in 1930 when it became a domestic college, providing a relatively homogenous elevation, albeit from differing eras.

The City of Melbourne development has included a minor addition at the north end, internal and landscaping changes.

The complex is adjoining the former International Harvester facade and relates closely to the near contemporary former Castlemaine Brewery complex opposite. The former Post Office site remains as vacant land to the south while on the east there are late 20th century school wings.

History

The history of this government school commenced when the local Board of Advice recommended the purchase of 2.25 acres at the corner of Moray Street and Sandridge Road (later City Road) in 1874. The site was filled with silt from the Yarra River at a cost of £833/6/8d. in order to raise it above floods. Construction began in 1884 to the designs of the Education Department's Chief Architect Henry Bastow, and State School No. 2686 was opened in June 1885 under head teacher, John Sharples.

By 1892, it was amalgamated with the Eastern Road government school (SS1852) and, after surviving a flood in 1928, became a Domestic Arts school in 1930 and renamed the J. H. Boyd Domestic College two years later. Boyd, a successful grazier bequeathed a large sum to establish a
school of domestic science south of the Yarra River, similar to those that had been established in Melbourne's west (Footscray). He ‘...truly believed that women should be taught to manage a home correctly’.

In this era the Mahlstedt maps show the school caretaker's residence facing Balston Street and at the rear of the post office, another residence with a 'concert hall' nearby with wooden floor, and fibre cement sheet roof. By the 1950s the Mahlstedt plans show 2 storey 'school rooms' with concrete floors and aluminium deck roofing (as existing) located where the school residence had been facing Balston Street and linked to the inter-war wing of the school by a covered way. By then the post office had been demolished.

In 1979 it became the J. H. Boyd Girls High School, but was closed in 1985, in the centennial year of its establishment.

In 1982 the school was identified as significant in the Southbank Conservation Study. It later became part of the Victoria University of Technology and then was refurbished by the City of Melbourne and converted to a community centre in 2012, now known as the Boyd Community Hub.

A post office and detached residence shared its site on the west until the 1950s, forming a little government centre in this busy industrial landscape.

Comparative analysis

The Victorian-era wing of this building has the distinction that it was the only school of the 19th century to be built to three storeys. Similar Gothic school designs exist at Queensberry Street, North Melbourne (SS307, 1882) and Geelong Road, Footscray (SS253, 1881) (both by Bastow); and the Faraday Street, Carlton School (SS112), designed by Reed & Barnes in 1877. These are less altered than City Road, but are unlike the Tudoresque manner of this school. (See also, Tudor revival at Melbourne Grammar central tower block, Salvation Army Training College and Melbourne High School.)

There are no similar designs in the Southbank Fishermans Bend area.

Statement of Significance

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 extent 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. (Criterion E)
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. (Criterion A)

**Sources used for this assessment**

The following sources and data were used for this assessment:

1. SBGS, V1 FOOTNOTES
3. (a) Ibid; (b) Air Spy (SLV)
4. Burchell, p.153
5. Mahlstedt's South Melbourne Plans, c1928, (MUA)

**Victorian Heritage Register:**

Extent of Registration: To the extent of all the specified buildings and the land as defined by the Heritage Council.

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 extent 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.

HO369 J. H. Boyd Girls High School, 207-229 City Road, 122-136 Kavanagh Street, 41-59 Kings Way & 2-26 Balston Street, Southbank, Ref No H769.

i-Heritage
207 to 229 City Road, Southbank, 3006
South Melbourne Heritage Precinct ...
South Melbourne Conservation Study 1997 – Bryce Raworth
Architectural Style: Collegiate Tudor
Period 1876-1899, Victorian
Construction Date; 1884
Architect; Henry Bastow
Integrity; Good
Condition: Good
Original Building Type: School

History
At a recommendation of the local Board of Advice in 1874, the site of two and a quarter acres on the corner of Moray St and Sandridge Rd (now City Rd) was purchased for State School No. 2686. After 833 pounds was spent on raising the level of the land, construction began in 1884 to the designs of the Education Dept's Chief Architect Henry Bastow. The school was opened on June 1 the following year and in 1829 it amalgamated with the Eastern Rd State School No. 1852. The building was converted into a Domestic Arts School in July 1930 and was renamed the J. H. Boyd Domestic College two years later. Boyd, a successful grazier who bequeathed a large sum of money to establish a school of domestic science south of the Yarra, 'truly believed that women should be taught to manage a home correctly'. In 1979 it became the J. H. Boyd Girls High School however the school was closed in 1985, the centennial year of its establishment, and now stands vacant.

Description/Notable Features
Notable features include an elaborate / high standard design of cement rendered surfaces. This suite of school buildings has grown through addition and modification over time, although the Tudor character has been maintained throughout. It is constructed in red and hawthorn brick with white dressings and remains in good condition. The original building remains substantially intact except for a commanding Gothic revival hall-like structure to the east that has been demolished. The extent section of the original school is a mostcommanding Tudor revival design executed in Hawthorn bricks embellished with bands of cream brick and render mouldings. The overall massing is picturesquely asymmetrical and is dominated by a central tower unit that houses the front door. The front door, the original leaves no longer extant, retains its gothicized joinery to the sidelights and fanlight and is set within a large Tudor arch. The tower extends up three storeys and to the north east corner has an octagonal turret. All the windows are square headed and in the Tudor vocabulary, with multi-paned double hung sash windows with multi-paned lights above, and each with a render hood moulding. The Tudor is repeated with castellation surmounting the eastern walls and the chimney having a cluster of flues expressed in the brickwork.

Statement of Significance
The former State School No 2686 is of significance as one of the most complete essays in the Tudor revival applied to a school building in Melbourne and is one of the most distinctive school buildings to have been built in South Melbourne. The addition to the east of the 1884 building is not integral to the significance, while the additions at the rear, detract from the significance.

Recommended Alterations
Other Comments The extensions to the buildings are of various dates and only that to the east, execute in red brick, makes an attempt in its design of blending with the original.

City of Melbourne maps
Boyd Community Hub:
A former State Primary school. A two- and three-storey brick building. Designed by Henry Bastow in the Tudor Revival style and built in 1885. Converted to the J. H. Boyd Domestic College in 1930. It became the J. H. Boyd Girls High School in 1979 and then became part of the Victoria University of Technology. Refurbished by the City of Melbourne and converted to a community centre in 2012.

Newspapers:
The Argus, 3 February 1932
BOYD DOMESTIC COLLEGE. Opened at South Melbourne. The South Melbourne Girls' School was reopened without ceremony yesterday as the J. H. Boyd Domestic College. The school was renamed at the request of the late Mr. J. H. Boyd, who placed £11,666 in trust in perpetuity to extend the curriculum at the school. The attendance has increased slightly to nearly 250, but there is accommodation for 300. The following scholarships are offered: F form, two, each valued at £10 a year; E form, two, each valued at £15 a year; and D form, one, valued at £20 a year. Although all tuition at the school is free, the money from the scholarships will be used for the purchase of books and materials, the amount unexpended at the end of the year to be paid to the parents. Many applications for admittance to the school are still being received by the head mistress (Miss Z. Meeres). Girls who have reached sixth grades or a higher standard are eligible for tuition. The curriculum has been extended to provide domestic arts courses or the ordinary intermediate course.

Record, 13 December 1930
SOUTH MELBOURNE GIRLS' SCHOOL. The first term for 1931 of the Girls' School at City Road, South Melbourne, will commence on February 3. Parents who wish to enrol pupils are asked to communicate with the headmistress before the end of tin school year (December 19). The building has been entirely remodelled and enlarged, and is now a very well equipped and up-to-date girls; school. Through the efforts of the advisory council, assisted by the South Melbourne City Council, the playing field has been cleaned, drained, and levelled, and now forms a good sports ground. Trees have been cut and lawns laid down, making an attractive setting for the building. In order to qualify for admission pupils must have passed the Qualifying Examination, or an approved equivalent examination, or a satisfactory entrance examination.

Record, 13 June 1885
On Monday, the first instant, Mr. John Sharples, head teacher of State School No. 2686, took possession of the handsome school building recently erected by the Education Department at the corner of Moray Street and Sandridge Road. Neither the Board of Advice nor the Department appear to have interested themselves in the matter of a formal opening, although we are told the headmaster offered to pay half the expense of a ceremonial opening. We are pleased to hear that the school has been largely benefited by the removal to the new building – the attendances having been increased by about twenty five per cent. In the erection, of this building, which is one of the prettiest school buildings in the city, the officers of the Department have availed themselves of every improvement and convenience that the past eleven years experience in working the Education Act has suggested. We congratulate Mr. Sharples and his staff on their handsome and commodious school premises. As soon as the fencing of the school grounds has been completed we presume that the City Council will have the footpath in front of the school asphalted, and the approaches placed in a better condition than at present.

Saturday 23 April 1887
The friends of Mr. Geo. Gray, of Moray Street North, will learn with great regret that his son Frederick died on Thursday last of typhoid fever after some weeks' illness. The deceased, a promising lad of thirteen was a pupil of City-road State school, No. 2686, and the announcement of the sad news was received with deep feeling by his former schoolfellows, who sent three tasteful floral wreaths as an expression of their sorrow. Some of his old comrades of the School Cadet Corps, of which he was a popular member, paid their last tribute of respect to his memory by marching at the head of the funeral cortège, their presence lending a deeper interest to the melancholy occasion, while the seriousness of their demeanour evinced how fully the solemnity of the event had impressed itself upon their minds.

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Revise heritage overlay mapping to extend further east from the existing main building (Victorian-era and Inter-war wings) outline.
Main Point Hotel, 235 City Road, Southbank

City of Melbourne property number: 110369
Type of place: hotel

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1903-1904, Edwardian-era
Major owners or occupiers: Emily Rubira
Designer: Joseph Parer

Heritage Gradings:
Proposed new system (C258):
Individually significant,
Contributory to a precinct
Alphanumeric system (building A-E, streetscape 1-3):
Existing: B3, Proposed: B2
Heritage values:
Aesthetic, Historical, Social

Heritage status:
Heritage overlay: HO370, 235-237 City Road, Southbank

Thematic context:
5.3 Developing a large, city-based economy
13.6 Eating and drinking
**Description**

The building is an Italian Renaissance-derived hotel design, executed in stuccoed brick. Some of the rich decorative elements include a balustraded and piers-surmounted by acroteria, a deeply bracketed cornice, rusticated pilasters and moulded strings. Brackets support hood moulds over the segment-arched window openings while the corner entry is covered by a richly foliated bracketed hood. Two major bar windows are at the corner. The main design element is the octagonal corner tower and metal-sheeted dome. The date and name are set in cemented parapet panels.

Once a landmark on the south bank, this hotel is now surrounded by roads and encroached upon by the Kingsway overpass. A large roof sign detracts from the hotel's aesthetic values. Signs placed in windows and set within facade 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 (Criterion E).

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

**History**

The site is part Crown Allotment 4/M, City of Melbourne, the grantee was J. F. Kennedy on 8 January 1864.

George William Hall was granted a publicans licence in 1869 to operate a hotel on this site. It was constructed of timber and lined with lath and plaster. After a succession of owners and licensees, in 1903 James Rubira, a Bourke Street café proprietor, and his wife Emily replaced the timber hotel with the existing brick and stucco building.

The Spanish Rubira and Parer families were linked by marriage and long-term hotel and café businesses in Melbourne – The London, Hosies and Albion hotels being some of the more prominent examples.

The hotel was de-licensed in 1926, following the activities of the Licences Reduction Board which substantially cut the number of hotels in the area.
Comparative analysis

There are no similar Edwardian-era hotel designs in the Southbank Fishermans Bend area but the Inter-war Queens Bridge hotel is another early hotel in the area.

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 pierced 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 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 facade 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?

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. (Criterion A & H)

Aesthetically, for its distinctive tower and as a well-preserved Italian Renaissance revival design. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

SBCH, V1 FOOTNOTES
6. Former Main Point Hotel
   1. Cole Collection (SLV)
   2. (a) . RB 1903, 7415
      (b) M.M.B.W. 7249
   3. (a) Cole Collection (SLV)
      (b) The Age 29/10/1924, p.17

i-Heritage
South Melbourne Conservation Study 1997 – Bryce Raworth

History: South Melbourne has had at any one time as many as 80 hotels, of which this is one. George William Hall was granted a publicans licence in 1869 to operate a hotel on this site. It was constructed of timber and lined with lath and plaster. After a succession of owners and licensees, in 1903 Emily and James Rubina (sic) replaced the timber hotel with the extant brick and stucco building. Once a landmark on the south bank, this hotel is now surrounded by roads and encroached upon by the Kingsway overpass. The hotel was de-licensed in 1926, following the activities of the Licences Reduction Board, which substantially cut the number of hotels in the area.

Description
This two-storey hotel is noteworthy for both its form and its detail. Its plan reflects the acutely angled site and features an octagonal tower at its apex. The Italianate dressings of pilasters, window hoods and balustrades recall the treatment in earlier hotels in this locale. Some modification to the fenestration at ground floor level has occurred but the building remains substantially intact. A large overhead billboard mounted on the roof of the building detracts from its appearance. In its extant state the hotel remains substantially intact as rebuilt at the turn of the century. It was designed to dominate the corner and it takes full advantage of the acute angle created by the intersection of Moray Street with City Road. The dominant feature is the octagonal corner tower with its mansard roof, while the corner is further emphasized by the corner entrance door and the balcony above it. Although effective in its use of the corner, overall the design was not advanced for the date as it applied the Renaissance Revival vocabulary across its rendered facade in a manner reminiscent of Victorian hotels. The treatment is, however, bolder, with the shallow pilasters having ruling to represent very large blocks.

The segmentally-arched windows have render hoods and are flanked by consoles, the eaves bracketed and the parapet decorated with Italianate balustrading and are all reminiscent of earlier buildings. The hotel remains externally substantially intact with some of the ground floor joinery having been altered.

South Melbourne Conservation Study 1997-1998 – Bryce Raworth
Cites 1987 South Melbourne Urban Conservation Study / Alom Lovell Sanderson Pty Ltd.

In its extant state, the hotel remains substantially intact as rebuilt at the turn of the century. It was designed to dominate the corner and it takes full advantage of the acute angle created by the intersection of Moray Street with City Road. The dominant feature is the octagonal corner tower with its mansard roof, while the corner is further emphasized by the corner entrance door and the balcony above it. Although effective in its use of the corner, overall the design was not advanced for the date as it applied the Renaissance Revival vocabulary across its rendered facade in a manner reminiscent of Victorian hotels. The treatment is however bolder, with the shallow pilasters having ruling to represent very large blocks. The segmentally-arched windows have render hoods and are flanked by consoles, the eaves bracketed and the parapet decorated with Italianate balustrading and are all reminiscent of earlier buildings. The hotel remains externally substantially intact, with some of the ground floor joinery having been altered.

City of Melbourne Maps
Building Details:
The former Main Point Hotel. A two-storey sandstone building with an octagonal tower and mansard roof, designed in Renaissance Revival style and built in 1903. Refurbished in 1990 and converted to an office/shop on the ground floor, residential on the first. There is a billboard mounted on the roof. This property contains one shop
Primary land use: retail
Site Area: 184 m²

see https://www.facebook.com/AntonParerPP/posts/707451846003328 and
http://www.catalanfootprintinaustralia.net/scr/art/?id=23
Recounts the immigration of the Parer family from Spain to Australia, entering into the hotel and café business. Francisco Rubira, who married a sister, Teresa of Estevan, Francis, Felipe and Johnny was
one and his son James had Rubira’s Hotel which was opposite Myers and as it ran from Bourke Street into Little Collins Street, was leased after World War I to G. J. Coles for 30 years for their first big city store. They later bought it from them.

Hotels owned by the Parer family and relations in Melbourne included:
The Duke de la Victoria, 1858-1898
Parers Crystal Cafe & Hotel, 1888-1950 (Mrs Sarah Parer, Hotelkeeper)
London Hotel (Parer & Higgins), 1888, 263 Bourke Street
Hosies Hotel (Parer & Barbeta), 1888-1898
Gippsland Hotel (Parer & Higgins), 1893; then W. H. Higgins to 1930
Exchange Hotel (John A. Parer & Higgins) cnr Swanston Street & Collins Street, 1890-at least 1902 (Estevan Parer)
Royal Mail Hotel (Francis Parer), 1902-1905; (J.A. Parer) 1905-1911; and Parer & Higgins 1911-1914
Rubira’s Hotel
John Bull Hotel (Martin Arenas), 1895-1902
Temple Court Hotel (Frederick A. Parer), 105 Queen Street, 1903
London Tavern (Francis Parer), 99 Elizabeth Street, 1892
Albion Hotel (Joseph Parer), 292 Bourke Street, 1892
Imperial Hotel (Mrs. Maggie Parer), 4 Bourke Street, 1904

Wikipedia, the free encyclopedia, 2017
Main Point (Building)
The Main Point hotel was once a prominent feature in South Melbourne. The current building was built in 1903 but replaced an earlier structure on the same site. Although it is still relatively well-preserved it is obscured by the King’s Way overpass.

Original Structure
In 1869 George William Hall applied for a publican’s licence for a house built of wood and plaster and situated at corner of Moray Street and Sandridge Road (now City Road). He was granted a licence and named this establishment the Main Point Hotel.

Ownership of the hotel transferred to Alexander Marks in 1870 and towards the end of 1871 the hotel was renovated. Unfortunately, Marks’ original application appears to have been issued improperly. Magistrate Mr. C. Mollison PM refused to renew the license in 1872 meaning Main Point could not legally operate for several months until the issue was resolved. Marks died in November 1873 age 36.

At some point the hotel passed to J. F. Kennedy. On his death in 1899 his executrix ordered the property to be sold. Main Point was advertised as a going concern, having already been leased to a good tenant for five years at £150 per year. Emily and James Rubira are likely to have purchased the hotel at this time.

Current Structure
It is not clear why Emily and James Rubira decided to rebuild the hotel, but in 1903 they demolished the former structure and started work on the new hotel. Mr. Rubira was already operating a successful cafe and hotel at 305 Bourke Street. Rubira sold the Bourke Street cafe in 1927 for £50,000 and was therefore a man of some wealth.

The area around the Main Point hotel developed a somewhat sordid reputation. Numerous bashings and robberies are reported in this area, and hotels frequently pushed the boundaries of their licensing regulations.

Licence Deprivation
Main Point escaped an earlier attempt at licence reduction in 1908, but by 1926 again the licensing commissioner believed that there was an ‘overstocking’ of hotels within Melbourne causing ‘keen competition’ and illegal trading. De-licensing six hotels within the South Melbourne area was proposed by the licensing court, and this was thought not to inconvenience the public as the demand for accommodation was not great. Concerns were further heightened by the opening of the new Spencer Street Bridge, thus diverting more traffic away from the area of South Melbourne. In considering closure, the commissioner, Mr. Barr, described cited poor buildings, lack of
accommodation, number of hotels (in proximity) and the number of convictions as his criteria for determining license deprivation.

In giving evidence to retain its license, Mr. Rubira told the licensing court that if hotel were permitted to retain, he would consider building an establishment ‘on the lines of his Bourke Street Café’. By June the fate of Main Point had been sealed and in November, the compensation packages were announced. Businesses were to cease trading by 31 December 1926. The operator of Main Point at that time, Thomas Rayner Keane, died shortly before compensation was announced but was declared insolvent in 1928.

Within very close proximity to Main Point, the Trades Hotel was also de-licensed, but the George Hotel and the Castlemaine (Commercial) Hotel remained. Over 128 hotels have been recorded in the South Melbourne area.

Post De-Licensing
The hotel appears to have continued operating as a cafe and was the scene of an assault of one employee on another employee in 1935.

The Main Point hotel has operated as home of the Costume Shop for over 20 years.

Urban Renewal
Southbank was the one of the subjects of the Victorian Government urban renewal push in the 1990s. Developers purchased large parts of Southbank and developed a number of residential and commercial sites. In 2011, the City of Melbourne released a strategic plan for the redevelopment of Southbank.

The land adjoining the Main Point hotel was purchased by Central Equity and the Main Point tower started construction in 2011. The adjoining tower will be one of the tallest buildings in Melbourne. Thankfully, the Main Point Hotel remains undisturbed in this development and regains some of its prominence lost when it was obscured by the Kings Way overpass.

Other References
During World War I, two enlisted soldiers are known to have links with the hotel. Lance Corporal Slocombe listed his mother, Mrs Hastain, as residing at the Main Point Hotel. Private Mack listed his address, and the address of his next-of-kin (sister), at the Main Point Hotel in 1916.

References
'Main Point Hotel'. skhs.org.au.


City of Melbourne. ‘Southbank’ (PDF).

Central Equity. ‘Mainpoint’.


**Newspapers**

1870 - First mention of MPH. Flooding.  
*The Argus,* 28 September 1903  
Tenders invited for the erection and completion of new mint hotel and  
3 four-roomed cottages all in brick situate corner of City Road and Moray Street, South Melbourne, for  
E. Rubira. Plans and specifications to be seen at the hotel. Tenders close Saturday, October 3.  
Tenders to be sent to Rubira’s Café, 305 Bourke Street. Lowest or any tender not necessarily  
accepted. Joseph Parer, architect, 95 Page Street, Albert Park.

*The Age:*  Monday 28 September 1925  
ATTACKS BY ROUGHS. A CONSTABLE MOBBED.  
Timely Arrival of Reinforcements.  
In the neighbourhood of the Main Point Hotel, City Road…

*The Argus,* 10 February 1926  
LICENSING COURT. DEPRIVATION SITTINGS.  
Port Melbourne District  
Inspector Brown said that while the Court could close six hotels, he would name those which might go  
out, namely, the Trades, Union, Centenary, Nelson, Queen's Bridge. Mendes' Royal, Main Point,  
Albion, and the Star und Garter Hotels. This would leave a margin of three…  
(Confirmed in *The Argus,* 29 June 1926)
Recommendations
Maintain as HO370 in the Melbourne Planning Scheme.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Bank of New South Wales, 269-283 City Road, Southbank

City of Melbourne property number: 110373
Type of place: bank

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1932, Inter-war (WW1-WW2)
Major owners or occupiers: Bank of New South Wales
Designer: Godfrey and Spowers

Heritage Gradings:
Proposed new system (C258):
Individually significant,
Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: B3, Proposed: B2

Heritage values:
Aesthetic, Historical, Social

Heritage status:
Heritage overlay: HO371, 269-271 City Road, Southbank

Thematic context:
5.3 Developing a large, city-based economy
Description

The South Melbourne branch of the Bank of New South Wales design is unconventional, compared to a bank constructed for the company in Camperdown (1935) and others designed by Godfrey & Spowers, which are all in a conservative style (hipped roof on a neo-Georgian elevation).

Jazz Moderne in style, the bank possesses a parapet, stylised cornice, entablature and string mould, in the Classical manner, but arranged and detailed in a way reflecting both Aztec and Egyptian influences, typical of the Moderne style. The string frieze are stylised papyrus capitals or lotus borders, whilst the architrave to the entrance door possesses bas-relief chevrons. The fenestration, with its vertical emphasis, may be compared with the Chapel Sesostris I at Karnak. Additional decoration occurs in bas-relief at the tympanums of window openings and in isolated panels in the stucco.

The design is unusual and a reflection of the effect of exotic styles in parallel with the move to Modernism.

History

The South Melbourne branch of the Bank of New South Wales opened its premises in City Road in 1932 and its designers, Godfrey & Spowers, were one of the most prolific designers of banks in Victoria at the time, mostly for the Bank of New South Wales and many in the inter-war period, both in Victoria and NSW.

The Bank of New South Wales was the first bank in Australia, being established in Sydney in 1817. During the 19th and early-20th century, the bank opened branches throughout Australia and Oceania. The bank merged with many other financial institutions, finally merging with the Commercial Bank of Australia in 1982 to form the Westpac Banking Corporation. The opening of this bank branch followed a period of rapid expansion soon after the Great Depression where the bank purchased Australian Bank of Commerce, which had branches in both New South Wales and Queensland, and the Western Australian Bank.
Comparative analysis

There are no similar Moderne style bank designs in the Southbank Fishermans Bend area. A search of the i-Heritage database yields only two other bank examples, both in the Melbourne CBD and of a considerably larger scale (190-192 Bourke Street and 219-225 Bourke Street, Melbourne).

Statement of Significance

What is significant?
The South Melbourne branch of the Bank of New South Wales opened its premises in City Road in 1932, and its designers were Godfrey & Spowers.

Contribution 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 foliation, 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-water heads.

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 Wale is significant socially, historically and aesthetically to Southbank and the City of Melbourne.

Why is it 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. (Criterion A)

Aesthetically, as a good example of Jazz-Moderne style commercial architecture by a well-known architectural firm and bank specialist, 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. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

SBCS, V1 FOOTNOTES
Graded A
7. Bank of New South Wales
   1. (a) Trehowan, Banks of Victoria
   (b) RB 1932 8582, seven rooms
   brick, NAV 332 pounds
   3. Trehowan
   4. (a) Lange and Hirmer, Egypt
      (Landen, 1961) illust. 90
      (b) See painted lotus borders in
tombs (chiefly after P.d'A)
Lewis, M. Australian Architecture Index:  


Godfrey & Spowers, architects, for proposed new Bank of New South Wales at 368-374 Collins Street, Existing building, constructed in 1857, about to be demolished. Article. *The Age* 7 March 1933 in Royal Victorian Institute of Architects press cuttings (State Library of Victoria), 1933-1934.

See also record 7523 Godfrey & Spowers; Seabrook & Fildes VIC Banks, 1936 11  
7522 Godfrey & Spowers VIC Banks, 1936 11 20  
6481 Godfrey & Spowers Finley NSW Banks, 1937 1 14  
6532 Godfrey & Spowers NSW Banks, 1937 1 14  
7226 Godfrey & Spowers VIC Banks, 1937 1 14  
7155 Buchan, Laird & Buchan; Godfrey & Spowers VIC Banks, 1937 10 26  
7115 Godfrey & Spowers VIC Banks, 1937 9  
7419 Godfrey & Spowers; Seabrook & Fildes VIC Banks., 1937 9  
7524 Godfrey & Spowers; Seabrook & Fildes VIC Banks, 1937 9

**i-Heritage**  
**South Melbourne Conservation Study 1997 – Bryce Raworth**  
The South Melbourne branch of the Bank of New South Wales opened its premises in City Rd in 1932 and its designers, Godfrey (sic) and Spowers were one of the most prolific designers of banks in Victoria at the time.

**Description**  
This unusual, two-storey bank combines simple massing with applied decoration derived from Norman sources. The corner entrance is surrounded by a bold architrave in chevron-patterned render and the string course is fashioned to represent a corbel table. Apart from panelling over the decorative parapet, the building remains in excellent, original condition. The building, in a manner typical of the period in which it was built, has a plana, stylized facade. It is two-storeyed, rendered and box-like in its massing, while the applied decoration over the whole is Norman in derivation. The corner entrance door is set within a bold arched opening and the architrave surrounding it has chevron patterning depicted in the render. Flanking this are two slit windows, while dividing the two floors there is a string course fashioned to represent a corbel table. The facade is otherwise plain, with decoration devoted to the render patterning above each window. The ground floor has steel-framed windows and the first floor and rear facade, double-hung timber sashes. The windows appear original however the front door has been replaced.

**Statement of Significance**  
The former Bank of New South Wales is of significance as a substantially intact example of an early-1930s banking premises designed with modernist simplicity of line combined with revivalist
It is a good example of the work of Godfrey & Spowers, and of distinction to South Melbourne as one of the few key commercial buildings built during the 1930s in the area.

Recommended

Signage (inappropriate - remove)
Original parapet details (inappropriate - reinstate original design)

**Wikipedia, the free encyclopedia, 2017**

Bank of New South Wales
Founded 8 April 1817 in Sydney, New South Wales
Defunct 1982

The Bank of New South Wales (BNSW), also known commonly as The Wales, was the first bank in Australia, being established in Sydney in 1817 and situated on Broadway. During the 19th and early-20th century the Bank opened branches first throughout Australia and Oceania. It merged with many other financial institutions, finally merging with the Commercial Bank of Australia in 1982 to form the Westpac Banking Corporation. This included at Moreton Bay (Brisbane) in 1850, then in Victoria (1851), New Zealand (1861), South Australia (1877), Western Australia (1883), Fiji (1901), Papua New Guinea (1910) and Tasmania (1910).

1927: BNSW acquired the Western Australian Bank, which had been established in 1841 or 1842.
1931: BNSW acquired the Australian Bank of Commerce, which had branches in both New South Wales and Queensland.
1942: BNSW suspended operations in Papua New Guinea as the Japanese Army captured many of the towns in which it had branches and agencies, and bombed Port Moresby. It resumed operations in 1946.

**Newspapers**

Bank of New South Wales,
Established 1817.

With which are amalgamated the Western Australian Bank and the Australian Bank of Commerce Ltd.
From and including Wednesday next, the 20th Inst., the business of the South Melbourne Branch will be carried on in New Premises situated at 263 City Road, South Melbourne (corner of Clarke Street).

**Recommendations**

Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Revise heritage overlay mapping to include only the extent of the heritage building and exclude modern tower behind.
Edward Murphy warehouse and workshop, 272 City Road, Southbank

City of Melbourne property number: 110392
Type of place: warehouse

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1887-1892, Victorian-era
Major owners or occupiers: Edward Murphy

Heritage Gradings:
Proposed new system (C258):
Individually significant,
Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: B2, Proposed: B2

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage overlay: HO374

Thematic context:
5.3 Developing a large, city-based economy
5.5 Building a manufacturing industry
10.1 Arts and creative life in the city
Boundary of heritage place

Description

Two-storey and of brick, this building has what has been described as a bold, arcuated facade of exposed brick with a cemented trabeated system set across it. The pilasters are Doric Order at ground floor level and Corinthian Order above, while the large arched window openings have prominent masks set onto their keystones. Cemented mouldings include a parapet cornice and string mould at the first floor level; double-hung sash windows are used throughout. The attic level may be an early addition with Victory garlands adorning the parapet panels.

At the rear in Haig Lane, a gabled brick warehouse is set hard onto the street. The brick have been painted and openings altered. The adjacent brick warehouse row at the Clarke Street corner has 'Murphy's Building A.D. 1885' on the parapet.

The facade brickwork has been painted, reducing the building's integrity, but otherwise the upper level and ground level are remarkably well-preserved.

History

Edward Murphy, ventilator manufacturer, purchased two blocks CAs 14 (272 City Road) and 15/80 at the Sandridge (later City) Road and Clarke Street corner, granted 18 Nov 1879. However, he is rated as an owner-occupier 1871 in the Sandridge Road, occupying a workshop. In 1866 he was listed as a painter in a workshop at 3 Coventry Court, off Coventry Street, on land owned by Thomas Lowden. In 1890 Murphy's wife Ellen died, being noted then as a colonist of 40 years which implies arrival in c1850.

From 1874 he was advertising his ‘Murphy's Patent Bi-valve Ventilator’.

Below are the list of prices of Ventilating Flowers. This is an improved bivalve ceiling Ventilator, so constructed that it will always be a means of egress for the foul air no matter how hard or from what direction the wind may be blowing.

The great improvement of this patent over all others is that it let the wind blowing from whatever direction, the escape valve must always remain open, and the foul air have unimpeded egress. Plaster and Cement. Trusses and Centre Flowers of every description at lowest rates.' In the following year he was awarded third prize in the jury awards at the Victorian Intercolonial Exhibition, 1875.

Miles Lewis has described Murphy's career in a recent paper:
Although the latter application (1865) by T. A. Dunn was unsuccessful, a factory to manufacture centre flowers and patent ventilators was established the next year in Sandridge Road (now City Road), South Melbourne, by Edward Murphy, who seems to have obtained some later patent on what he called a bi-valve ceiling ventilator. He received orders from other colonies, employed 10 hands, was awarded gold medals at various international exhibitions, and the business was still operating in the early 20th century under Frederick Murphy.

Two surviving Murphy ventilators have been discovered in the roof space of the house Glenfern, East St Kilda, where they appear to have been installed in 1876 above the central gas fittings of rooms in the upper floor.

From 1881-1886, Murphy was in a 10-room wooden house and workshop at Sandridge Road, owning and leasing out the adjoining workshops to the west, but by the next available rate book of 1893 he is the owner-occupier of a brick store at 129-131 City Road with an annual valuation of £120. This is the first evidence of the existing building. By then he had also erected the brick stores on his land to the west, leasing them to firms like J. W. Todd & Co. at 119-125 City Road.

Around that time Murphy had an agency in Adelaide advertising ‘garden fountains with varied and beautiful designs of garden fountains, vases, pedestals, and unique adjuncts’.

Murphy's firm showed their entrepreneurial spirit in 1902, offering Ballarat East a statue of Her late Majesty Queen Victoria as a ‘...representation of a statue of Her late Majesty in Portland cement, which is stated continually hardens in wet weather, for the sum of £60.’ After a brief period the statue could be coated with enamel paint, which would give it the appearance of marble. In 1913 the firm claimed that ‘The leading Architects specify Murphy's Patent Ventilators for Ceilings first prize medals — London, Paris and Philadelphia.’

After the Murphy occupation ended after World War I, T. Walker & Sons, plumbers, were there over a long period.

The noted journalist and writer Edwin Greenslade Murphy (1866-1939) was born on 12 December 1866 at Castlemaine, Victoria, tenth child of Irish-born Edward Murphy, plasterer and clay modeller, and his English wife Ellen, née Greenslade. He spent five years at a South Melbourne school before going to work for his father in City Road. By the 1890s he was in Western Australia and died there.

Comparative analysis

There are now few similar designs in the Southbank Fishermans Bend area in terms of the combination of age, extent and design; many have been reduced to facades such as the former Moore's timber yard in City Road.

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 I after a successful enterprise that gained a number of awards and commissions.

Contributory elements include:

- two-storey brick parapeted form;
- an arced facade of face brick with a cemented detailing;
- a cemented trabeated system laid across the facade;
- 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?

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 facade also for the long association with the locally prominent pioneering Murphy family that had been linked with industrial development on Southbank since the 1860s. (Criterion A)

And aesthetically, for the relative sophistication as both an arcuated and trabeated workshop facade 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. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

City of Melbourne maps
Parish Plan E Murphy has 2 blocks CAs 14 (272) & 15/80 Grant 18 Nov 1879 at City Road / Clarke Street corner. City of South Melbourne Parish Plan Sheet 5 (M333) (31).

South Melbourne rate books
1884, 4333-4336 Edward Murphy, manufacturer South Melbourne, Victoria, Australia. Edward Murphy Sandridge Road (Block 80) owns four places: Christopher Lawrence mattress-maker iron workshop; VL 54; EM 10R Wood £100 ; James Lynes, engineer iron workshop 1886, 8199-8203 Frederick & Edward Murphy, ventilator manuf. South Melbourne -Edward Murphy City Rd (Block 80)-EM owns 5 places: JK Blogg manuf, Brick stores; Geo Austin 6R Wood; EM workshop etc £100; Barlow… manuf. workshop £50; Davies Shephard & Swift workshop; Lynas & Gwynne engineers workshop £100
1893, 7418-7422 Edward Murphy, plasterer South Melbourne- Edward Murphy City Rd (Block 80)-JW Tod & Co EM owner 119-125 City Rd B & Iron stores £320, vacant 127 City Rd Brick stores £50, EM at 129-131 City Road Brick store £120, Testro Dowdey coppersmiths 133 Iron store £50, Davies & Sheppard 135 Iron store.

MMBW maps
RP 25 1895 – shown as masonry to depth of adjoining to west, with various timber-framed buildings at rear

DP 505 1895 – shown as 131 with square block at frontage with various structures at rear, two pilasters shown as existing on facade in plan.

Mahlstedt & Son's fire insurance plans, plan 8.
1920s shows 272 as three-storey and square in plan with most of the site occupied by a one-storey corrugated iron store. Adjoining are 274-282 City Road as a two-storey commercial row.
c1928 shows similar but 272 is now number 8 of a complex of stores adjoining and the rear wing varies from the 1920s plan with less site coverage.

Electoral Rolls
Southern Melbourne, Melbourne South
1903 Edward Murphy, 272 City Road, photographer also John Fox M modeller, Victoria, Australia, Wills and Probate Records, 1841-2009
Name: Edward Charles Murphy of Napier St, South Melbourne
Record Type: Probates
Death Date: 25 Dec 1888
Death Place: S Melbourne
Occupation: Plasterer
Grant Date: 8 Aug 1890
Grant: A
Probate File Number: 42/916
Australia, Death Index, 1787-1985
Name: Edward Murphy
Birth Year: about 1824
Age: 75
Death Place: South Melbourne, Victoria
Father's name: Murphy Jno
Mother's name: Lucretia Driscoll
Registration Year: 1899
Registration Place: Victoria
Registration Number: 6832

Sands & McDougall Directory of Victoria
City Road north side, between Hanna and Clarke streets

1930
270 Kamer Motors (Aust) Pty Ltd
272 Walker, T., & Sons, plumbers
274-276 Dondey & Testro, Pty Ltd, coppersmiths & engineers
278 No Dust Manufacturing Company, chemical manufacturers
280 Vacant
282 Hayman, W. L., & Co, machinery merchants

1925
270 Leyland Motors, motor manufacturer
270 Armstrong & Holland Pty Ltd, machinery merchants
272 Walker, T., & Sons, plumbers
272 Fair, E. J., pat
274 Dondey & Testro, coppersmiths

1920
270 Brit & Aus Machinery Co Ltd, bulk stores
272 Walker. T. & Sons, plumbers
274 Dondey & Testro. coppersmiths
276 Ballantyne. T, engineers
278 The No Dust Co
280 Long & Denton, ventilating engineers
282 Young, J. & H., pattern makers

1915
272 Murphy, E., modeller
274 Dondey and Testro. coppersmiths
276 Ballantyne. T, engineers
276a Harness, Geo. P., portrait painter & decor
278 The No Mist Co
280 Aoelene, manufacturing
280 Millington. Arth. G., importer & manufacturers agent
282 Lacey, E., engineer

1910
272 Murphy, E.,modeller
274 Dondey & Testro, coppersmiths
276 Harness, G., signwriter, Trueman, Thos., cabinetmaker
278 Motor Tyre Co – Clark, E. manager
280 Bradeley, T. C., engineer

1904
272 Murphy, Edwdard, ventilator works
274 Dondey & Testro, coppersmiths
276 Snowsill, William, bedstead maker
278 Lnxo Coffee Roasting Company
280 McKellow, J. J. & Co, carpet cleaner
282 Aust Chem & Disinfectant Manufacturing Co

1893
131 E Murphy, ventilator works

i-Heritage
272 City Road Southbank 3006
South Melbourne Conservation Study 1997 – Bryce Raworth
Building and History Information
Architectural Style Classical Revival
Period 1876-99 – Victorian
Construction Date 1880
History
This warehouse is one of only three late-Victorian warehouses that were given decorated facades that remain substantially intact in the industrial area of South Melbourne, the others being at 65 and 75 City Road (q.v.v.).

Description/Notable Features
Notable features include an elaboration/ high standard design of cement rendered surfaces. This former warehouse has been partially modified but still substantially retains its classically-inspired facade of stucco pilasters over plain brickwork. While the facade has been slightly altered at parapet level and the painting over it has reduced its articulation, this building has a bold facade of exposed brick with a render trabeated system set across it. The pilasters are Doric at ground floor level and Corinthian above, while the large arched window openings have prominent masks onto their keystones. The interior of the building has been altered.

Statement of Significance
272 City Road is of significance as one of the few warehouses in the once industrial area of South Melbourne to have been given architectural embellishment across its facade. The interior is not integral to the significance of the building.

Recommended Alterations
Awning, signage (inappropriate - remove); Painted brick (inappropriate - remove by approved method)

South Melbourne Conservation Study 1997 – Bryce Raworth
Cites 1987, South Melbourne Urban Conservation Study / Alom Lovell Sanderson Pty Ltd
HISTORY AND DESCRIPTION
This warehouse is one of only three late-Victorian warehouses that were given decorated facades remain substantially intact in the industrial area of South Melbourne, the others being at 65 and 75 City Road (q.q.v.). While the facade has been slightly altered at parapet level and the painting over it has reduced its articulation, this building has a bold facade of exposed brick with a render trabeated system set across it The pilasters are Doric at ground floor level and Corinthian above, while the large arched window openings have prominent masks onto their keystones. The interior of the building has been altered.

The record of buildings along City Road in the City of South Melbourne Rate Books are not listed by street number. As a result it has not been possible to firmly establish the date of this building.

HERITAGE LISTINGS
HBR: Recommended for inclusion on the register.
GBR: N/A
RNE: Recommended for inclusion on the register.
National Trust: Not currently listed.

M. Lewis
ANZASCA PAPER 1.
J. G. KNIGHT AND THE PREHISTORY OF ARCHITECTURAL SCIENCE IN AUSTRALIA
Miles Lewis. Department of Architecture University of Melbourne:
Although the latter application by T. A. Dunn was unsuccessful, a factory to manufacture centre
flowers and patent ventilators was established the next year in Sandridge Road (now City Road),
South Melbourne, by Edward Murphy, who seems to have obtained some later patent on what he
called a bi-valve ceiling ventilator. He received orders from other colonies, employed ten hands, was
awarded gold medals at various international exhibitions, and the business was still operating in the
early twentieth century under Frederick Murphy. (81 - T.W.H. Leavitt & W.D. Liburn (eds), The Jubilee
Intercolonial Exhibition, Melbourne 1875, advertiser p.76; Australian Mechanic, 15 October 1872,
p.112.) It is pleasing to be able to report here that two surviving Murphy ventilators have just been
discovered in the roof space of the house 'Glenfern', East St Kilda, where they appear to have been
installed in 1876 above the central gas fittings of all rooms, at least in the upper floor. The ventilator
consists of a flat tin cone placed over the ceiling rose, with the apex of the cone leading into the
bottom side of a short transverse tube of rectangular cross-section. Immediately above the inlet from
the cone is a pivoting flap in the form of an inverted V, which rocks to one side or the other according
to the prevailing draft. This (as I infer) is designed to automatically block the draft from forcing the
gases back into the room, and to allow these gases to be sucked out by the negative pressure
created at the opposite end of the tube.

Newspapers
The Record and Emerald Hill and Sandridge Advertiser. 19 March 1874, Pg.2.
Murphy's Patent Bi-valve Ventilator.
Below are the list of prices of Ventilating Flowers with Ventilators complete- 26-inch Flower complete.
This is an improved bi-valve ceiling ventilator, so constructed that it will always be a means of egress
for the foul air, no matter how hard or from what direction the wind may be blowing. The great
improvement of this patent over all others is that, let the wind blowing from whatever direction, the
escape valve must always remain open, and the foul air have unimpeded egress. Plaster and
Cement. Trusses and Centre Flowers of every description at lowest rates.
Agent for Melbourne: Newing, Oil and Colorman, 114 Elizabeth Street. Edward Murphy, Patentee:
Sandridge Road, Emerald Hill.

The Argus, 18 Sep 1875. JURY AWARDS AT THE EXHIBITION (Victorian Intercolonial Exhibition,
1875)
The following awards were made yesterday:
DEPARTMENT XIV – WOOD AS MATERIAL. Experts: Mr. S. H. Roberts, chairman; Messrs. Joseph
William Dowling, 101 Montague Street, Emerald Hill. 2,170 to 2,171, ventilators, second prize.
Edward Murphy, Sandridge Road. 2,187, ceiling ventilator, third prize.

The Argus, 3 October 1890, pg.1.
‘MURPHY – On the 28th August, at Ilfracombe, Devon, England, Ellen, the beloved wife of Edward
Murphy, of City Road, South Melbourne, and Gippsland, loving mother of Mrs. T. Bewley, Mrs. R.
Tope, Mrs. J. Kelly, Mrs. F. Davis, and of John, Henry, Frederick, and Edwin Murphy, in her 66th year.
A colonist for 40 years. Deeply mourned by her sorrowing family. ’

Evening Journal. 18 December 1890, pg.2.
GARDEN FOUNTAINS – Mr. Edward Murphy, of City Road, South Melbourne, has a representative in
Adelaide with varied and beautiful designs of garden fountains, vases, pedestals, and unique
adjuncts.

The Argus, 2 May 1899, pg.1.
MURPHY – On the 1st May at City Road, South Melbourne, Edward, the beloved husband of Eliza
Murphy, and father of John, Frederick, and Edwin Murphy, Mrs. T. Bewley, Mrs. R. Tope, Mrs. J.
Kelly, Mrs. F. Davis, aged 75. A colonist of 50 years. THOMAS. On the 1st May, at his brother's
residence, 31 The Avenue, Windsor. Richard Thomas, aged 63 years. At rest.

The Ballarat Star. 11 February 1902, pg.2.
It is quite possible that Ballarat East may yet possess a statue of Her late Majesty Queen Victoria, that is, providing the Town Council is prepared to accept one at a cheap rate. A letter has been received at the office of the council from a Mr. Edward Murphy of City Road, South Melbourne, offering to supply a representation of a statue of Her late Majesty in Portland cement, which is stated continually hardens in wet weather, for the sum of £60. The communication further mentions that after a brief period the statue could be coated with enamel paint, which would give it the appearance of marble. The offer will be considered at the next meeting of the council.

The Age, 25 May 1906, pg.6.
A SNAKE IN THE CITY.
A resident of South Melbourne, Mr. Edward Murphy, of City Road, yesterday morning found a snake over six feet long coiled up outside the bedroom door. Sir Murphy carries on the business of a modeller, and lives in the upstairs portion of the premises. When he opened a door on the ground floor at the rear yesterday morning, he was astounded to see a huge snake lying on the topmost step. The reptile was as much alarmed as Mr. Murphy at being discovered, and it dragged its length into the water spouting, which ran just under its nesting place, till oddly a foot of tail was hanging over the ledge. Murphy went for assistance, and a number of active young men came on the scene. One them, who was named Meredith, with a promise to show the onlookers 'how we catch snakes in Tasmania,' ran up the steps and stirred up the snake with a stick. The creature sluggishly crawled out of its concealment, and as so Meredith partially stunned it with a blow from a stick, and then pinned its head to the step with a penknife. The snake curled round the stick, and Meredith tied it fast with a boot lace and bore it off in a bag. Mr. A. Coles, taxidermist and furrier, Elizabeth Street, who found that the knife wound was likely to prove fatal, and therefore despatched the reptile. It was a very fine specimen of the non-venomous diamond snake, with beautiful black and white markings, and it measured 6 feet 2 inches in length. It is suggested that the snake was formerly part of the stock in trade of snake charmer who appeared in some months ago. She rented a room in the vicinity of City Road to keep her pets, and is thought that this must have been one of them and that by some means it escaped from its cage. On the other hand, it is possible that it came down in one of the banana crates from Queensland, and crawled from South Wharf, which is at the rear of Mr. Murphy's place, to where it was captured.

Record, Aug 16 1913
GARDEN FOUNTAIN AND VASE WORKS
Designs and Estimates famished for all kinds or Cement and Plaster Work.
Edward Murphy
Modeller
272 City Road, South Melbourne
Centre flowers of the Latest Designs, and Cement Press work.
Mica Flap and Other Outlet Vents, Etc.
The leading Architects specify Murphy's Patent Ventilators for Ceilings.
Murphy, Edwin Greenslade (Dryblower) (1866–1939)- tenth child of Irish-born Edward Murphy, plasterer and clay modeller, by Arthur L. Bennett

This article was published in Australian Dictionary of Biography, Volume 10, (MUP), 1986.
Edwin Greenslade (Dryblower) Murphy (1866-1939), journalist, was born on 12 December 1866 at Castlemaine, Victoria, tenth child of Irish-born Edward Murphy, plasterer and clay modeller, and his English wife Ellen, née Greenslade. He had five years schooling at South Melbourne – his handwriting remained almost illegible – before going to work for his father in City Road. He spent some time in Gippsland and then used his pleasant tenor voice to join the chorus of the Gilbert and Sullivan operas being presented by J. C. Williamson. Murphy was attracted to the gold discoveries in Western Australia; he carried a swag 350 miles (563 km) from Perth to Coolgardie, arriving in 1894. He did a little dryblowing at Fly Flat, and enjoyed the nightly sing-songs around pub pianos. Murphy helped Billy Clare to launch his Coolgardie Miner, contributing a weekly gossip column, including jingles, using the pen-name 'Dryblower'. This originated when a friend sent one of his rhymes to the Sydney Bulletin, saying that it had been written by a local dryblower; Murphy used the name for the rest of his life.
He went north-east to the new find at I.O.U. (Bulong) where, with two mates, he struck a rich patch at the end of 1894, dollying gold worth about £2000 (a tidy sum for penniless prospectors). With one of the mates he set off in March and floated the mine, the Esmeralda, in London. It slumped and he came home, but soon returned to England where he wrote for financial and social papers and helped to expose the hoaxter Louis de Rougemont before conducting him on a lecture tour.

In London, Murphy enjoyed the theatre, especially Gilbert and Sullivan operas, in which he sometimes sang; he sent articles home about 'Fogopolis', as he called the city. On 25 September 1895 at Hackney Register Office he married Emma Eleanor Lowndes, daughter of a retired builder, and returned to Australia at the time of the South African War. Inspired by English patriotic fervour, he wrote a song, 'Hands Across the Sea', which was set to music by George Snazelle, a popular operatic figure. Returning to parched red soil from lush England, 'Dryblower' wrote 'The sun is flooding this gasping globe with myriad miles of flame'.

His crisp, humorous writing won him a job on Kalgoorlie's weekly Sun, where his chief regular feature was 'The Mingled Yarn'. After a few years he moved to Perth's Sunday Times, his 'Verse and Worse' column containing gems of satire. As co-proprietor with J. E. T. Woods, in April 1905 he founded the penny Sporting Life to print racing news; it only ran for a year and Murphy returned to the Sunday Times where he had to write so as 'to make profits for MacCallum Smith', the owner. He also produced a column on theatre. Murphy continued this work for over thirty-five years, occasionally missing a column when, as he said, celebrating unduly.

'Dryblower' wrote local content of songs for visiting musical comedy companies; when in 1908 the American fleet arrived, one of his lines, 'We've Got a Big Brother in America', was repeated widely. In World War I Murphy worked indefatigably for patriotic causes and his poem, 'My Son', inspired by his son Harry's enlistment, was greatly admired. Like many Australian humorists of the period Murphy responded to and encouraged popular sentiments of racism and jingoism.

He published a novel about Coolgardie, Sweet Boronia, in 1904. Four years later his Jarrahland Jingles appeared; it was one of the first books of substantial verse published in Western Australia and contained a preface by C. W. A. Hayward that applauded Murphy's 'playful banter' and 'stinging satire', but Hayward noted that much of it was 'quick pressure work' and gave only two poems real praise. Murphy's verses became better known than those of any other Western Australian writer and in 1926 he published Dryblower's Verses.

Public men feared his lampooning pen, which did not deter him from running in 1934, unsuccessfully, as an Independent candidate for the Senate.

This exuberant raconteur was thickset and ginger-haired with an aggressive turned-up nose; he was drawn by a cartoonist in 1907 with full drooping moustache, thumbs stuck boastfully in his waistcoat, straw boater and tight stove-pipe trousers. He died of cancer at East Perth on 9 March 1939, survived by his wife and three sons of his five children; 'Dryblower' was buried in the Anglican section of Karrakatta cemetery, having left an estate of £288.

Select Bibliography
V. Courtney, All I May Tell (Syd, 1956)
B. Bennett (ed), The Literature of Western Australia (Perth, 1979)
A. L. Bennett, Dryblower Murphy – His Life and Times (Perth, 1982)
Bookfellow, 30 May 1907
Daily News (Perth), 9 Mar 1939.

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Revise Heritage Overlay mapping to reflect splayed section of building at rear.
Murphy's buildings, 276-282 City Road, Southbank

City of Melbourne property number: 110394
Type of place: warehouse

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1885, Victorian-era
Major owners or occupiers: Edward Murphy

Heritage Gradings:
Proposed new system (C258):
Individually significant,
Contributory to a precinct
Alphanumeric system (building A-E, streetscape 1-3):
Existing: C2, Proposed: C2
Heritage values:
Aesthetic, Historical

Heritage status:
Heritage overlay: HO375, 278-282 City Road, South Melbourne
Thematic context:
5.3 Developing a large, city-based economy
5.5 Building a manufacturing industry
Boundary of heritage place

Description
This is a brick and cement two-storey parapeted commercial row styled after the Italian Renaissance revival. The parapet has the words ‘Murphy's Buildings A.D. 1885’. Window openings are segmentally arched but the former double-hung sash windows have been replaced. The parapet has piers and panels (most replaced by pipe railing) with the splayed corner as the only section near intact. The main cornice is supported on paired brackets with a plain entablature and impost mould under. There is a major string mould at the first-floor level.

The former pitched roofing has been replaced with a terrace and upper level additions (2000) set back from the street, and the brickwork has been painted. A large new development has replaced the corrugated iron clad store shown in images from around 2000.

This row and the adjoining 272 City Road are now rare within the Southbank area.

History
Edward Murphy, ventilator manufacturer, purchased two blocks CAs 14 (272 City Road) & 15/80 at the Sandridge (later City) Road and Clarke Street corner, granted 18 Nov 1879. However, he is rated as an owner-occupier in 1871 in the Sandridge Road, occupying a workshop. In 1866 he had been listed as a painter in a workshop at 3 Coventry Court, off Coventry Street, on land owned by Thomas Lowden. When Murphy's wife Ellen died in 1890, she was noted as a colonist of 40 years, which implies arrival in 1850.

From 1874 Murphy was advertising his ‘Murphy's Patent bi-valve ventilator’.

Below are the list of prices of Ventilating Flowers. This is an improved bivalve ceiling ventilator, so constructed that it will always be a means of egress for the foul air, no matter how hard or from what direction the wind may be blowing.

The great improvement of this patent over all others is that, let the wind blowing from whatever direction, the escape valve must always remain open, and the foul air have unimpeded egress. Plaster and Cement. Trusses and Centre Flowers of every description at lowest rates…

In the following year he was awarded third prize in the jury awards at the Victorian Intercolonial Exhibition, 1875.
In 1881-1884, Murphy was in a ten-room wooden house and workshop at Sandridge Road, owning and leasing out an iron workshop to Christopher Lawrence, mattress-maker. New adjoining brick stores were erected in its place in 1885 and leased to John Blogg, mattress manufacturer, and later J. W. Todd & Co. as 119-125 City Road in the 1890s. Dondey & Testro, coppersmiths leased 274, G. Harness, sign-writer, and Thos. Trueman, cabinetmaker 276, Motor Tyre Co. at 278, and T. C. Bradeley, engineer, was at 280 in the Edwardian-era buildings. In 1900 the Australian Chemical Company was occupying the building then listed as 119 City Road, as the street numbering was later changed.

After the Murphy occupation of 272 ended after World War I, Dondey & Testro, coppersmiths, were at 274, Ballantyne, T., engineers, at 276, The No Dust Co. at 278, Long & Denton, ventilating engineers, at 280 and J. & H. Young, pattern-makers, 282.

**Comparative analysis**

There are now few similar designs in the Southbank Fishermans Bend area in terms of the combination of age, extent and design; many have been reduced to facades such as the former Moore's timber yard in City Road.

**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 I 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 facade 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, as 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?**

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. (Criterion A)

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. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:

**City of Melbourne maps**

1 and 2 storey brick commercial building subdivided into 4 units. Built 1885.  

Parish Plan E. Murphy has 2 blocks Cas 14 (272) &15/80 Grant 18 Nov 1879 at City Road/ Clarke Street corner. City of South Melbourne Parish Plan sheet 5 (M333 (31)).

**South Melbourne rate books**

1873 4446, Edward Murphy, Patent ventilator, owner-occupier Sandridge Road, wood shop room and workshop £30

Biosis Pty Ltd, Graeme Butler & Associates 2017: Appendix 2
1880, 6587, vacant land E.M. £18 (CA15/80); E.M. owner-occupier ventilator manufacturer, wood four-room (house) and workshop £50

1884, 4333-4336. Edward Murphy, manufacturer South Melbourne, Victoria, Australia Edward Murphy Sandridge Rd (Block 80), E.M. owns four places: Christopher Lawrence mattress-maker iron workshop; VL 54; EM 10R Wood £100; James Lynes, engineer iron workshop

1886, 8199-8203 Frederick & Edward Murphy, ventilator manufacturer. South Melbourne – Edward Murphy City Road, Block 80 – E.M. owns five places: J.K. Blogg manufacturer, brick stores £250; Geo Austin 6R Wood; E.M. workshop etc. £100; Barlow manufacturer workshop £50; Davies Shephard & Swift workshop; Lysas & Gwynne engineers workshop £100.

1893, 7418-7422 Edward Murphy, plasterer South Melbourne- Edward Murphy City Road (Block 80) – J. W. Tod & Co. E.M. owner 119-125 City Road B & Iron stores £320, vacant, 127 City Road Brick stores £50, E.M. at 129-131 City Road brick store £120, Testro Dowdey coppersmiths 133 Iron store £50, Davies & Sheppard 135 Iron store.

MMBW
RP 25 1895, shown as masonry to depth of adjoining to east, with timber-framed buildings at rear.
DP 505 1895, shown as 119-129 City Road with block at frontage and various structures at rear.
Mahlstedt & Son's fire insurance plans, plan 8.
1920s shows 276-282 City Road as a two-storey masonry commercial row (stores 1-4) with central door flanked by windows to stores 2-4 and the corner door to store 1 with another in Clarke Street, backed by an corrugated iron-clad wing (stores 5).
1928 shows similar backed by an corrugated iron clad wing (stores 5, 6).

Electoral Rolls
Southern Melbourne / Melbourne South
1903 Edward Murphy, 272 City Road, photographer, also John Fox M. - modeller
Victoria, Australia, Wills and Probate Records, 1841-2009
Name: Edward Charles Murphy of Napier Street, South Melbourne
Record type: Probates
Death date: 25 Dec 1888
Death place: South Melbourne
Occupation: Plasterer
Grant date: 8 Aug 1890
Grant: A
Probate file number: 42/916
Australia, death index, 1787-1985
Name: Edward Murphy
Birth Year: about 1824
Age: 75
Death place: South Melbourne, Victoria
Father's name: Murphy Jno
Mother's name: Lucretia Driscoll
Registration year: 1899
Registration place: Victoria
Registration number: 6832

Sands & McDougall Directory of Victoria
City Road north side, between Hanna and Clarke streets

1930
270 Kamer Motors (Aust) Pty Ltd
272 Walker, T., & Sons, plumbers
274-276 Dondey & Testro, Pty Ltd, coppersmiths & engineers
278 No Dust Manufacturing Co, chemical manufacturers
280 Vacant
282 Hayman, W. L., & Co, machinery merchants
1925
270 Leyland Motors motor manufacturer
270 Armstrong & Holland Pty Ltd, machinery merchants
272 Walker, T., & Sons, plumbers
272 Fair, E. J., pat
274 Dondey and Testro, coppersmiths

1920
270 Brit & Aus Mchnry Co Ltd (bulk stores)
272 Walker, T. & Sons, plumbers
274 Dondey & Testro. coppersmiths
276 Ballantyne. T., engineers
278 The No Dust Co
280 Long & Denton, ventilating engineers
282 Young, J. & H., pattern makers

1915
272 Murphy, E., modeller
274 Dondey and Testro. coppersmiths
276 Ballantyne. T., engineers
276a Harness, Geo. P., portrait painter & decor
278 The No Mist Co
280 Aoelene, manufacturing
280 Millington, Arth. G.. importer & manufacturers agent
282 Lacey, E., engineer

1910
272 Murphy, E., modeller
274 Dondey and Testro., coppersmiths
276 Harness, G., & Trueman, Thos., cabinetmaker
278 Motor Tyre Co. – Clark, E. manager
280 Bradeley, T. C., engineer

1904
272 Murphy, Edwd., ventilator works
274 Dondey and Testro. coppersmith
276 Snowsill, William, bedstead maker
278 Lnxo Coffee Roasting Company
280 McKellow, J. J. & Co, carpet cleaner
282 Aust Chem & Disinfectant Manufacturing Co

1893
131 E. Murphy, ventilator works
129 Council Bank of Australia, Annesley, C. M., manager
127 Vacant
125 Tod, J. W. & Co Ltd, drysalters

i-Heritage
276 TO 282 City Road Southbank 3006
South Melbourne Conservation Study 1997 – Bryce Raworth
Period 1876-99 - Victorian
Source for construction date 1890
Integrity: fair
Condition: fair
Description/Notable Features
This former warehouse has been modified internally but still retains its classically inspired facade. The building is noteworthy for its signage. Steel railing at parapet-level appear to be a later addition. The site also accommodates a large shed of unknown age which demonstrates the earlier industrial
character of the area. (Building has recently been painted and rooftop additions constructed – July 2000).

Recommended Alterations
Signage (inappropriate – remove); Painted brick (inappropriate – remove by approved method)

South Melbourne Conservation Study 1997 – Bryce Raworth
Cites 1987, South Melbourne urban conservation study / Alom Lovell Sanderson Pty Ltd

HISTORY AND DESCRIPTION
This former warehouse has been modified internally but still retains its classically-inspired facade. The building is noteworthy for its signage. Steel railings at parapet level appear to be a later addition. The site also accommodates a large shed of unknown age which demonstrates the earlier industrial character of the area. (Building has recently been painted and rooftop additions constructed – July 2000).

Image shows warehouse at corner linked by masonry, single-storey wing to two-storey corrugated iron clad store in Clarke Street in poor repair.

Anzasca Paper 1: J. G. Knight and the Prehistory of Architectural Science in Australia
Miles Lewis. Department of Architecture University of Melbourne

‘...Although the latter application by T. A. Dunn was unsuccessful, a factory to manufacture centre flowers and patent ventilators was established the next year in Sandridge Road (now City Road), South Melbourne, by Edward Murphy, who seems to have obtained some later patent on what he called a bi-valve ceiling ventilator. He received orders from other colonies, employed ten hands, was awarded gold medals at various international exhibitions, and the business was still operating in the early twentieth century under Frederick Murphy. (81- T.W.H. Leavitt & W.D. Lilburn (eds), The Jubilee History of Victorian and Melbourne, Melbourne 1888, vol.II, pt.3, p.16; Catalogue of the Victorian Intercolonial Exhibition, Melbourne 1875, advertiser p.76; Australian Mechanic, 15 October 1872, p.112.) It is pleasing to be able to report here that two surviving Murphy ventilators have just been discovered in the roof space of the house ‘Glenfern’, East St Kilda, where they appear to have been installed in 1876 above the central gas fittings of all rooms, at least in the upper floor. The ventilator consists of a flat tin cone placed over the ceiling rose, with the apex of the cone leading into the bottom side of a short transverse tube of rectangular cross-section. Immediately above the inlet from the cone is a pivoting flap in the form of an inverted V, which rocks to one side or the other according to the prevailing draft. This (as I infer) is designed to automatically block the draft from forcing the gases back into the room, and to allow these gases to be sucked out by the negative pressure created at the opposite end of the tube.’

Newspapers
The Record and Emerald Hill and Sandridge Advertiser, 19 March 1874, pg.2.

Murphy's Patent Bi-valve Ventilator.

Below are the list of prices of Ventilating Flowers with Ventilators complete: 26-inch flower complete
This is an improved bivalve ceiling Ventilator, so constructed that it will always be a means of egress for the foul air, no matter how hard or from what direction the wind may be blowing.

The great improvement of this patent over all others is that, let the wind blowing from whatever direction, the escape valve must always remain open, and the foul air have unimpeded egress.

Plaster and Cement. Trusses and Centre Flowers of every description at lowest rates

Agent for Melbourne: Newing Oil and Colorman, 114 Elizabeth Street. Edward Murphy, Patentee: Sandridge Road, Emerald Hill.

The Argus, 18 September 1875
JURY AWARDS AT THE EXHIBITION (Victorian Intercolonial Exhibition, 1875)
The following awards were made yesterday:


William Dowling, 101 Montague Street Emerald Hill, 2,170 to 2,171, ventilators, second prize.

Edward Murphy, Sandridge Road, 2,187, ceiling ventilator, third prize.

The Argus 3 October 1890, pg.1.

MURPHY. On the 28th August at Ilfracombe, Devon, England, Ellen, the beloved wife of Edward Murphy of City Road, South Melbourne and Gippsland, loving mother of Mrs. T. Bewley, Mrs. R.
Tope, Mrs. J. Kelly, Mrs. F. Davis and of John, Henry, Frederick, and Edwin Murphy, in her 66th year. A colonist for 40 years. Deeply mourned by her sorrowing family.

*Evening Journal*, 18 December 1890, pg.2.
GARDEN FOUNTAINS. Mr. Edward Murphy, of City Road, South Melbourne, has a representative in Adelaide with varied and beautiful designs of garden fountains, vases, pedestals and unique adjuncts.

*The Argus*, 2 May 1899, pg.1.
MURPHY. On the 1st May, at City Road, South Melbourne, Edward, the beloved husband of Eliza Murphy and father of John, Frederick, and Edwin Murphy, Mrs. T. Bewley, Mrs. R. Tope, Mrs. J. Kelly, Mrs. F. Davis, aged 75. A colonist of 50 years.

*The Ballarat Star*, 11 February 1902, pg.2.
'It is quite possible that Ballarat East may yet possess a statue of Her late Majesty Queen Victoria, that is, providing the Town Council is prepared to accept one at a cheap rate. A letter has been received at the office of the council from a Mr Edward Murphy of City Road, South Melbourne, offering to supply a representation of a statue of Her late Majesty in Portland cement, which is stated continually hardens in wet weather, for the sum of £60. The communication further mentions that after a brief period the statue could be coated with enamel paint, which would give it the appearance of marble. The offer will be considered at the next meeting of the council.'

A SNAKE IN THE CITY.
A resident of South Melbourne, Mr. Edward Murphy, of City Road, yesterday morning found a snake over 6 feet long coiled up outside his bedroom door. Sir Murphy carries on the business of a modeller, and lives in the upstairs portion of the premises. When he opened a door on the ground floor at the rear yesterday morning, he was astounded to see a huge snake lying on the topmost step. The reptile was as much alarmed as Mr. Murphy at being discovered, and it dragged its length into the water spouting, which ran just under its nesting place, till oddly a foot of tail was hanging over the ledge. Murphy went for assistance, and a number of active young men came on the scene. One them, who was named Meredith, with a promise to show the onlookers ‘how we catch snakes in Tasmania,’ ran up the steps and stirred up the snake with a stick. The creature sluggishly crawled out of its concealment, and as so Meredith partially stunned it with a blow from a stick, and then pinned its head to the step with a penknife. The snake curled round the stick, and Meredith tied it fast with a bootlace and bore it off in a bag to Mr. A. Coles, taxidermist and furrier, Elizabeth Street, who found that the knife wound was likely to prove fatal, and therefore despatched the reptile.

It was a very fine specimen of the non-venomous diamond snake, with beautiful black and white markings, and it measured 6 feet 2 inches in length. It is suggested that the snake was formerly part of the stock in trade of snake charmer who appeared in some months ago. She rented a room in the vicinity of City-road to keep her pets, and is thought that this must have been one of them and that by some means it escaped from its cage. On the other hand, it is possible that it came down in one of the banana crates from Queensland, and crawled from South Wharf, which is at the rear of Mr. Murphy's place, to where it was captured.

*Record*, 16Aug1913.
GARDEN FOUNTAIN AND VASE WORKS
Designs and Estimates famished for all kinds or Cement and Plaster Work.
EDWARD MURPHY
Modeller
272 City Road, SOUTH MELBOURNE
Centre flowers of the latest designs and cement press work.
Mica flap and other outlet vents, etc.
The leading Architects specify Murphy's patent ventilators for ceilings.

ABD
Murphy, Edwin Greenslade (Dryblower) (1866-1939), tenth child of Irish-born Edward Murphy, plasterer and clay modeller.
by Arthur L. Bennett
This article was published in Australian Dictionary of Biography, Volume 10, (MUP), 1986.

Edwin Greenslade (Dryblower) Murphy (1866-1939), journalist, was born on 12 December 1866 at Castlemaine, Victoria, tenth child of Irish-born Edward Murphy, plasterer and clay modeller, and his English wife Ellen, née Greenslade. He had five years schooling at South Melbourne—his handwriting remained almost illegible—before going to work for his father in City Road. He spent some time in Gippsland and then used his pleasant tenor voice to join the chorus of the Gilbert and Sullivan operas being presented by J. C. Williamson. Murphy was attracted to the gold discoveries in Western Australia; he carried a swag 350 miles (563 km) from Perth to Coolgardie, arriving in 1894. He did a little dryblowing at Fly Flat, and enjoyed the nightly sing-songs around pub pianos.

Murphy helped Billy Clare to launch his Coolgardie Miner, contributing a weekly gossip column, including jingles, using the pen-name ‘Dryblower’. This originated when a friend sent one of his rhymes to the Sydney Bulletin, saying that it had been written by a local dryblower; Murphy used the name for the rest of his life.

He went north-east to the new find at I.O.U. (Bulong) where, with two mates, he struck a rich patch at the end of 1894, dollying gold worth about £2,000 (a tidy sum for penniless prospectors). With one of the mates he set off in March and floated the mine, the Esmeralda, in London. It slumped and he came home, but soon returned to England where he wrote for financial and social papers and helped to expose the hoaxer Louis de Rougemont before conducting him on a lecture tour.

In London Murphy enjoyed the theatre, especially Gilbert and Sullivan operas, in which he sometimes sang; he sent articles home about ‘Fogopolis’, as he called the city. On 25 September 1895 at Hackney Register Office he married Emma Eleanor Lowndes, daughter of a retired builder, and returned to Australia at the time of the South African War. Inspired by English patriotic fervour, he wrote a song, ‘Hands Across the Sea’, which was set to music by George Snazelle, a popular operatic figure. Returning to parched red soil from lush England, ‘Dryblower’ wrote, ‘The sun is flooding this gasping globe with myriad miles of flame’.

His crisp, humorous writing won him a job on Kalgoorlie’s weekly Sun, where his chief regular feature was ‘The Mingled Yarn’. After a few years he moved to Perth’s Sunday Times, his ‘Verse and Worse’ column containing gems of satire. As co-proprietor with J. E. T. Woods, in April 1905 he founded the penny Sporting Life to print racing news; it only ran for a year and Murphy returned to the Sunday Times where he had to write so as ‘to make profits for MacCallum Smith’, the owner. He also produced a column on theatre. Murphy continued this work for over thirty-five years, occasionally missing a column when, as he said, celebrating unduly.

‘Dryblower’ wrote local content of songs for visiting musical comedy companies; when in 1908 the American fleet arrived, one of his lines, ‘We’ve Got a Big Brother in America’, was repeated widely. In World War I Murphy worked indefatigably for patriotic causes and his poem, ‘My Son’, inspired by his son Harry’s enlistment, was greatly admired. Like many Australian humourists of the period Murphy responded to and encouraged popular sentiments of racism and jingoism.

He published a novel about Coolgardie, Sweet Boronia, in 1904. Four years later his Jarrahland Jingles appeared; it was one of the first books of substantial verse published in Western Australia and contained a preface by C. W. A. Hayward that applauded Murphy’s ‘playful banter’ and ‘stinging satire’, but Hayward noted that much of it was ‘quick pressure work’ and gave only two poems real praise. Murphy’s verses became better known than those of any other Western Australian writer and in 1926 he published Dryblower’s Verses.

Public men feared his lampooning pen, which did not deter him from running in 1934, unsuccessfully, as an Independent candidate for the Senate.

This exuberant raconteur was thickset and ginger-haired with an aggressive, turned-up nose; he was drawn by a cartoonist in 1907 with full drooping moustache, thumbs stuck boastfully in his waistcoat, straw boater and tight stove-pipe trousers. He died of cancer at East Perth on 9 March 1939, survived
by his wife and three sons of his five children; 'Dryblower' was buried in the Anglican section of Karrakatta cemetery, having left an estate of £288.

Select Bibliography

V. Courtney, All I May Tell (Syd, 1956)
B. Bennett (ed), The Literature of Western Australia (Perth, 1979)
A. L. Bennett, Dryblower Murphy – His Life and Times (Perth, 1982)
Bookfellow, 30 May 1907
Daily News (Perth), 9 Mar 1939.'

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Revise heritage overlay mapping to include only the existing heritage place
White & Hancock’s warehouse, later White, Hancock & Mills Pty Ltd, 300 City Road, Southbank

City of Melbourne property number: 110397
Type of place: warehouse

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1916, Victorian-era
Major owners or occupiers: White & Hancock / White, Hancock and Mills Pty. Ltd.
Designer: Unknown

Heritage Gradings:
Proposed new system (C258):
Individually significant,
Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: C2, Proposed: C2

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay: HO376

Thematic context:
5.3 Developing a large, city-based economy
5.5 Building a manufacturing industry
Description:
Two-storey parapeted brick Classical revival Edwardian-era warehouse with six facade bays arranged either side of an ornate cemented entry. Above the entry is a large parapet gable. The central three bays have paired arced fenestration with hood moulds set above and below a cemented panel. The entry has a boldly-modelled bracketed tympanum set over another segmental archway at the doorway. Double-hung sash windows are used throughout the central bays but the rest of the street elevation has casement sashes typical of the Edwardian-era with paired top lights set in segmentally-arched openings. The design is reminiscent of the work of Twentyman & Askew.
A sheet-metal-clad skillion form warehouse is located where previous corrugated-iron-clad stores have been shown on early maps but it appears reshaped and re clad with steel decking. The rest of the site has more recent brick single-storey warehouse development.
Haig Lane backs onto the site and is appropriately stone-paved for heavy traffic. The nearby Victorian-era commercial streetscape of Murphy's buildings compliments this warehouse.
The bricks have been painted, reducing the integrity of the building, the dark colouring obscuring the facade detailing.

History
This place is located on Crown Allotments 11-13 of Block 79 which were granted to J. Walker (CA11) and William Thistlewaite (CA12-13), 22 April 1879.
William W. White, manufacturer, was owner-occupier and later occupier of an iron store at what was then known as 87 City Road in the Victorian-era. The owner was James Joyce of Geelong, in the late-19th Century. In the early-20th Century, White was listed at 298 City Road, as White & Son, filter & disinfectant manufacturers.
This building appears to have been erected in 1916 when the factory was registered with South Melbourne Council. This coincided with a change of address and name, 296-306 City Road and White & Hancock, Specialists In Poultry and Bird Foods, and marked a new era for the firm. The firm was prominent in the industry, being the authority quoted in the Weekly Times on chicken matters.
A later version of the firm was White, Hancock & Mills Pty Ltd. James Smith Mills, a managing director of White, Hancock & Mills, served in the audit branch of the R.A.A.F. during the Second World War.
and later devoted much of his time to Red Cross work. He was a member of Hawthorn City Bowling Club for many years, and a member of the board of management of the Chalmers Presbyterian Church, Auburn. The building was sold in 1941. Machinery merchants Malcolm Moore Ltd and Fred Milnes were there in the Inter-war period.

**Comparative analysis:**

There are now few similar designs in the Southbank Fishermans Bend area in terms of the combination of age, extent and design; many have been reduced to facades such as the former Moore’s timber yard in City Road.

**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 facade bays arranged either side of an ornate cemented entry;
- large parapet pediment above the entry;
- paired arced 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?

Historically, for its representation of the extensive industrial and distribution development that existed at Southbank over a long period, aided by a good railway and shipping access, and its long association with the firm White & Hancock, who were well-known in the poultry industry. (Criterion A)

Aesthetically, for the ornate Edwardian classicism of the facade, particularly the entry bays, judged within Edwardian-era warehouse and manufacturing structures. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:

- **Mahlstedt & Sons fire insurance map 8**
  1928, shown as White & Hancock filter manufacturers etc. in two-storey masonry wing across site (296, 306) with various one-storey rear wings and yard.
  1920s-40s, shown as Malcolm Moore Ltd, machinery merchants, in two-storey masonry wing across site (296, 300, 306) with one-storey rear wings and yard to lane part-occupied by an iron store.
  1950s, shown as two-storey masonry wing across site (296, 300, 306) with one-storey rear masonry wings to lane and part-iron store.

- **Sands & McDougall Directory of Victoria**
  1942
292-4 Conn Bros Pty Ltd, mtr rdtr mnfrs
296-306 Milnes, Fred, & Co, machinery merchants
308-10 Geary's Motor Truck Service, motor engineers

1930
292-4 Vacant
296-306 White, Hancock & Mills Pty Ltd, food
308-12 Vacant

1925
Clarke Street
296-306 White & Hancock, poultry food
308-310 Trevorrow, J. T. & Son, engineers

1920, 1919, 1918, 1917
294 Vacant
296-306 White & Hancock, poultry foods specialists
308-10 Lowe. W. H., & Co, electrical engineers

1915, 1916
290 Convey. Mrs M., case maker
298 White & Son, filters & disinfectants
308-10 Fischer, H. F., art furniture manufacturers

1910
290 Convey, Mrs M., ease maker
298 White & Son, filter & disinfectants
308 Australian Chemical, Mfg Co.
310 National Press printing works

1904
294 Vacant
298 White & Son, filter & disinfectant manufacturers
308 Cotterell, Frederick. A. Co, plate glass works

1893
Clarke Street
117 Layton, Frederick
115 Roberts, Walter R., mus
113 Cowan, W. & B.
111 Faroe, Jonas, builder
109 Gerberb, Matthew
107 Lapish, J., slate mercur
105 White, W. M., filter manufacturer
91 Cotterell & Meadow, plate glass works
87 Heater, Robert H., coats
85 Vacant

South Melbourne Conservation Study – Bryce Raworth Pty Ltd
Building Identification Form (1997)
Description
This retail development is noteworthy for its classically-inspired details. The stucco mouldings around
the doors and windows are of special interest, as are the ornate cornice details. The giant order
pilasters are of plain brick. This combination of brick and stucco is commonplace in the central areas
of Melbourne, but it is unusual in areas south of the river.

South Melbourne rate books:
1869-1872 William Thistlewaite vacant land in Clarke Street CA 6&5/J;
1881-1883 has land in Moray Street also.
1887-1889, 6873 William W. White manufacturer owner-occupier iron store £165 Block 79.
1898-1900, 7279 William W. White manufacturer occupier, owner-James Joyce, Geelong. 87 City Road, iron store £40 Block 79.
7234 William W. White manufacturer occupier, owner-Charles O'Halloran solicitor, Melbourne, iron store next 107 £50

City of Melbourne maps
Building Details:
MMBW DP 505, 1895, shows most of site vacant with one building on east boundary numbering 105, next west is 91.

Newspapers:
Record, 22 January 1916, pg.2.
South Melbourne City Council Ordinary Meeting
Legislative and Finance Committee
5. Factories Approved Of.
That the registration of the following factories be approved of: White & Hancock, 296-306 City Road.

Weekly Times, 1 July 1916, pg.50.
One of many question and answers provided to readers by White & Hancock on chicken or hen breeding and feeding.

First large local advert.
ARE YOU RAISING YOUR CHICKS FOR PROFIT?
YOU CAN COUNT YOUR CHICKS AFTER THEY'RE HATCHED IF YOU FEED THEM ON WHITE'S BEST FOOD IN AUSTRALIA. Backed up by 25 years' practical experience.

FEED RIGHT AND YOUR HENS WILL LAY.
The profits in poultry are in EGGS. Profits in eggs are made during the coming months, when other people's eggs are scarce, and when the price goes up high. We manufacture special foods for egg production, and for egg production in particular. Accordingly, the kind of food the hens get determines how many eggs you will collect. Experienced poultry men and those 'in the know' are using WHITE'S LAYING FOOD with great results. They tell us that without doubt it is the best food in Australia today for egg production. This wonderful food contains in plenty all the materials from which eggs are made, and for keeping the entire flock in the pink of condition. By its judicious use you will have plenty of eggs in the scarce season. We also manufacture large supplies of pure Blood Meal and Meat Meal.
White's Speciality Shell Grits, used by thousands; Oyster Shell Grit, Oyster Shell Meal, Perfection Chick Foods, Poultry Tonics, Disinfectants, Shell Gravel for all caged birds. Parrot and Canary Mixtures. Price list on application. WHITE'S LAYING FOOD.

Advert: 'Everythings for Birds.'
296-306 City Road, South Melbourne.

Record, 29 January 1927, pg.8.
OUR FIREMEN.
Prevention is not half as spectacular as cure, so its happens that the finest work of our firefighters is never recorded. A little fire at 296-306 City Road is a case in point. Messrs. White and Hancock, owners and occupiers, carry manufacturing business in kindlers, disinfectants, etc., and use in their manufacture resin, and like inflammable material. South Melbourne was apprised by street alarm. They hurried away, and valuable moments were lost because the man who broke the alarm did not wait their arrival. The building is of brick with an iron roof, and was well alight when the brigade arrived. The men got quickly to work and had the fire tender control in about half an hour. Had the fire
got out of hand the consequences would have been serious. A quantity of boiling resin had ignited, and though the contents of the building suffered severely, the building was only slightly damaged.

_The Age_, 15 February 1941.
296-306 City Road, South Melbourne.
(Almost Corner of Clarendon Street)
TWO-STORIED BRICK FACTORY
Approx. floor space 5,800 sq. ft. land 99 x 122 ft. to R.O.W. at rear, giving access to Clarendon Street.
Approx. 8,000 sq. ft. vacant land for extensions.
UNDoubtedly An Unequalled Position.
For Positive Realisation. Under Instruction from Messrs. WHITE, HANCOCK & MILLS PTY LTD.

_The Age_, 20 June 1946, pg.2.
Mr. J. S. Mills
Mr. James Smith Mills of Gowan Avenue, Camberwell, who died on Monday, was formerly managing director of White, Hancock & Mills, manufacturers of South Melbourne. During the war, Mr. Mills served in the audit branch of the R.A.A.F. and devoted much of his time to Red Cross work. He was a member of Hawthorn City Bowling Club for many years, and a member of the board of management of the Chalmers Presbyterian Church, Auburn. He is survived by, a widow, son and daughter. Rev. A. G. Harrison officiated at the burial at Burwood Cemetery yesterday afternoon.

**Recommendations**
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Revise heritage overlay mapping to include existing heritage place.
Fergus & Mitchell, later Robur Tea warehouse, 28 Clarendon Street, Southbank

City of Melbourne property number: 110485
Type of place: warehouse

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1888, Victorian-era
Major owners or occupiers: Fergus & Mitchell
Designer: Nahum Barnet

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E, streetscape 1-3):

Existing: A3, Proposed: A3

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage overlay: HO765, Robur Tea Building, 28 Clarendon Street, Southbank
Victorian Heritage Register: H0526
Thematic context:
5.3 Developing a large, city-based economy
Boundary of heritage place

Description

The Robur Tea Building is a six-storey warehouse that dominates the local area. It is built of red brick with cream string courses at each floor level. Although some modifications to the ground floor openings have occurred, the upper floors have remained intact, retaining their original double-hung sash windows. A new service tower has been constructed adjacent to the southern facade. The building has been a landmark near the south bank of the Yarra since it was built. Its six-storeyed structure extended far higher than any building in the vicinity and has maintained this dominance over the area. It is built in red brick, and is box-like in form and largely unembellished, except for the main east facade. All the facades are pierced by a plethora of double-hung sash windows and the floors are delineated by cream brick coursing between each floor. On the east facade the central entrance is announced by a surround of outsize render ornamentation that runs to the floor above and is reflected by the arched balconied unit that extends up the top two floors. The whole is terminated by a render parapet announcing ‘1888’.

The building relates to the nearby Queens Bridge Street warehouse group and was built by James Moore of the nearby City Road complex. It is also close to the Duke & Orr dock and cargo sheds set along the Yarra River to the west.

History

South Melbourne Conservation Study 1997 – Bryce Raworth:

Commonly known as the Robur Tea Building in deference to one of its occupants, this building was in fact constructed as a stationer's warehouse and factory. The firm of printers and manufacturing stationers Fergusson & Mitchell required new premises by the late-1880s. A site had been chosen next to the former Langland's Foundry on the Yarra Bank fronting onto Clarendon Street and, in 1886, tenders were advertised for the six-storey brick building. James Moore built in association with engineer John Grainger, who used an innovative solution to the problem of the buildings foundations, a system of 450 timber piles and concrete rafts, a technique not attempted again until after World War I. Nahum Barnet, the designer of the building, was a most prominent architect in Melbourne during the city’s growth period immediately after the economic depression of the 1890s.
Comparative analysis
Refer to Victorian Heritage Register 2017, H0526 Statement of Significance.

Statement of Significance
Victorian Heritage Register 2017, H0526.
Last updated on 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 & 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 façade 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?
Several innovative techniques were 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 World War I. 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 façade. (Criterion E)

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 façade, 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 Robur 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 riverbank 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. (Criterion A)

See more at: http://vhd.heritagecouncil.vic.gov.au/places/1037#sthash.NMMPJsOW.dpuf

Sources used for this assessment
The following sources and data were used for this assessment:

**Victorian Heritage Register 2017, H0526**
28 Clarendon Street, Southbank, Melbourne City
Last updated on September 28, 1999
i-Heritage
28 to 34 Clarendon Street, Southbank 3006
Precinct Conservation Management Plan
South Melbourne Conservation Study 1997 – Bryce Raworth

Architectural Style Warehouse
Period 1876-1899 – Victorian
Construction Date 1889
Architect Nahum Barnet
Integrity: fair
Condition: good

History
Commonly known as the 'Robur Tea Building' in deference to one of its occupants, this building was in fact constructed as a stationer's warehouse and factory. The firm of printers and manufacturing stationers Fergusson and Mitchell required new premises by the late-1880s. A site had been chosen next to the former Langland's Foundry on the Yarra Bank fronting onto Clarendon Street, and in 1886 tenders were advertised for the six-storey brick building. James Moore built in association with engineer John Grainger, who used an innovative solution to the problem of the buildings foundations, a system of 450 timber piles and concrete rafts, a technique not attempted again until after the First World War. Nahum Barnet, the designer of the building, was a most prominent architect in Melbourne during the city's growth period immediately after the economic depression of the 1890s.

Description/Notable Features
The Robur Tea Building is a six-storey warehouse that dominates the local area. It is built of red brick with cream string courses at each floor level. Although some modifications to the ground floor openings have occurred, the upper floors have remained intact, retaining their original double-hung sash windows. A new service tower has been constructed adjacent to the southern facade. The building has been a landmark near the south bank of the Yarra since it was built. Its six-storied structure extended far higher than any building in the vicinity and has maintained this dominance over the area. It is built in red brick, and is box like in form and largely unembellished except for the main east facade. All the facades are pierced by a plethora of double-hung sash windows and the floors are delineated by cream brick coursing between each floor. On the east facade the central entrance is announced by a surround of outsize render ornamentation that runs to the floor above and is reflected by the arched balcony which extends up the top two floors. The whole is terminated by a render parapet announcing '1888'.

Statement of Significance
The former Fergusson and Mitchell building is of significance as a South Melbourne landmark that has dominated the skyline of the north end of Clarendon Street for nearly a century. It is one of the most prominent and best-designed warehouses to have been built in Melbourne near the end of the 19th century and is a significant element in the industrial landscape south of the Yarra. The manner in which the building remains as a freestanding structure, not encroached upon by taller buildings is integral to its significance, however the addition of the access tower to the south facade had detracted from its significance.

Other Comments
The nature of the render ornamentation is in its bold articulation, typical of the late-Victorian period, and in its combination with the red brick of the facade, reminiscent of the buildings of the decade that was to follow. The building has been refurbished within and an access tower built in red brick added to the south facade.

National Trust of Australia (Vic), Victorian Heritage Database, 2017.
Last updated on October 4, 2005
The principal feature on the site is a six-storey brick building, formerly used principally for the storage of tea chests and still retaining vestiges of the hydraulic lifts which made such a development possible.

The Tea House is a rare example of late-19th century ‘high-rise’ development outside the central business district and one of the few sites in South Melbourne to be serviced by the Melbourne Hydraulic Power Company's mains.

The site is also significant for its associations with both the Langlands and Fulton foundry companies – the successors to the first foundry and engineering works established in Victoria in 1842.

See more at: http://vhd.heritagecouncil.vic.gov.au/places/64558#sthash.ZXsSeLD2.dpuf

**Recommendations**
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Queen's Bridge, Queens Bridge Street, Southbank

City of Melbourne property number:
Type of place: bridge

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1887-1890, Victorian-era
Major owners or occupiers: Victorian Government
Designer: Frederick M Hynes, Chief Design Engineer for the 'Harbour Jetties and Coast Works Department' of the Public Works Department.

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E, streetscape 1-3):
Existing: A, Proposed: A1
Heritage values:
Aesthetic, Historical

Heritage status:
Heritage overlay: HO791, Queens Bridge over Yarra River, Queens Bridge Street, Melbourne
Victorian Heritage Register: H1448
Thematic context:
4.1 Governing the Colony and State of Victoria
5.3 Developing a large, city-based economy
6.7 Transport
Boundary of heritage place

**Description**

South Bank Conservation Study V1, 1982:

‘...a bridge which would extend 314 feet on five spans, three of 68, 8-inch, and two of 54 feet. Like the streets of Melbourne, it would be 99 feet wide with two 14 6"-wide walkways and provision for a tramway down its centre. Constructed largely of iron plate, the bridge rested on eight iron cylinders, filled with cement concrete, whilst the abutments were to be of basalt and Stawell freestone.’

Refer also to Victorian Heritage Register 2017:

Queens Bridge, Queens Bridge Street, Melbourne, Melbourne City

*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.*

**History**

Refer to Victorian Heritage Register Statement of Significance.

**Comparative analysis**

Refer to Victorian Heritage Register Statement of Significance.
Statement of Significance

Victorian Heritage Register 2017.

Queens Bridge, Queens Bridge Street, Melbourne

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 the 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 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. (Criterion E)

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. (Criterion A)


Sources used for this assessment

The following sources and data were used for this assessment:

SBCS V1 FOOTNOTES
17. Queens Bridge
1. The Illustrated Australasian News, December 1887
2. (a) ibid
(b) Gov. Gaz. 31/1/1890,474
3. op. cit. 1/5/1890
4. op. cit. -12/1887

Victorian Heritage Register 2017
Queens Bridge, Queens Bridge Street Melbourne, Melbourne City
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 the 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.


City of Melbourne maps 2017
Queens Bridge between Queens Bridge Street and Flinders Street

Responsible Authority: City of Melbourne
Street Extent: Bridge over Yarra River between Queens Bridge and Market Streets.
i-Heritage: no entry
Heritage Places Inventory July 2015: no listing

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Sandridge Rail Bridge, Queens Bridge Square, 1 Queens Bridge Street, Southbank

City of Melbourne property number: 573923
Type of place: bridge

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1886-1888, Victorian-era
Major owners or occupiers: Victorian Government
Designer: Victorian Railways Engineer in Chief, Robert Watson (1883-1891)

Heritage Gradings:
Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: A1, Proposed: A1

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage overlay: HO762, Sandridge railway line bridge, over Yarra River, Southbank and Melbourne
Victorian Heritage Register: H0994

Thematic context:
6.7 Transport
4.1 Governing the Colony and State of Victoria
5.3 Developing a large, city-based economy

**Boundary of heritage place**

**Description**

Refer to Victorian Heritage Register 2017 H0994:

Sandridge railway line bridge over Yarra River, Melbourne and Southbank Statement of Significance

*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 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.*

**History**

Refer to Victorian Heritage Register 2017 H0994.

*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 Hobsons 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 178 metres and with a maximum span of 36.9 metres. The four railway lines were opened for railway traffic in 1888.*

**Comparative analysis**

Refer to Victorian Heritage Register 2017 H0994.
Statement of Significance

Victorian Heritage Register 2017 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 178 metres and with a maximum span of 36.9 metres. 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. (Criterion A)

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 Yarra River.

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. (Criterion E)


Sources used for this assessment

The following sources and data were used for this assessment:

Victorian Heritage Register 2017 H0994
SANDRIDGE RAILWAY LINE BRIDGE OVER YARRA RIVER, MELBOURNE and Southbank, MELBOURNE CITY - See more at:
i-Heritage 2017
SANDRIDGE RAIL BRIDGE Southbank 3006
Conservation Study Details – South Melbourne Heritage Precinct
South Melbourne Conservation Study 1997 – Bryce Raworth
Period 1876-99 - Victorian
Source for Construction Date 1888
Builder David Munro
Integrity Fair
Condition Good

History
In September 1854 the Melbourne and Hobson's Bay Railway Company opened it line to Sandridge (now Port Melbourne), which crossed the Yarra by way of a timber trestle bridge. However, by 1883, a new steel structure had replaced the old wooden bridge (a second bridge having been built circa 1859): an indication of the growth in importance of the line to Port Melbourne. David Munro, builder of both Prince's and Queen's Bridges (q.v.), won the contract for the rail bridge's construction, the final cost being #140,000 which was substantially more than the tendered amount. The bridge was constructed under the Minister of Railways, Duncan Gillies and the Engineer in Chief, Robert Watson. The bridge is constructed of hollow iron columns filled with concrete, riveted iron arches, and with basalt masonry and ashlar forming the abutments. The four lanes across the bridge were opened for traffic in June 1888.

Statement of Significance
The Sandridge Rail Bridge is of significance as one of the earlier rail bridges to remain in use in Melbourne. The intact nature of the bridge and the viaduct are integral to the significance of the whole.

Other Comments
The Sandridge Rail Bridge was decommissioned with the closure of the Port Melbourne rail service.

References
National Trust of Aust (Vic.), 'Research into the Sandridge Rail Bridge', 4 September 1985.
National Trust Register.

Wikipedia,
Robert Watson (engineer)

Victorian Railways
In his capacity as Resident Engineer in the Victorian Railways, Watson superintended the construction of the Geelong-Ballarat railway line, the Sandhurst and Echuca line, the North East railway line and its branches, the Gippsland line and branches, and many of the lines to the Western District. The line from Bacchus Marsh to Ballan, constructed some 30 years after his original survey, follows literally the route he marked out, notably in the difficult part immediately after leaving Bacchus Marsh where there is a steep ascent of 300 feet in a distance of less than a mile. Having satisfactory carried out these works, he was granted 12 months' leave of absence on account of ill health, and visited Europe, accompanied by his wife, who died in England. He returned to Melbourne and resumed work in the Railway Department.

In 1878, a political crisis led to the Government dismissing the Engineer in Chief Thomas Higinbotham along with 137 other public services in what became known as ‘Black Wednesday’, 8 January 1878. Watson took over as Engineer in Chief. In 1880 a new Ministry expressed a wish to redress what had been regarded as a great injustice and wrong by re-instatement Higinbotham. Watson was offered the position of Senior Resident Engineer – without any alteration in the salary he had been receiving – and his position was to be only temporary, as changes were contemplated which would make it possible for him to resume the office of Engineer in Chief. However, he elected to retire and Mr. Higinbotham was re-instated. Watson instead took on a challenging expedition for the Queensland Government to explore the country from the east coast to the Gulf of Carpentaria, with a view to the
construction of a railway. At the sudden death of Higinbotham in 1880, William Elsdon took over for two years before his retirement in 1882, and Watson was then asked to return to his former position as Engineer in Chief, which he held up to the time of his death.

**Recommendations**

Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Jones Bond store, 1 Riverside Quay, Southbank

City of Melbourne property number: 110336
Type of place: warehouse

Images of place 2016-2017

**Historical associations:**
Creation or major development date(s) of place: 1888, Victorian-era
Major owners or occupiers: Jones, W. B.
Designer: Lloyd Tayler (Stores B & C)

**Heritage Gradings:**
Proposed new system (C258):
Individually significant, Contributory to a precinct
Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A3

**Heritage values:**
Aesthetic, Historical

**Heritage status:**
Heritage overlay: HO763, Jones Bond Store, 1 Riverside Quay, Southbank
Victorian Heritage Register: H0828
Thematic context:
5.2 Melbourne as a trading port
5.3 Developing a large, city-based economy
**Boundary of heritage place**

**Description**

Refer to Victorian Heritage Register 2017 H0828:
Jones Bond store, 1 Riverside Quay, Southbank, Melbourne City

What remains of this place in 2017 are:

- north, west and part eastern brick walls of Store A noted in 1982 as built c1888-1894; and
- Stores B & C (1888); and

The other stores, including Building 11, have been demolished.

**History**

South Bank conservation study, 1982:

William B. Jones was first listed on the Sandridge Road in the 1866 Melbourne directory, with the description as follows: 'Lighterman and free store keeper (and of Safety Fuse Company), 149 Collins Street West, 93 Little Flinders Street West and Kerosene stores, Sandridge Road.' Ratebook descriptions of 1865-1866 until 1868-1869, list the following as in Jones occupation: 'Three timber and iron kerosene stores (Nos. 1, 2, 3) and a four-room timber house with stables.' By 1868-1869, two additional stores (Nos. 4, 5) are listed, whilst in 1870-1871 these appear to have been replaced by the Waverley Bond, a stone store built with heavy buttressing, presumably to withstand potential explosions. In 1872-1873, a brick store is mentioned for the first time. This is rated separately as Store No. 1 in 1873-1874, along with a No. 3 store, also of brick and near twice the net annual value (£150 and £250). A photograph from 1873-1874 shows the Waverley Bond facing a brick store across Maffra Street (later No. 5) with a collection of timber stores further to the west. By 1874-1875, the New York store is first cited as being of brick, as are Stores No. 2 and No. 6 (140 feet x 72 feet in area). In 1888, architect Lloyd Taylor called for tenders for a brick store in Maffra Street for W. B. Jones. In August 1888, Taylor accepted tenders for a five-storey brick store in South Melbourne. Taylor completed the cycle by calling for a price to demolish seven brick stores on the site. An M.M.B.W. plan of 1894 shows the complex as having had the demolitions take place.
Since this 1982 description, an eight-storey concrete apartment building (Riverside Apartments) with ground-level parking and retail has been erected on the site replacing remnants of the other stores. Designed by Hayball Leonard Stent and John Zourkas & Co., Riverside Apartments were built by Baulderstone & Hornibrook in 1995, incorporating the former Jones Bond store.

Refer Victorian Heritage Register 2017 H0828.

Comparative analysis

Refer to Victorian Heritage Register 2017 H0828.

Statement of Significance

Victorian Heritage Register 2017 H0828:
Jones Bond store, 1 Riverside Quay, Southbank, Melbourne City.

'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 this 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. (Criterion A)

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. (Criterion E)


Sources used for this assessment

The following sources and data were used for this assessment:

SBCS, V1 Footnotes
12. Jones Bonded Stores
1. Sands and McDougall Melbourne Directories (SLV)
3. RB 1868-9,3543-2
4. RB 1870-1,3951
5. RB 1873-4,4467f
6. Photo, RHSV
7. RB 1874-5,4582f
i-Heritage
No entry

City of Melbourne maps 2017
Riverside Apartments:
Eight-storey concrete apartment building with ground level parking and retail. Designed by Hayball
Leonard Stent and John Zourkas & Co and built by Baulderstone & Hornibrook in 1995. Incorporates
the former Jones Bond Store. A five-storey brick former warehouse designed by Lloyd Tayler and built
in 1890.
This property contains 120 residential properties and one food and drink outlet.

Primary land use: Retail, Residential, Parking
Site Area: 4,208 m2

Victorian Heritage Register 2017, H0828
Extent of Registration (see included map)
Amendment of Register of Historic Buildings
Historic Building No. 828 – Jones Bond stores B and C and Store 11, Southbank Boulevard, South
Melbourne. (The buildings known as Jones Bond Store Buildings B and C and Store 11 located on the
land entered in the Register Book Certificate of Title Volume 9978 Folio 150, shown hatched on Plan
A endorsed by the Chairperson, Historic Buildings Council and held by the Director, Historic Buildings

Trove images

Newspapers
The Argus, 14 June 1888, pg.6.
Commercial Intelligence. The Argus Office, Wednesday evening.
This morning the sale of Jones Bond, which covers 6¼ acres on the south side of the Yarra, was
completed for the sum of £300,000, being an advance of £60,000 on the amount of the previous
purchase.

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.

Revise Heritage Overlay Mapping to show existing main building and associated wall to the north of
Riverside Quay as well as fragment to the south on Southbank Boulevard
**Duke & Orr’s dry dock, South Wharf and Cargo Sheds 1-27 & 29-65, South Wharf Promenade, 2 Clarendon Street, South Wharf**

**City of Melbourne property number:** 110484

**Type of place:** wharf, docks

**Images of place 2016-2017**

**Historical associations:**

**Creation or major development date(s) of place:** 1888, 1891, 1929-1931, Victorian-era, Edwardian, interwar (WW1-WW2)

**Major owners or occupiers:** George Sampson Duke, C.F. Orr, (Robert) Wright, Orr & Co.

**Heritage Gradings:**

**Proposed new system (C258):**
Individually significant

**Alphanumeric system (building A-E, streetscape 1-3):**

- **Existing:** Proposed: A2

**Heritage values:**

- Historical, Scientific

**Heritage status:**

**Heritage overlay:** HO764, Duke & Orr’s dry dock, 2A Clarendon Street, South Wharf, and Cargo Sheds, 4,5,6,7,8,9; 4-9 South Wharf Road, South Wharf

**Victorian Heritage Register:** H1096

**Thematic context:**

- 5.2 Melbourne as a trading port
- 5.3 Developing a large, city-based economy
**Description**

Victorian Heritage Register 2017:

*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.*

This description does not cite the Wright Orr & Company dry dock to the east which is also significant. Also, the pump house cited above is now housed in part of the adjoining Convention Centre.

**History**


Contextual History:

History of Place:

In 1874 the Melbourne shipwright, George Sampson Duke, obtained a lease over three acres of Crown Land on the south bank of the Yarra to build a dry dock. The site had previously been occupied as a dock by Thos. Norton. Duke's Dock was completed in the first half of 1875. Its original dimensions were 310 feet long, 40 feet wide at the gate and 54 feet wide in the middle. It was capable of holding vessels with a draught of 14 feet. It had a timber floor, walls and gate. Due to a government river-widening project Duke lost a portion of his lease, receiving additional land on a 21-year lease as compensation. Using this new land, Duke extended his dock at the southern end by 300 feet and created a double docking space. In 1881 the outer gate was moved back clear of the land owned by the Melbourne Harbour Trust so that the Trust could construct a moveable bridge. In the process Duke lost 120 feet of dock and received £6,250 compensation. Changing shipping requirements by the 1900s led to further reconstruction of the dock. By 1904 the dock had been reconstructed to the following dimensions: length – 520 feet on top and 510 feet at the bottom; width – 71 feet top and 61 feet 9 inches at the bottom; depth 23 feet. New mitre gates were constructed and new pumps, engines and boilers installed. In 1910 Duke's dock was merged with Orr's smaller dock immediately upstream to form Duke and Orr's Dry Amalgamated Docks Ltd. Orr's dock was closed in the mid-1930s. The dock was mostly closed between 1923 and 1926 for repair works for damage caused by
several floods. In 1935, after the floor of the dock blew out in a flood, the floor was completely replaced with concrete and the length of the dock extended to 527 feet. As the shipping industry continued to change in the 20th century, the dock became less functional and was eventually closed in 1975 after the construction of a new bridge at Johnson Street closed access to it by ships. In 1977 the site was ceded to the National Trust of Australia (Victoria) and became the berth of the ‘Polly Woodside’.


**Comparative analysis**

Refer to Victorian Heritage Register H1096 2017.

Surviving dry docks include: Williamstown Alfred graving dock constructed by contractors for the Victorian Government between 1864 and 1873 at a vastly greater scale than this example and government-owned.

**Statement of Significance**


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 107 metres long, 24 metres wide and 7 metres 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 one of the few surviving relics of a once-extensive shipbuilding 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. (Criterion A)

Duke and Orr's Dry Dock is of scientific (technical) significance being 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.

See more at: http://vhd.heritagecouncil.vic.gov.au/places/2309#sthash.DLZjHScl.dpuf

**Sources used for this assessment**

The following sources and data were used for this assessment:

**Victorian Heritage Register**
Ref No H1096 & Ref No H891: Cargo Sheds 4, 5, 6, 7, 8, 9
Victorian Heritage Register H2116: Polly Woodside.

City of Melbourne maps show a differing address to Victorian Heritage Register:
1-27 South Wharf Promenade, South Wharf, 3006
Building Details:
At Duke’s Dock there is the museum ‘Polly Woodside - Melbourne’s Tall Ship Story’ which houses the ‘Polly Woodside’, an iron-hulled barque built in 1885 and a single-storey iron and timber building built in 2011. Also is an older single-storey wharf shed reconstructed and incorporated into a cafe and bar that was designed by Mark Healy of Six Degrees and constructed by Context Engineering in 2011. The ‘Polly Woodside’ is among the best in the world as a surviving example of a late 19th century barque rigged, iron-hulled, ocean-going trading ship, and was awarded the World Ship Trust Medal for achievement in the preservation of maritime heritage.

This property contains two businesses, one shop and one food and drink outlet.

**Engineers Australia website**

**Pump House at the Duke & Orr Dry Dock**

Thursday, 27 November 2014, Engineering Heritage Victoria and the Department of State Development, Business and Innovation conducted a ceremony to recognise the significance of the Duke & Orr Dry Dock Pump House with an Engineering Heritage Marker. The ceremony was conducted as a part of Convention 2014 and the Pump House is physically located alongside the Melbourne Convention and Exhibition Centre (MCEC) In the second half of the 19th century the Port of Melbourne was growing fast and becoming increasingly significant to the import and export of goods. The Victorian Gold Rushes had fuelled great prosperity and trade boomed.

Part of the port infrastructure required was dry docks to repair and service visiting ships. From 1868 several dry docks were built at South Wharf. The latest and largest of these operated until 1975; privately owned and operated, providing services ranging from hull cleaning, painting, repair to propellers and rudders and sometimes repair of severe damage from groundings and collisions. The operation of dry docks required machinery to pump the water out of the dock after a vessel has been floated into it. In the 19th century this was invariably carried out with steam pumping plant. Only the Duke & Orr Dry Dock remains, now housing the barque ‘Polly Woodside’. This dock was rebuilt to take large ships in 1904 and at that time a new Pump House with a very large steam-pumping engine was built. This Pump House remains remarkably intact as a relic of the age of steam.

The steam engine at the heart of this Pump House was built by Robison Bros & Co Ltd only a few hundred metres from where it was installed. Some describe this as two engines and the two halves of the engine could be uncoupled and operated independently in the event of a breakdown in one half of the engine. There is no record of this ever happening and the engine remains in good condition more than a century after it was installed and after working through three quarters of the 20th century. The engine has four cylinders in two banks of tandem compound cylinders. The high pressure cylinders are uppermost and all cylinders are controlled by piston valves. A large centrifugal pump is driven directly from the crankshaft at each end of the engine. The engine could empty the dock in an hour when the dock was much larger than it is today.

– Owen Peake Hon FIEAust CPEng, Engineering Heritage Victoria


**National Trust of Australia (Vic)**


The former Duke & Orr's Dry Dock is of historical significance at a State ,level as one of the few surviving relics of a once extensive ship building and repair industry that extended along the Yarra banks in South Melbourne for 3 miles (4.8km) below the Yarra Falls or Queen Street Bridge. At the time of its closure in August 1975, Duke & Orr's Dry Dock was the oldest and longest operating privately-owned dry dock in Victoria, having been in almost continuous operation for one hundred years.

Duke's & Orr's Dry Dock is also of technological (scientific) significance at a State level as being the last timber-walled dry dock to operate anywhere in Australia and because of its unique locally-built steam pumping plant. This plant included the oldest known surviving installation of Victorian-built, underfired multi-tubular boilers in the metropolitan area and the only extant pair of Victorian-built tandem compound vertical steam pumping engines.
Associated timber, corrugated iron and fibro-cement buildings which once formed part of the dock complex, although of only local architectural significance in their own right, provide an important and authentic aspect of the dock’s context, contributing visual reminders of the way the precinct looked during its heyday of the 1900s-1940s. Likewise, the cobbled bluestone laneways that form Tyne Street and Phayer Street provide a significant contributing historic aspect of the precinct.

See also: Polly Woodside B2775 & South Wharf Cargo Sheds 4-9 B1313

Graeme Butler South Bank Conservation Study, 1982 and 2014 South Bank talk
Cargo Sheds, South Wharf:
Shed 2 on original site (removed 1982, rebuilt at ‘Polly Woodside’), Shed 1; Sheds 5-7
Number 1 (also number eight shed) for the Melbourne Harbour Trust by builders, A. Ringholm and Co. in 1891 (320 feet x 35 feet).

Extended as number 2 in June of that year by 80 feet to the west.
Sheds at nos. 4, 5, 6 & 7 South Wharf constructed after the Spencer Street bridge was built, 22nd of March, 1929.

The Harbour Trust lost 3,552 feet of useful wharfage as a result and contracts were let during 1929 to build the shed at no. 4 (100 feet x 30 feet) for £2,274 and sheds at nos. 5, 6, & 7 berths (740 feet x 50 feet) for £5,646.

Used for the interstate trade, being close to the new interstate swinging basin downstream.
No. 4 berth was isolated between the two dry docks, whilst nos. 5-7 extended towards the swinging basin.

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.

Revise heritage overlay map to omit HO913 adjoining (former Buchannan & Brock – not in schedule and demolished). Reconcile the street address of the Victorian Heritage Register entries with the heritage overlay.

Review the Victorian Heritage Register plan H1096 to address Duke & Orr’s dry dock pump house, now part of Melbourne Convention & Exhibition Centre, 1 Convention Centre Place, South Wharf; address goods shed 2 and the former Wright Orr & Company dry dock to the east which are all contributory parts of the complex.

Amend heritage overlay map to exclude elements of the new Convention Centre that impinge on the site, but include the Pump House, which is now encased in glass as part of the Convention Centre.

Further work is needed to establish the historical background of the complex; this should be reflected in the Victorian Heritage Register Statement of Significance.
Cargo sheds, berths 2, 4, 5, 6, 7, 8, 9 South Wharf, 29 South Wharf Promenade, South Wharf

City of Melbourne property number: 110988
Type of place: warehouse

Historical associations:
Creation or major development date(s) of place: 1891 (berth no. 9) – Victorian-era, 1929-1931 (berths nos.4, 5-8) – Inter-war (WW1-WW2)
Major owners or occupiers: Melbourne Harbour Trust
Designer: possibly Arthur Cutler

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E streetscape 1-3):
Existing: A, Proposed: A2
Heritage values:

Heritage status:
Heritage overlay: HO764, Cargo Sheds 4, 5, 6, 7, 8, 9, 4-9 South Wharf Road, South Wharf
Victorian Heritage Register: H0891
Thematic context:
5.2 Melbourne as a trading port
5.3 Developing a large, city-based economy
Boundary of heritage place

Description
Refer to Victorian Heritage Register: Cargo sheds 4, 5, 6, 7, 8, 9, 4-9 South Wharf Road, South Wharf, Melbourne City

Goods shed, formerly Berth Two, South Wharf
Typical of goods sheds, both maritime and for railways, the roof profile is bowed in section with monitor-type lighting extending along the earlier of the two sheds. Wrought-iron trusses provide the roof structure, corrugated iron, the roof cladding, whilst the balance is of timber columns, set to piles under and clad with vertical softwood boarding. An unusual aspect is the boxed-eaves and circle-segment section timber fascias.

Goods sheds at berths 4, 5, 6 & 7, South Wharf
Their form was typical of this century with a gentle gable-profile and monitor roof lighting over, but otherwise, with their timber cladding carried on the tradition of wharf buildings.

History
Derived from SBCS V1, 1982.
The Melbourne Harbour Trust was established in 1877 to operate and improve shipping facilities in Melbourne's ports and harbours. The Harbour Trust was reorganised in 1978 to form the Port of Melbourne Authority.
The Trust arose from agitation for the establishment of a trust on the lines of those on the Thames in London, the Mersey at Liverpool and especially that on the Clyde (which was run by Glasgow's leading merchants) in the 1860s and 1870s.

No. 1 berth goods shed (formerly No. 8 berth shed) was constructed on South Wharf for the Melbourne Harbour Trust by builders A. Ringholm & Co. in 1891 (320 feet x 35 feet). It was extended in June of that year by 80 feet to the west. This extension was probably to the design of architect Arthur Cutler and was then named No. 9 berth shed, but was later known as No. 2 shed. Shed 2 has since been removed to the 'Polly Woodside' dry dock site and Shed 1 demolished.

Shed 2 was among the last of its type both at the Yarra and at any port in Victoria. In 1982, the preservation of the shed, in situ, was thought vital to any sense of maritime history in the State.
The bowed roof design is identical to that used on piers, documented as early as 1863 at Port Albert, and perpetuated in a continuous curving line along the Yarra River as far as Queen's Bridge (1890) where shipping trafficked until the construction of Spencer Street Bridge in 1930.

The Coode Canal of 1879-1886 refocussed the Melbourne docks, and the creation of Victoria Dock in 1887-1891 in West Melbourne (now Victoria Harbour) took emphasis away from the Yarra River.

Sheds at berths 4, 5, 6 & 7 South Wharf, were constructed as a result of the complete removal of goods storage on the river above the Spencer Street bridge which blocked up-river navigation. The Harbour Trust lost 3,552 feet of wharfage as a result and contracts were let during 1929 to build the shed at No. 4 (100 feet x 30 feet) for £2,274, and sheds at berths 5, 6 & 7 berths (740 feet x 50 feet) for £35,646. These were used for interstate trade, being close to the new interstate swinging basin downstream. No. 4 berth was isolated between the two dry docks, whilst numbers 5, 6 & 7 extended towards the swinging basin, with a slight angle to the axis of the shed to follow the river.

These sheds were considered in 1982 to be of historical interest as an appropriate riverside building, which illustrates an approach to wharf buildings similar to that used last century and, with the shed at No. 1 berth, are the last on the river near Melbourne. The basalt-pitched approaches to the sheds are an essential part of their function; the pitching of roadways receiving heavy wagon use being still the practice in the 1930s.

See MHT, 'Twenty Years of Progress, 1913-1931', p.15.

Comparative analysis
Refer to Victorian Heritage Register:
Cargo Sheds 4, 5, 6, 7, 8, 9
4-9 South Wharf Road; South Wharf, Melbourne City

Statement of Significance
Victorian Heritage Register
CARGO SHEDS 4, 5, 6, 7, 8, 9, 4-9 SOUTH WHARF ROAD SOUTH WHARF, MELBOURNE CITY
Last updated on – October 18, 1999
1. The Cargo Sheds No. 4 and Nos. 5-9 South Wharf represent the last (in situ) remaining link with the cargo and berthing facilities of the 19th century river port of Melbourne, originally extending to Queens Bridge, and is now the most eastern part of the Port of Melbourne.
2. The Sheds and their associated wharving 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.
3. 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.
4. 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.
5. Cargo Sheds No. 4 and Nos. 5-8 South Wharf between 1929-1931 reflect the construction principles of the early 20th century, including roller shutter doors at regular intervals rather than sliding doors, flexible open-floor plans enabling berths to be allocated as required, and ridge lantern lighting for security and lighting.
6. The access roads to sheds Nos. 5-9 (South Wharf Road) display evidence of bluestone cobbles, and contains some of the earliest macadamised roadway within the Port of Melbourne.
7. The sheds and wharves are also closely associated with the heart of Melbourne’s shipbuilding 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 19th 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 & Orr dock, former Titan Wire Products factory, the amalgamated marine engineers building and the 'Polly Woodside'..(Criterion A)

See more at: http://vhd.heritagecouncil.vic.gov.au/places/2339#sthash.07NrVlB5.dpuf

**Sources used for this assessment**

The following sources and data were used for this assessment:

**Victorian Heritage Register 2017**
Cargo sheds 4, 5, 6, 7, 8 & 9
4-9 South Wharf Road, South Wharf, Melbourne City (Southbank South Wharf Promenade)
Victorian Heritage Database online provides no history.

Statement of Significance cites Shed 9 as 1884, referred to as 1891 in Victorian Heritage Database report.

Extent of Registration
Amendment of Register of Historic Buildings
Historic Building No. 891
Cargo sheds and wharves Nos. 4 to 9, South Wharf, City of South Melbourne.
To the extent of:
1. the cargo sheds and wharf structures numbers 4 to 9, South Wharf marked B-1, B-2 and B3, and associated wharf structures, shown on Plans 601749M(A) and 601749M(B), endorsed by the Chairperson, Historic Buildings Council and held by the Director, Historic Buildings Council; and
2. that part of the land marked L-1 and L-2 on Plan 601749M(A) and 601749M(B), being part of the land vested in the Port of Melbourne Authority pursuant to the Port of Melbourne Authority Act 1958 No. 6312.


See more at: http://vhd.heritagecouncil.vic.gov.au/places/2339#sthash.07NrVlB5.dpuf

**Wikipedia**

Melbourne Harbour Trust
The Melbourne Harbour Trust was established in 1877 to operate and improve shipping facilities in Melbourne's ports and harbours. In the 1860s and 1870s, agitation for the establishment of a trust on the lines of those on the Thames in London, the Mersey at Liverpool and especially that on the Clyde (which was run by Glasgow's leading merchants), came predominantly from the Melbourne Chamber of Commerce. However, Williamstown and Geelong interests opposed the measure, while Alfred Clark (Williamstown member of parliament) warned that 'if ships were to be taken up the river then grass will grow on the piers and streets of Williamstown.' The Trust reflected Melbourne mercantile interests but the new government was hostile towards it.

Prior to its establishment there had been little coordinated management or development of Melbourne ports facilities, with only some haphazard wharves and jetties constructed along the Yarra River, at Sandridge (Port Melbourne) and at Williamstown, Victoria. Vessel movements and berthings, navigational aids and wharfage rates were previously the responsibility of the Ports and Harbours Branch under the Department of Trade and Customs.

The Trust, as it became known, was only created after several boards of inquiry into means to improve access for shipping to Melbourne and a specific Act of Parliament in 1867. The first election and appointment of 15 commissioners, who represented various interests in the port, was held on 30 March 1877, with a meeting on 11 April 1877 to elect office bearers.

British engineer Sir John Coode was commissioned to advise on port improvements. Coode produced a scheme involving a large dock basin (Victoria Dock) and straightening the river through a new cut, now known as the Coode Canal. However, the works could not commence until 1883 when a coalition
government united the previously opposing groups. Under Coode's Plan, heavily modified by the
Trust's own engineer, Joseph Brady, the Yarra was deepened and cleared of obstructions and the
Coode Canal was excavated, opening in 1886, straightening the river's meandering lower course.
Excavation of Victoria Dock was underway in 1891, and opened in 1896. The Sandridge Lagoon was
filled and the deep-water channel to Port Melbourne was dredged. Dock construction under the
original Harbour Trust scheme continued into the 1920s.

By 1927, the Trust was employing more than 1,000 men and Melbourne was the eighth largest deep-
water port in the British Empire. After 1945, new facilities were developed downstream, including
Appleton (1956), Webb (1960) and Swanson (1969) docks, each of which was named after chairman of
the trust: William Thomas Appleton (1859-1930), chairman 5 April 1911 to 22 January 1913; John
Percival Webb, OBE chairman from 27 May 1941 to 31 August 1971; and Victor Swanson,1960-1972.

eMelbourne website, 2017
Melbourne Harbour Trust

This body was formed in 1877 to improve facilities for shipping. Restricted berthing space and the
shallow and tortuous course of the Yarra River meant smaller craft only could approach the city from
Port Phillip Bay. Larger vessels moored at Hobsons Bay. Early improvement envisioned a ship canal,
river works and docks at West Melbourne. The problem was who should undertake such works, and
at whose expense. The Melbourne Chamber of Commerce advocated a trust like those on the
Thames (London), the Mersey (Liverpool) and, especially, the Clyde, the latter run by Glasgow's
leading merchants. Rival localities opposed the measure. Williamstown's Member of Parliament,
Alfred Clark, warned that if ships were to be taken up the river then 'grass will grow on the piers and
streets of Williamstown'.

The Trust reflected Melbourne mercantile interests and faced a hostile incoming administration and
political deadlock involving the two houses of parliament. British engineer Sir John Coode was
commissioned but not until 1883, when a coalition government united opposing groups, did his
planned works proceed. The Yarra was deepened and cleared of obstructions, and in 1886 the Coode
Canal was formed, straightening the river's meandering lower course. By the 1890s an extensive
program of public works was underway, including Victoria Dock (1891), the draining of Sandridge
Lagoon and a deep-water channel to Port Melbourne.

In the 20th century the Harbour Trust oversaw the development of the Port of Melbourne. The Trust's
membership was reduced to five in 1913, with representatives from the chambers of Agriculture and
Commerce – exporters and ship owners – dispensing with those from municipal government. By 1927
the Trust employed more than 1,000 men and ran the eighth largest deep-water port in the British
Empire. After 1945 new facilities were developed downstream, including Appleton (1956), Webb
(1960) and Swanson (1969) docks. In 1978, the Trust was reconstituted as the Port of Melbourne
Authority. Subsequent restructuring in 1997 saw the Melbourne Port Corporation take over property
and assets, while the Victorian Channels Authority berthing responsibilities and Melbourne Port
Services privatised and put out to tender.

David Dunstan, 'Victoria Harbour Docklands Conservation Management Plan'

Graeme Butler South Bank Conservation Study, 1982 and 2014 South Bank talk
Cargo Sheds, South Wharf

Shed 2 on original site (removed 1982, rebuilt at ‘Polly Woodside’), Shed 1; sheds 5, 6, 7.
No. 1 shed (formerly No. 8 shed) was constructed on South Wharf for the Melbourne Harbour Trust by
builders, A-Ringholm & Co. in 1891 (320 feet x 35 feet). Extended as No. 2 in June of that year, by 80
feet to the west.
Sheds Nos. 4, 5, 6 & 7, South Wharf, constructed after Spencer Street bridge built, 22 March 1929.
The Harbour Trust lost 3,552 feet of useful wharfage as a result and contracts were let during 1929 to
build the shed at No. 4 (100 feet x 30 feet) for £2,274 and sheds at nos. 5, 6, & 7 berths (740 feet x 50
feet) for £ 5,646.
Used for the interstate trade, being close to the new interstate swinging basin downstream.
No. 4 berth was isolated between the two dry docks, whilst Nos. 5, 6 & 7 extended towards the swinging basin.

**SBCS V1**

26. Goods Sheds at
(a) No. 1 Berth
(b) Nos. 4, 5, 6 & 7 berths, South Wharf, Yarra

No. 1 shed (formerly No. 8 shed) was constructed on South Wharf for the Melbourne Harbour Trust by builders, A-Ringholm & Co. in 1891 (320 feet x 35 feet). It was extended in June of that year by 80 feet to the west. The latter work was probably to the design of architect Arthur Cutler (1) and was named No. 9 shed (demolished).

Typical of goods sheds, both maritime and for the railways, the roof profile is bowed in section with monitor type lighting extending along the earlier of the two sheds. Wrought-iron trusses provide the roof structure, corrugated iron, the roof cladding, whilst the balance is of timber columns, set to piles under and clad with vertical softwood boarding. An unusual aspect is the boxed-eaves and circle-segment section timber fascias. The design is identical to that used on piers, documented as early as 1863 at Port Albert and perpetuated in a continuous curving line along the Yarra River as far as Queens Bridge (1890) (2) where shipping trafficked until the construction of Spencer Street Bridge in 1930. This is the last of these both at the Yarra and at any port in Victoria. The preservation of this shed, in situ, is vital to any sense of maritime history in the State.

Sheds at Nos. 4, 5, 6 & 7, South Wharf, were constructed as a result of the complete removal of goods storage on the river, after the Spencer Street Bridge was built, blocking off up river navigation, on 22 March 1929. The Harbour Trust lost 3,552 feet of wharfage as a result and contracts were let during 1929 to build the shed at No. 4 (100 feet x 30 feet) for £2,274 and sheds at Nos. 5, 6 & 7 berths (740 feet x 50 feet) for £35,646 pounds. These were used for the interstate trade, being close to the new interstate swinging basin downstream. No. 4 berth was isolated between the two dry docks, whilst Nos. 5, 6 & 7 extended towards the swinging basin with a slight angle to the axis of the shed to follow the river. Their form was typical of this century, with a gentle gable-profile and monitor roof lighting over, but otherwise, with their timber cladding carried on the tradition of wharf buildings. These sheds are of interest only in this respect, as an appropriate riverside building, which illustrates an approach to wharf buildings similar to that used last century and, with the shed at No.1 berth, are the last on the river near Melbourne. The basalt-pitched approaches to the sheds are an essential part of their function; the pitching of roadways receiving heavy wagon use being still the practice in the 1930's (See MHT, Twenty Years of Progress, 1913-31, p.15). This aspect should be accounted for in future development of the area and the sheds.

**FOOTNOTES**

26. Goods Sheds
1. (a) NT file No. 1313: quotes MHT Annual Reports
   (b) Architects Index (State Library of Victoria) Tenders 4/7/1891 Australian Builder and Contractor's News, 4 July 1891, p.6: Additions to a store on South Wharf.
2. Photo, 1925 (MUA)

**Recommendations**

Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.

Victorian Heritage Register citation needs revision to address existing conditions, resolve construction dates, update the street addresses and remove reference to Buchanan & Brock and Titan Wire Products factory, which have been demolished. The VHR Statement of Significance should also address the relocated shed 2.
Hamer Hall, part of the Arts Centre Melbourne, 100 St Kilda Road, Southbank

City of Melbourne property number: 566577
Type of place: concert hall

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1982, Post-WWII
Major owners or occupiers: Victorian government
Designer: Roy Grounds, John Truscott (interior)

Heritage Gradings:
Proposed new system (C258):
Individually significant? Yes
Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A1
Heritage values:
Aesthetic, Historical Social

Heritage status:
Heritage overlay: HO760, Victorian Arts Centre, 2-128 St Kilda Road, and 1-9 Sturt Street & 93-115 Southbank Road, Southbank
Victorian Heritage Register: H1500
Thematic context:
10.1 Arts and creative life in the city
3.2 Expressing an architectural style
Description
Refer Victorian Heritage Register H1500, 2017.
Victoria Arts Centre, 2-128 St Kilda Road & 1-9 Sturt Street & 93-115 Southbank Road, Southbank

History
Victorian Heritage Register H1500, 2017.

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’ 30 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 2,000 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 25 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 later, 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 1977-1978, 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 25 years.

Comparative analysis
Refer to Victorian Heritage Register H1500, 2017.

Statement of Significance
Victorian Heritage Register H1500, 2017.

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 a spire, all of which had 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 that 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’ 30 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 2,000 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 the 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 comprised 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 25 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 then 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 only completed in 1977-1978, 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 lushesthiness 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 25 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. (Criterion E)

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 25 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. (Criterion A)


Sources used for this assessment

The following sources and data were used for this assessment:

**Victorian Heritage Database 2017**

- cites Victorian Heritage Register H1500:
  - Victorian Arts Centre, 2-128 St Kilda Road and 1-9 Sturt and 93-115 Southbank Road, Southbank, Melbourne City.


**Recommendations**

- Add to Heritage Places Inventory 2017. Review Victorian Heritage Register Statement of Significance to clarify contributory elements - for example interiors and recent additions.
Arts Centre Melbourne precinct – Concert Hall, Theatre and Spire, 2 St Kilda Road, Southbank

City of Melbourne property number: 110733
Type of place: concert hall, theatre

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1984, post-WW2
Major owners or occupiers: Victorian government
Designer: Roy Grounds, John Truscott (concert hall interior)

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A1
Heritage values:
Aesthetic, Historical, Social

Heritage status:
Heritage overlay: HO760, Victorian Arts Centre, 2-128 St Kilda Road, 1-9 Sturt Street & 93-115 Southbank Road, Southbank
Victorian Heritage Register: H1500
Thematic context:
10.1 Arts and creative life in the city
3.2 Expressing an architectural style
Boundary of heritage place

Description
Refer Victorian Heritage Register H1500, 2017.

Victorian Arts Centre, 2-128 St Kilda Road & 1-9 Sturt Street & 93-115 Southbank Road, Southbank

The draft statement of significance and the above history were produced as part of an Online Data Upgrade Project 2005. Sources were as follows: Allom Lovell & Associates, Victorian Arts Centre Conservation Management Plan, Melbourne 1995 V. Fairfax, A Place Across the River, They Aspired to Create the Victorian Arts Centre, Melbourne 2002.

History
Victorian Heritage Register H1500, 2017

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 that 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’ 30 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 River. The design for the
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Comparative analysis
Refer Victorian Heritage Register H1500, 2017.

Statement of Significance
Victorian Heritage Register H1500, 2017.
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 that he began in 1959.

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accommodate 2,000 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 comprised 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 25 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 then 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 1977-1978, 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 faced concrete 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 25 years.

How is it significant?

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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 25 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. (Criterion A)


Sources used for this assessment

The following sources and data were used for this assessment:
Victorian Heritage Database 2017 cites Victorian Heritage Register
H1500 Victorian Arts Centre, 2-128 St Kilda Road and 1-9 Sturt Street and 93-115 Southbank Road, Southbank, Melbourne City.


Melbourne Planning Scheme
Map 08HO2
Shows as 'Concert Hall' and 'Theatre & Spise' (sic)

Recommendations
National Gallery of Victoria, 180 St Kilda Road, Southbank

City of Melbourne property number: 110736
Type of place: Art gallery

Images of place 2016-2017

**Historical associations:**
Creation or major development date(s) of place: 1968, Post-WW2
Major owners or occupiers: Victorian government
Designer: Grounds, Romberg and Boyd

**Heritage Gradings:**
Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: A1, Proposed: A1

**Heritage values:**
Aesthetic, Historical, Social

**Heritage status:**
Heritage overlay: HO792, National Gallery of Victoria, 130-200 St. Kilda Road & 93-115 Southbank Road, Southbank
Victorian Heritage Register: H1499
Thematic context:
3.2 Expressing an architectural style
10.1 Arts and creative life in the city
**Boundary of heritage place**

**Description**
Refer Victorian Heritage Register H1500, 2017:
Victorian Arts Centre, 2-128 St Kilda Road & 1-9 Sturt Street & 93-115 Southbank Road, Southbank.

**History**
Refer Victorian Heritage Register H1500 Statement of Significance, 2017.

**Comparative analysis**
Refer Victorian Heritage Register H1500, 2017.

**Statement of Significance**
Victorian Heritage Register H1500, 2017.
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 that 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’ 30 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.

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Sources used for this assessment

The following sources and data were used for this assessment:

**Victorian Heritage Database 2017** cites Victorian Heritage Register H1500 Victorian Arts Centre, 2-128 St Kilda Road & 1-9 Sturt Street & 93-115 Southbank Road, Southbank, Melbourne City.


**Wikipedia**

Arts Centre Melbourne

The Arts Centre Melbourne, originally known as the Victorian Arts Centre and briefly officially called the Arts Centre, is a performing arts centre consisting of a complex of theatres and concert halls in the Melbourne Arts Precinct, located in the central Melbourne suburb of Southbank in Victoria, Australia. It was designed by architect Sir Roy Grounds. The master plan for the complex (along with the National Gallery of Victoria) was approved in 1960 and construction began in 1973 following some delays. The complex opened in stages, with Hamer Hall opening in 1982 and the Theatres Building opening in 1984.

The Arts Centre is located by the Yarra River and along St Kilda Road, one of the city's main thoroughfares, and extends into the Melbourne Arts Precinct.

Major companies regularly performing in the theatres include Opera Australia, The Australian Ballet, the Melbourne Theatre Company, The Production Company, Victorian Opera, Bell Shakespeare, Bangarra Dance Theatre and the Melbourne Symphony Orchestra. The Arts Centre also hosts a large number of Australian and international performances and production companies.

The Arts Centre is listed on the Victorian Heritage Register…

**i-Heritage**

130 to 200 St Kilda Road, Southbank, 3006

South Melbourne Conservation Study 1997 – Bryce Raworth

**Period:** 1939 – Post War

**Integrity:** good

**Condition:** good

**Description/Notable Features**

This National Gallery of Victoria is an impressive Melbourne landmark. It is noteworthy for its sheer granite walls rising from a ground floor water feature and for its hovering roof with its broad, overhanging eaves.

**Recommendations**

Add to Heritage Places Inventory 2017.

Review Victorian Heritage Register Statement of Significance to clarify contributory elements, for example, including external sculpture, and major interiors such as the Great Hall.
Victoria Police Barracks, later part of the Victorian College of the Arts 234, St Kilda Road, Southbank

City of Melbourne property number: 108654
Type of place: barracks

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1913, 1925-1926, Inter-war
Major owners or occupiers: Victorian Government
Designer: E. Evan Smith, Chief Architect, Public Works Department

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E, streetscape 1-3):
Existing: A2, Proposed: A1
Heritage values:
Aesthetic, Historical, Social

Heritage status:
Heritage overlay: HO910, Former Victoria Police Depot, 234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank
Victorian Heritage Register: H1541
Thematic context:
3.2 Expressing an architectural style
4.7 Policing the city
Description

South Melbourne Conservation Study 1997 – Bryce Raworth

This elegant three-storey structure draws inspiration from Classical Revival sources. It is constructed of cement rendered brickwork with a terracotta tiled roof. The ground floor features a portico of Corinthian columns and rusticated wall surfaces, while the upper floors are adorned by only simple, round-headed windows at the first floor and segmental windows above. It is a three-storeyed, rendered building in a pavilioned form. There are classical references to the decoration across the facade, including the banded rustication to the ground floor, the Tuscan columns to the portico and the Greek revival references such as the wrought iron railings to the balconettes and the Adamesque fanlight above the front door. The building remains in a substantially intact state, including the multi-paned double-hung sash windows and the bevelled glazing to the lobby doors. The form and references of the building are similar to those of the Victoria Barracks buildings that face onto St Kilda Road.

Refer to Victorian Heritage Register Statement of Significance.

History

Refer to Victorian Heritage Register Statement of Significance.

Comparative analysis

Refer to Victorian Heritage Register 2017 H1541.

Statement of Significance

Victorian Heritage Register 2017 H1541.

Last updated on 5 October 1999.

What is significant?

The Former Victoria Police Depot, including the stables, the riding school, and drill hall (1912-1913), police hospital and dispensers residence (1914), police stores and workshop, (1916-1920), 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 1852-1854 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 of the site except for the Police Stables, which remain in their original use by the police as the operational headquarters for the 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 that 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-20th century, and also 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 1852-1854, and the Immigrants Home from 1856-1914. (Criterion A)

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. (Criterion A)

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 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 stand 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-level viewing platform. The riding school is located in the wing extending east from the octagonal entrance hall. (Criterion E)

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-19th and early-20th 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 continual 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 practiced in this country was revived.


Sources used for this assessment

The following sources and data were used for this assessment:

**Victorian Heritage Register 2017 H1541**
Part: Former Victoria Police Depot
234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank, Melbourne City.

Extent of Registration
1. All the buildings marked as follows on Diagram 1541 held by the Executive Director:
   B1 Former Police Barracks (1925)
   B2 Former stables, drill hall and riding school (1912-1913)
   B3 Former workshops and stores (1916-1920) including the original perimeter wall to Dodds Street and Southbank Boulevard
   B4 Former workshops and stores (1916-1920)
   B5 Former Rough Riders' residence (1929)
   B6 Former dispensers residence (1914)
   B7 Former police hospital (1914)
2. All the land bounded by Dodds Street, Southbank Boulevard, St Kilda Road and Grant Street marked L1 on Diagram 1541 held by the Executive Director.

See more at: http://vhd.heritagecouncil.vic.gov.au/places/1065#sthash.aBbEc6i6.dpuf

**City of Melbourne maps**

Victorian College of the Arts:

*Part of the Victorian College of the Arts. A campus complex of around 15 buildings, the notable building being the administration building, known as the Elizabeth Murdoch Building, facing St Kilda Road. Formerly a police barracks it is a three-storey rendered brick building designed by E. Evan Smith in the Classical Revival style and built in 1925. The campus also contains a secondary college.*

*The Victorian College of the Arts offers studies in visual arts, film and television, animation, screenwriting, dance, theatre, production and design, contemporary music and music theatre. Their facilities include the Lenton Parr Music, Visual and Performing Arts Library, the VCA Digital Studios, fine arts studios and workshops. The Student Gallery is a dedicated student exhibition space open to the public.*

**South Bank Conservation Study V1**

FOOTNOTES
23. Former Mounted Police stables and Victoria Police Hospital, Police Depot
2. ibid
3. ibid
4. ibid

**i-Heritage 2017**
204 to 234 St Kilda Road, Southbank, 3006.
South Melbourne Conservation Study 1997 – Bryce Raworth
Architectural Style Classical Revival
Period: 1916-1925 – Inter-war
Construction Date: 1925
Architect: E. Evan Smith
Integrity: good
Condition: good

History
This substantial two storeyed building was constructed in 1925 as part of the continuing replacement of the earlier police barracks further to the south along St Kilda Road. Shillabeer & Sons, the contractors, built to the design of the Department of Public Works Chief Architect, E. Evan Smith. It was recorded that the contract price for the building was £24,453.

Description/Notable Features
Notable features include an elaborate/high-standard design of cement rendered surfaces. This elegant three-storey structure draws inspiration from Classical Revival sources. It is constructed of cement rendered brickwork with a terracotta tiled roof. The ground floor features a portico of Corinthian columns and rusticated wall surfaces, while the upper floors are adorned by only simple, round-headed windows at the first floor and segmental windows above. It is a three-storeyed, rendered building in a pavilioned form. There are classical references to the decoration across the facade, including the banded rustication to the ground floor, the Tuscan columns to the portico and the Greek revival references such as the wrought iron railings to the balconettes and the Adamesque fanlight above the front door. The building remains in a substantially intact state, including the multi-paned double-hung sash windows and the bevelled glazing to the lobby doors. The form and references of the building are similar to those of the Victoria Barracks buildings that face onto St Kilda Road.

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Victoria Police Mounted Branch stables, part Victoria Police Depot complex, 234 St Kilda Road & 13 Dodds Street, Southbank

City of Melbourne property number: 110737
Type of place: stables

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1912-1913, Edwardian-era
Major owners or occupiers: Victorian Government
Designer: J. B. Cohen, Chief Architect of Public Works Department

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E, streetscape 1-3):
Existing: A2, Proposed: A1
Heritage values:
Aesthetic, Historical, Social

Heritage status:
Heritage overlay: HO910, Former Victoria Police Depot, 234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank
Victorian Heritage Register: H1541
Thematic context:
4.1 Governing the Colony and State of Victoria
4.6 Administering justice
Description

South Melbourne Conservation Study 1997 – Bryce Raworth

_Built of face-red brickwork the stables were designed with a bold octagonal entrance hall at the Grant Street corner, and 52 loose boxes arranged on either side of a central circulation area. A riding school, drill hall and armoury extended up Grant Street from the entrance. Both the octagonal hall and the building strung along Dodds Street are top-lit with clerestories._

Refer also to Victorian Heritage Register 2017 H1541, 2017.

History

Refer to Victorian Heritage Register Statement of Significance.

Comparative analysis

Refer to Victorian Heritage Register Statement of Significance, Assessment Against Criteria.

Statement of Significance


Last updated on 5 October 1999

What is significant?

The Former Victoria Police Depot, including the stables, the riding school and drill hall (1912-1913), police hospital and dispensers' residence (1914), police stores and workshop (1916-1920), 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 was a result of 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 1852-1854 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 of 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 curtailage of the island site of the Victoria Police Depot notwithstanding the buildings that 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-20th 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 1852-1854 and the Immigrants Home from 1856-1914. (Criterion A)

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. (Criterion A)

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. (Criterion E)

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-19th and early-20th 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.


**Sources used for this assessment**

The following sources and data were used for this assessment:

**Victorian Heritage Register 2017 H1541**
Part Former Victoria Police Depot, 234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank, Melbourne City.

**Extent of Registration**
1. All the buildings marked as follows on Diagram 1541 held by the Executive Director:
   - B1 Former Police Barracks (1925)
   - B2 Former stables, drill hall and riding school (1912-1913)
   - B3 Former workshops and stores (1916-1920) including the original perimeter wall to Dodds Street and Southbank Boulevard
   - B4 Former workshops and stores (1916-1920)
   - B5 Former Rough Riders’ residence (1929)
   - B6 Former dispenser’s residence (1914)
   - B7 Former police hospital (1914)
2. All the land bounded by Dodds Street, Southbank Boulevard, St Kilda Road and Grant Street marked L1 on Diagram 1541 held by the Executive Director

See more at: http://vhd.heritagecouncil.vic.gov.au/places/1065#sthash.aBbEc6i6.dpuf

**City of Melbourne maps**
Victorian College Of The Arts:

*Part of the Victorian College of the Arts. A campus complex of around 15 buildings, the notable building being the administration building, known as the Elizabeth Murdoch Building, facing St Kilda Road. Formerly a police barracks it is a three-storey rendered brick building designed by E. Evan Smith in the Classical Revival style and built in 1925. The campus also contains a secondary college. The Victorian College of the Arts offers studies in visual arts, film and television, animation, screenwriting, dance, theatre, production and design, contemporary music and music theatre. Their facilities include the Lenton Parr Music, Visual and Performing Arts Library, the VCA Digital Studios, fine arts studios and workshops. The Student Gallery is a dedicated student exhibition space open to the public.*

**i-Heritage 2017**
13 to 39 Dodds Street, Southbank, 3006.

**South Melbourne Conservation Study 1997 – Bryce Raworth, adopted**

**Period:** 1900-1915 - Edwardian
**Construction Date:** 1912
**Builder:** Coates Brothers
**Integrity:** good
**Condition:** fair
**Original building type:** stables

**History**
By 1912 it was considered that a new Police Depot had become necessary, as the old barracks in St Kilda Road had been handed over to the Commonwealth Defence Department for military purposes. Later that year the Minister for Public Works called for tenders for a new depot, the 'whole scheme [to] provide a barracks for 60 men, a hospital, a riding school, a menage, a drill hall, extensive stores for all the police department, stables for 75 horses, workshops for mechanics, horse breaking yards, quarters for sub-officers, and wagon and van sheds. As part of this complex, Coates Brothers
undertook to construct the stables for a contract price of £14,064. Built of face-red brickwork the stables were designed with a bold octagonal entrance hall at the Grant Street corner, and 52 loose boxes arranged on either side of a central circulation area. A riding school, drill hall and armoury extended up Grant Street from the entrance. Both the octagonal hall and the building strung along Dodds Street are top-lit with clerestories.

Description/Notable Features
Octagonal entrance hall and wings

Statement of Significance
The Police Stables are of significance as one of the largest stable buildings to have been built in metropolitan Melbourne and for their role in the history of the Victoria Police Force and, in particular, the mounted branch. They are also of significance for their bold architectural solution in both the octagonal entrance hall and the wings extending from it.

Recommended Alterations
Removal of roller shutter doors, external air conditioning and awnings.

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Police hospital, part Victorian Mounted Police Depot complex, 234 St Kilda Road, Southbank

City of Melbourne property number:

Type of place: Victorian Government

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1914, Edwardian-era

Major owners or occupiers: Victorian government

Designer: J. B. Cohen, Chief Architect of Public Works Department

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: A2, Proposed: A1

Heritage values:
Aesthetic, Historical, Social

Heritage status:

Heritage overlay: HO910, Former Victoria Police Depot, 234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank

Victorian Heritage Register: H1541

Thematic context:
4.7 Policing the city
Boundary of heritage place

Description

Refer to Victorian Heritage Register H154 Statement of Significance.

History

Refer to Victorian Heritage Register H154 Statement of Significance.

Comparative analysis

Refer to Victorian Heritage Register H154 Statement of Significance.

Statement of Significance


Last updated on 5 October 1999.

What is significant?

The Former Victoria Police Depot, including the stables, the riding school and drill hall (1912-1913), police hospital and dispenser’s residence (1914), police stores and workshop, (1916-1920), 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 1852-1854 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 of 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 that 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-20th 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 1852-1854 and the Immigrants Home from 1856-1914. (Criterion A)

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. (Criterion A)

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-level viewing platform. The riding school is located in the wing extending east from the octagonal entrance hall. (Criterion E)

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-19th and early-20th 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.

Sources used for this assessment

The following sources and data were used for this assessment:

**Victorian Heritage Register 2017 H1541**
Part Former Victoria Police Depot
234 St Kilda Road,1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank, Melbourne City.
Extent of Registration
1. All the buildings marked as follows on Diagram 1541 held by the Executive Director:
   B1 Former Police Barracks (1925)
   B2 Former stables, drill hall and riding school (1912-1913)
   B3 Former workshops and stores (1916-1920) including the original perimeter wall to Dodds Street and Southbank Boulevard
   B4 Former workshops and stores (1916-1920)
   B5 Former Rough Riders’ residence (1929)
   B6 Former dispenser’s residence (1914)
   B7 Former police hospital (1914)
2. All the land bounded by Dodds Street, Southbank Boulevard, St Kilda Road and Grant Street marked L1 on Diagram 1541 held by the Executive Director.


**SBGS V1 FOOTNOTES**
23. Former Mounted Police Stables and Victoria Police Hospital, Police Depot

**i-Heritage 2017**
13 to 39 Dodds Street, Southbank, 3006
South Melbourne Conservation Study 1997 – Bryce Raworth Adopted
Period: 1900-1915 – Edwardian
Construction Date: 1912
Builder: Coates Brothers
Integrity: good
Condition: fair
Original building type: stables

**History**
By 1912 it was considered that a new Police Depot had become necessary, as the old barracks in St Kilda Road had been handed over to the Commonwealth Defence Department for military purposes. Later that year the Minister for Public Works called for tenders for a new depot, the ‘whole scheme [to] provide a barracks for 60 men, a hospital, a riding school, a menage, a drill hall, extensive stores for all the police department, stables for 75 horses, workshops for mechanics, horse-breaking yards, quarters for sub-officers, and wagon and van sheds. As part of this complex, Coates Brothers undertook to construct the stables for a contract price of £14,064. Built of face-red brickwork the stables were designed with a bold octagonal entrance hall at the Grant Street corner, and 52 loose boxes arranged on either side of a central circulation area. A riding school, drill hall and armoury extended up Grant Street from the entrance. Both the octagonal hall and the building strung along Dodds Street are top lit with clerestories.

**Description/Notable Features**
Octagonal entrance hall and wings.

**Statement of Significance**
The police stables are of significance as one of the largest stable buildings to have been built in metropolitan Melbourne and for their role in the history of the Victoria Police Force and in particular, the mounted branch. They are also of significance for their bold architectural solution in both the octagonal entrance hall and the wings extending from it.
Recommended Alterations
Removal of roller shutter doors, external air conditioning and awnings.

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Castlemaine Brewery Malthouse, 113 Sturt Street, Southbank

City of Melbourne property number: 
Type of place: 

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1892, Victorian-era
Major owners or occupiers: Castlemaine Brewery Company
Designer: Richard Buckley Whitaker

Heritage Gradings:
Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: B3, Proposed: B3
Heritage values:
Aesthetic, Historical

Heritage status:
Heritage overlay: HO390, 113 Sturt Street, Southbank
Thematic context:
5.5 Building a manufacturing industry
15.4 Preserving the fabric of the past
10.1 Arts and creative life in the city
Description

This three-storey malthouse building was converted into a theatre during the 1980s. It is finished in red brick with contrasting brickwork used for pilasters and horizontal banding at first- and second-floor levels. Blind arcing on the exterior of the building has been modified to create window openings to the second-floor level. The steel roof and its unusual ventilation monitors have recently been replaced, as has much of the interior.

The former Malthouse remains substantially intact in terms of its overall form and volumes, however has been stripped of much of its architectural detailing. Despite this, it is evocative of the scale and nature of the operation of this major South Melbourne industry. The facade onto Sturt Street originally had a very high-hipped roof with three large vents extending out from the ridge, while the facade had small pediment units applied to the expressed brick piers that remain extant.

The building is also associated historically and visually with the nearby Queens Bridge Street Castlemaine brewery complex.

Beside this Victorian-era malthouse is the modernist Barrett Bros & Burston & Co Pty Ltd cream, brick office building, designed by architects Yuncken & Freeman by 1969, as photographed by Wolfgang Sievers in that year.

History

One of these Victorian breweries was Fitzgerald’s Brewery Bond Store, located on Castlemaine-Maldon Road in Castlemaine, which was established in by Nicholas Fitzgerald and his brother Edward, the sons of an Irish brewer, soon after they arrived in the colony in 1857. The business expanded, and by 1872 it had locations in Melbourne, New South Wales and Queensland. In 1871, under the name ‘Castlemaine Brewery Company’, they commenced operations on the west side of Queens Bridge Street (then called Moray Street North) with J. B. Perrins as managing director, erecting a separate malthouse three years later (Butler 1982 p.46). The newspaper, The Argus, recorded that, “Tenders are invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray Street, South Melbourne,” presumably referring to the premises on the west side of the street (24 December 1874, p.2). This is notable as many other breweries in Melbourne saw a decline at this time, with the number of breweries in Melbourne reducing from 26 to only 13 in just under 20 years between 1871 to 1890. The brewery was described in 1890 as one of the most extensive, most prosperous breweries existing in Australia (Garryowen).
In 1892, a new, larger malthouse was erected for the Castlemaine Brewing Co, on Sturt Street, South Melbourne. This was designed by Richard Buckley Whitaker.

The Castlemaine Brewery Company merged with the Carlton United group in 1907 and much of the original Queens Bridge Street complex was demolished. The second brew tower on the east side of Queens Bridge Street (1888) was converted to other uses, and the Sturt Street malthouse taken over by Barrett Bros. & Burston.

The malthouse was little-used in the later 20th century until 1986 when Carlton and United Breweries donated the building to the State Government of Victoria to become the new home for the Playbox Theatre Company, which had previously been located in Russell Street under Founding Director, Carrillo Gantner. The building was converted for use as rehearsal rooms and offices, theatre bar and café, a bespoke workshop and a foyer. The 180-seat Beckett Theatre was installed in the east tower and the 500-seat Merlyn Theatre was constructed on the adjacent site. The original triple-vent roof of the west kiln tower was reconstructed around 2000.

**Comparative analysis**

The Castlemaine Brewery malthouse reflects the period, function and architectural style of its parent brewery in Queens Bridge Street which, with the Jones Bond Store and the Clarendon Street Tea House, provide the full range of large, multi-storey brick industrial buildings in the Southbank area.

The Barrett Burston Richmond Maltings has relatively intact malthouses with both floor and barrel maltings. A much-modified malthouse from the Southern Brewery in Abinger Street, Richmond, has been converted into apartments. The Ballarat Brewery brew tower and Joe White Maltings and James Hood & Co. in Collingwood are other recently operating malthouses. Although the steep-hipped roof with ventilators is a reconstruction, no other malthouse retains a similar original roof form.

**Statement of Significance**

What is significant?

Built for the important Castlemaine Brewery Company in 1892, this malthouse 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, prosperous breweries existing in Australia.

Successful malster firms such as Barrett Bros. (barley store), then Barrett Bros. & Burston & Co. Pty Ltd, had a long tenure of the building before it was given by Carlton and United Breweries to the State Government in 1986 and opened as the new home of the Playbox Theatre in 1989.

Contributory elements include:

- Two- and three-storey, 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 arches;
- steeply-pitched hip-roofed 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.

The facade 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 (as an 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 counterpoint of the malthouse in a visually-related manner while adding to what is now a significant collection of structures and artefacts.

How is it significant?
The Castlemaine Brewery Company malthouse is significant socially, historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it 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. Later, as the home of important live theatre productions since the 1980s and a symbol of expansion of the arts into repurposed significant structures, accompany the rising interest in heritage places and experimental theatre in that period. (Criterion A)

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 Queens Bridge Street. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Ratebooks
Castlemaine Brewery Malthouse, 113 Sturt Street
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1891 8337 Vacant Land James Perrin Allot 17 £100 £7.10
8338 Vacant land James Perrin Allot 16 £100 £7.10

i-Heritage
113 to 129 Sturt Street, Southbank, 3006.
South Melbourne Conservation Study 1997 – Bryce Raworth
Period 1876-1899 – Victorian
Construction Date: 1882
Integrity: fair
Condition: good

History
Nicholas and Edward Fitzgerald, with their managing director J. B. Perrins, established the South Melbourne branch of the Castlemaine Brewery in November 1871, described in 1890 as ‘one of the most extensive, most prosperous breweries existing in Australia.’ Their first malthouse was built in 1874, and in 1882 a three-storey establishment was erected opposite, at 129 Queens Bridge Street. Fitzgerald became the managing director of the Castlemaine Brewery Co., and it was at this time that the Malting House in Sturt Street was erected. The current inscription on the facade of the building indicates that some time after 1901 Barrett Bros. and Burston Co. were occupying the Castlemaine property. In 1901 the Barrett Bros. had their malting house in Richmond, while James and Samuel Burston were operating a pneumatic and general maltsters in Melbourne.

Description/Notable Features
Notable features include unpainted decorative brickwork. This three-storey malthouse building was converted into a theatre during the 1980s. It is finished in red brick with contrasting brickwork used for pilasters and horizontal banding at first- and second-floor levels. Blind arcing on the exterior of the building has been modified to create window openings to the second-floor level. The steel roof and its unusual ventilation monitors have recently been replaced, as has much of the interior. The former Malthouse remains substantially intact in terms of its overall form and volumes, however has been stripped of much of its architectural detailing. Despite this, it is evocative of the scale and nature of the operation of this major South Melbourne industry. The facade onto Sturt Street originally had a very high-hipped roof with three large vents extending out from the ridge, while the facade had small pediment units applied to the expressed brick piers that remain extant.

Statement of Significance
The former Castlemaine Brewery Malthouse is of significance as a rare, large and substantially intact surviving part of one of South Melbourne’s largest industries. The building facing onto Sturt Street, as well as those behind, are integral to the significance in their reflection of the scale and nature of operation of the brewery.

Recommended Alterations
Poor repairs to brickwork (inappropriate - no recommendations).

City of Melbourne maps
Building Details: A former malthouse for the Castlemaine Brewery. Designed by Richard Buckley Whitaker and built in 1892. Converted to a theatre complex in 1989 with three main buildings of two and three storeys. Refurbished in 2006. Melbourne and Metropolitan Board of Words detailed plan 1895 shows as ’Malting House’ on similar plan with pitched row from Sturt Street leading to small, pitched yard.

Malthouse website, 2017.

OUR HISTORY

We are supported by a vibrant history spanning four decades. It has been 40 years since Founding Director, Carrillo Gantner, formed the Hoopla Theatre Foundation in 1976, which later became Playbox Theatre Company; 30 years since the Malthouse building was converted into an agile and contemporary theatre complex; and 12 years since Playbox was re-imagined as Malthouse Theatre by Michael Kantor in 2004.

In 1986, Carlton and United Breweries gifted the historic Malthouse building at 113 Sturt Street, Southbank, to the State Government of Victoria to be developed as the new home of Playbox. Rebranded as The Coopers Malthouse in 2014, the building comprises two theatre spaces, the 500-seat Melyn theatre and 180-seat Beckett Theatre; the Tower space; rehearsal rooms and offices; the theatre bar and café; and a bespoke workshop.

From Playbox to Malthouse Theatre, our Company has consistently been a counterpoint to the mainstream. We have provided theatre-makers with the freedom to create adventurous, daring work; and to experiment and to take great artistic risks. These remain key tenets of Malthouse Theatre’s core values and mission today.

The impact of Malthouse Theatre’s 40 years on the Melbourne arts and culture community, and on our broader artistic identity, is substantial. We have created a unique, recognisable theatre making style that rebels against the traditional limitations of the discipline and resonates locally, nationally and globally.


FORMER YORKSHIRE BREWERY CMP
Lovell Chen: 105
See comparative analysis.

4.4.3 Barrett Burston Maltings, 33-45 Gibdon Street, Burnley
Originally known as the Terry’s Burnley Brewery before becoming the Barrett & Burston Maltings, this complex consists of a brewery, malt house and concrete silos and was established in 1892. The silos were constructed in the 1930s and their original capping is unusually, still intact. They are the earliest examples examined here. The silos with their distinctive capping form a notable element in the local landscape – one of a number of silos which were previously common in the area. The Barrett Burston Maltings operated from a number of sites in Richmond, including latterly the Daly Bros. Maltings site, in Abinger Street, Richmond. Barrett Burston Maltings continues to operate today with malt plants located also in NSW and Queensland.

State Library of Victoria
Picture: Exterior, Phoenix Hotel, 82 Flinders Street, Melbourne, and portion of Barrett Brothers Malt house, 84 Flinders Street, Melbourne
Author/Creator: Commercial Photographic Co., photographer.
Cite as: Harold Paynting Collection, State Library of Victoria.
Date created: ca.1956

Trove
Major-General James Burston
A plaque commemorates Major-General James Burston who commanded the Seventh Infantry Brigade at Gallipoli during World War I, and was a businessman in Victoria. His father, Samuel Burston, bought the maltings of J. Gough & Sons in Flinders Street, trading as Samuel Burston & Co. Although he had no previous experience as a maltster, he became one of the leading innovators in the trade. After a visit to Europe in the early 1880s, he rebuilt the Flinders Street Malthouse, using the new Saladin or pneumatic process for making malt. The product proved a success and he was soon exporting it to all the colonies. James joined the business at 14. In the years preceding his father's death in 1886 he ran the business with his younger brother George William (1859-1924). It became a limited-liability company in 1890, with James as managing director.

After a disastrous fire the factory was rebuilt in 1892. Later the firm took over the maltings of the Victoria Brewery Co. and, in 1912, merged with Barrett Bros, its chief competitor, to form Barrett Bros. and Burston Co. Pty Ltd with James as one of its four original directors. Samuel Burston and Co. Ltd remained separate. James Burston's chief interest outside the business was the Victorian Volunteers. He joined as a private in 1873, was commissioned lieutenant in 1879, and promoted captain in the Second Infantry Battalion in 1885, major in 1889 and lieutenant-colonel in 1895. Burston's battalion won the Brassey marching and firing competition four times, and in 1897 he represented Victoria at the Diamond Jubilee celebrations in London.

While in England, he attended a course at Aldershot at his own expense. In 1908 he was appointed staff officer to the officer commanding the Victoria Field Force. In 1900 he was elected unopposed to the Melbourne City Council, serving as lord mayor in 1908-1909 and 1909-1910. His concerns were the city finances, the beautification of the Yarra and the public gardens, the problem of dusty streets, and the memorial to King Edward VII.

He retired from the council in 1912. When World War I broke out, Burston, who had twice been on the unattached list and was now 58, resumed active duty and was made chairman of the Officers' Selection Committee, September 1914 to April 1915. He was then appointed to the Australian Imperial Force to command the Seventh Infantry Brigade, which embarked on 2 June 1915 and arrived at Port Said on 30 June. He reached Gallipoli in September, where the brigade was stationed at Chalac Dere and the Apex. Despite his determined efforts the physical conditions proved too much for his health and at the end of October he was appointed officer-in-charge of reinforcements at Mudros, commanding 15,000 men at an inspection by Lord Kitchener. In February 1916 Burston went to London on special leave before returning to Australia where he was promoted to honorary brigadier general and placed on the reserve of officers in September. He retired in January 1920 with the honorary rank of major general.

Burston was president of the Melbourne Permanent Building Society and vice-president of the Universal Permanent Building and Investment Society, which were later amalgamated through his efforts. He was, for some years, chairman of the Bank of Victoria.

Mahlstedt & Son, Fire Insurance Maps
Map 9, 1928, shows as masonry-3 level, Barrett Bros. Barley Store, with single-storey corrugated iron clad stores to the north, east and south. Four roof vents are indicated on west and east main wings.

1950s-1960s
shows as masonry-3 level Barrett Bros. & Burstons Maltsters' with minor single-storey corrugated iron clad stores to the east and south plus a three-level brick addition to the southeast. A one-storey masonry engineering shop was located on Dodds Street, and the new offices shown along with six steel malt bins to the east of them.

State Library of Victoria
Air-spy aerial images 1950s show Sturt Street roof altered but with original form on Dodds Street wing, along with three roof monitor vents. Earlier images show both roof forms.

Wikipedia
Malt House
A malt house, or maltings, is a building where cereal grain is converted into malt by soaking it in water, allowing it to sprout and then drying it to stop further growth. The malt is used in brewing beer, whisky and in certain foods. The traditional malt house was largely phased out during the 20th century in favour of more mechanised production. Many malt houses have been converted to other uses, such as Snape Maltings which is now a concert hall...During the 19th century many small breweries disappeared. Improved techniques allowed larger breweries and specialist maltsters to build their own maltings and operate year round. These were often housed in multi-storey buildings. It was also more efficient to transport malt than barley to the brewery, so many large breweries set up their own maltings near railways in the barley growing districts of eastern England.

Towards the end of the 19th century, pneumatic malting was introduced, in which the barley is aerated and the temperature carefully controlled, accelerating the germination. Large malting floors were no longer necessary, but power consumption was high, so floor malting held on well into the 20th century. Only a handful of traditional malting floors are still in use.

https://en.wikipedia.org/wiki/Malt_house

Recommendations
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.
Apply external paint controls with policy to reintroduce and maintain original finishes and colour schemes.
Apply internal alteration controls to original timber lining and fittings, and cast iron post and wrought iron beams internal structures.
Amend mapping for HO390 so that it covers the significant buildings. (The existing heritage overlay map shows the overlay on the block to the north in error.)
Appendix 3 Citations for proposed new heritage places
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<td>G. P. Motors, Pty Ltd, 35-41 City Road, Southbank</td>
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<td>Government Aircraft Factory (GAF) Boeing, 226 Lorimer Street, Port Melbourne</td>
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<td>Commonwealth Aircraft Corporation (CAC), 226 Lorimer Street, Port Melbourne</td>
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<td>Aeronautical Research Laboratories Department of Defence, 502-550 Lorimer Street, Port Melbourne</td>
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<td>Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank</td>
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<td>Robur Tea Company factory/warehouse, 107-127 Queens Bridge Street, Southbank</td>
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<tr>
<td>Castlemaine Brewery complex with brewing tower and bottling stores adjoining,</td>
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<tr>
<td>107-127, 129-131 and 133 Queens Bridge Street, Southbank</td>
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<td>Kraft factory, 162 Salmon Street (Vegemite Way), Port Melbourne</td>
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<td>SEC electricity substation, 224 Salmon Street, Port Melbourne</td>
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<td>General Motors Holden Nos. 3 &amp; 5 plants, 241 Salmon Street, Port Melbourne</td>
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<td>General Motors Holden Social Centre, 241 Salmon Street (Caprice Avenue, Port Melbourne</td>
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<td>General Motors Holden head office administration buildings, 251 Salmon Street, Port Melbourne</td>
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<td>General Motors Holden administration building, 261 Salmon Street, Port Melbourne</td>
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<td>St Kilda Road Boulevard</td>
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<tr>
<td>Repatriation Commission Outpatients Clinic, part of Victoria Barracks, 256-310 St Kilda Road, Southbank</td>
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Bolte Bridge City Link, Port Melbourne

City of Melbourne property number:

Type of place: bridge

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1996-1999, Post-WW2
Major owners or occupiers: Victorian Government
Designer: Denton Corker Marshall

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A3

Heritage values:
Aesthetic, Historical, Scientific

Heritage status:

Heritage Overlay: Proposed

Thematic context:
3.2 Expressing an architectural style
6.7 Transport
15.2 Raising monuments

Boundary of heritage place

Description

The Western Link and Bolte Bridge comprise a 4.6 kilometers elevated road with separate parallel three-lane carriageways consisting of post-tensioned precast segmental box girders on cylindrical reinforced concrete piers. The match-cast segmental box girder superstructures are continuous over several spans. Much of the elevated roadway is built on compound curved alignment. A distinctive elliptical three-pin arch sound tube encloses the elevated roadway for 300 metres near the northern end, providing noise protection to adjacent Flemington high-rise housing commission estate.

The Bolte Bridge over the Yarra River at the Victoria Dock (now renamed Victoria Harbour) entrance is a post-tensioned balanced cantilever variable-depth box girder structure with larger tapered span sections cantilevered from a central pier, and smaller tapered sections cantilevered from the two side piers, forming two central spans of 173 metres each and two 72-metre side spans. The Bolte Bridge superstructure consists of twin parallel concrete box girders, each carrying three lanes of traffic. The box girders are 12 metres deep at the centre pier with the depth reducing to a slender 3.5 metres at mid-span. Twin hollow 140-metre tall concrete towers flank the central pier as decorative landmark element of the design. The bridge clearance over the river is 25 metres.

Interchanges are provided at the West Gate Freeway, Footscray Road, Dynon Road, Racecourse Road and Mt Alexander Road. The elevated roadway crosses Moonee Ponds Creek four times and several other roads, as well as running above the Upfield Railway line for about a kilometre.

The elevated roadway section incorporates 100 spans designed as a match cast segmental span construction. A chloride-free super plasticising admixture, Rheobuild 1000, was incorporated into the concrete mix to ensure that the concrete used in the precast segments met the required
design specifications. Each of the elevated roadway's spans measure about 45 metres in length, and consists of 13 precast reinforced concrete segments weighing between 45 and 80 tonnes each.

History

Planning for a western bypass of the Melbourne CBD was first considered in the 1929 Melbourne Metropolitan Plan, and renewed in the 1954 Melbourne Metropolitan Board of Works (MMBW) plan. However, these both considered using existing roads such as Cowper Street in West Melbourne and Boundary Road in North Melbourne for the required route.

Both the Southern and Western CBD bypasses were placed more firmly on the drawing board in the 1969 Melbourne Transport Plan (Metropolitan Transportation Committee, 1969) which recommended an extensive freeway network across Melbourne to address projected rising traffic volumes. Although much of this network was officially abandoned by the Hamer government in the mid-1970s, this did not include the Southern and Western Bypasses.

In 1991, the Southern and Western Bypasses emerged again, in the State government's guidelines on private investment in public infrastructure, as a single-entity potential private sector project. In addition, the federal government's tax concessions for private construction of public infrastructure – part of its Working Nation package – made the project financially feasible in a way that it had not been previously.

The Victorian State Government under Premier Kirner called for expressions of interest to construct the Southern and Western Bypasses in March 1992, and in June 1992 the Minister for Planning and Housing directed that an Environment Effects Statement be prepared. Despite community opposition to both the expansion of the freeway system and the form of privatised public roads, the project was awarded to a consortium of local and overseas firms under the joint venture 'Transfield Obayashi'. Baulderstone Hornibrook were engaged for the construction of the five-kilometre elevated roadway and the new Yarra River bridge. The engineers for the match cast structure, including David Jellie of RMIT, had presented a paper on the design to a European engineering conference.

Denton Corker Marshall contributed design elements in the form of the non-functional paired towers and surface treatments, creating a visual treatment they described as, ‘...two simple gestures: a blade leaping across the river, and two slender silver sticks, 120 metres high, marking the centre point and proclaiming the presence of the bridge across the city.’ The project won the 1999 Royal Australian Institute of Architects (RAIA) National Special Jury Award for the Most Outstanding Works of Architecture, as well as the 1999 RAIA Victorian Chapter – Commendation Urban Design.

Pre-casting of the 3,500 individual segments required for the superstructures was carried out at purpose-built Baulderstone Hornibrook facility at North Laverton, with an additional 45-metre span of 13-15 segments being erected every day and a half during the peak of construction in late-1997.

The pre-cast facility comprised 14 moulds aligned in bays, such that each mould would cast a 65-tonne, three-lane wide trapezoidal bridge unit against the previously cast unit, that is, against the same unit which it would be connected to in its final erected state, hence the term 'match cast'. Each mould was producing one complete unit per day, so the 14 moulds could manufacture 14 units daily. The units were delivered by road to site as required by the erection schedule (there being no room for storage at the bridge site). Onsite they were lifted directly onto the erection trusses and reunited with the matched neighbouring segments. As each span was erected, post-tensioning cables were reeved through the segments and then loaded by means of hydraulic
jacks. Once each span was free-standing, the steel erection trusses were launched forward to the next pier position. An average cycle time for this operation of two days per span was achieved for each of two pairs of erection trusses.

The overall cost of the project was put at $2 billion, including $75 million for the Bolte Bridge itself.

**Comparative analysis**

Few road construction projects have had as much impact on the development of Melbourne as the City Link, with the Bolte Bridge transforming vehicle movement around the city.

The southern bypass (formerly the West Gate Freeway) through Melbourne’s south is a similarly large-scaled, elevated roadway, and sections of the Monash Freeway (formerly the South Eastern Freeway) are comparably-large elevated structures. However, the West Gate Bridge is the only structure in Victoria that can compare in scale to the Bolte Bridge.

Other claimants for the longest bridge in Australia are the Houghton Highway north of Brisbane (2.7 kilometres), Sheehan and Prince Albert bridges at Gundagai (1.14 and 0.92 kilometres respectively), Silver Link Bridge over the Burdekin River, the Algebuckina railway bridge in South Australia and Hornibrook Bridge in Brisbane.

Structurally, it compares with the smaller bridges of similar cantilevered, tapered box girder designs including the 1986 Mooney Mooney Bridge in Brisbane Waters National Park and Gateway bridges in Brisbane.

**Statement of Significance**

**What is significant?**

The Bolte Bridge & Western Link Elevated Tollway is a pre-stressed concrete road bridge with post-tensioned precast segmental box girders. It was designed by Egis Consulting & Hyder Consulting Ltd and was built by Baulderstone Hornibrook Engineering Pty Ltd for Transurban City Link between 1996 and 1999.

**How is it significant?**

The Bolte Bridge & Western Link Elevated Tollway is significant for scientific (technical), historic, social and aesthetic reasons at a state level.

**Why is it significant?**

The Bolte Bridge & Western Link Elevated Tollway is of State significance as one of the largest and longest bridges in Victoria which employed important innovative design and construction techniques and drastically altered the transport and planning configuration of Melbourne. (Criterion A)

The bridge is of historical significance for the role it played in Melbourne planning, and in particular its construction amidst competing arguments between public transport and freeway development. It was the first major crossing of the lower Yarra River since the West Gate Bridge was built, and completed the isolation of the historic Port of Melbourne (the river wharves and Victoria Dock) from access for large shipping. The Western Link Elevated Freeway completed a road route proposed as early as the 1954 Melbourne Strategy Plan, although the specific route through the former docklands was the result of the Roads and Traffic Authority west link planning of the 1990s. (Criterion A)
The bridge is of technical significance as the second-longest span bridge in Victoria, and in conjunction with the Western Link, the longest bridge of any sort in Victoria (and probably Australia). It was one of the first balanced cantilever bridges in Victoria after the Echuca rail bridge, James Harrison Bridge and Westgate, and is important for the application of specialist foundation construction techniques to cope with the particularly deep sediments of the Coode Island silt, where bedrock occurs 20 metres deeper than at other major bridge and building sites in the Melbourne area. (Criterion A)

The bridge is of aesthetic significance for the dramatic effect of the span's form and the non-functional 140-metre pylons which flank the bridge, while the Denton Corker Marshall-designed 'gateway' features of the sound tube and red and yellow pillars at the Flemington end of the elevated road have won several design awards. This is an unusual aspect of modern bridges, and was the result of the design and construct tender and contract process specifically requiring the bridge to include a significant landmark element. (Criterion E)

Since its opening, it has become an established landmark in Melbourne and a popular subject for artists and photographers.

Sources used for this assessment

The following sources and data were used for this assessment:


Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Bolte Bridge

Apply external paint controls with policy to maintain original finishes and colour schemes.
New St John’s Lutheran Church, 20 City Road, Southbank

City of Melbourne property number: 110378

Type of place: church

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1992, Post-WW2

Major owners or occupiers: Lutheran community, South Melbourne

Designer: David Cole (Buchan, Laird & Bawden)

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: C3

Heritage values:

Historical, Social

Heritage status:

Heritage Overlay: Proposed
Thematic context:

10.2 Belonging to a religious denomination
15.1 Remembering the past

Boundary of heritage place

Description

The building is octagonal in overall shape, surrounded by galleries at the upper level and clad in pink concrete or artificial stone. The centrepiece is a modern Knud Smenge pipe organ, built in Australia in a German baroque style. The church is constructed in reinforced concrete with stone-like cladding and aluminium frames to openings.

History

The St John's Lutheran congregation was first established in Melbourne in 1861. The previous St John's Lutheran Church, at 50 City Road, South Melbourne, was built in 1928 to the design of architect George Nichterlein in a German arts and crafts style. The site was chosen for its central location, which was occupied previously by a carriage factory, but is shown to be vacant in the 1920s version of the Mahlstedt Plans. The church was built at a cost of £8,000 and opened on Sunday 2 December 1928, by Mr. T. J. Noske, who was later to give his residence organ to the church. The building included many furnishings of distinctive design and stained glass, some of which have been preserved in the chapel of the present building.

The new church of St John's, Southgate, was designed by architect David Cole from Buchan, Laird & Bawden, and links architecturally with the overall Southgate complex. Cole, as principal of the Buchan Group, has been responsible for a number of large-scale urban projects, including No. 1 Martin Place in Sydney, redevelopment of the old Sydney GPO, the Park Hyatt Hotel, Quay West at Southgate, the Channel Seven headquarters at Docklands and the Victoria Point Docklands.
The new St John's was built further east along City Road, on the site previously occupied by the Glacarium Ice Rink, and was dedicated on 22 March 1992. The church has been described as, ‘... a striking building and facilities that still paid regard to traditional ecclesiastical architecture and, symbolically, contained key elements of the old St John's, including a small chapel furnished with artefacts from the previous church.’

Comparative analysis

St John's is designed to complement the rest of the Southgate development, and compares with contemporary Postmodern buildings in Melbourne such as No. 1 Collins Street. Postmodernism is highly unusual as a used style for buildings other than commercial or government, with most examples being large-scale office and apartment towers.

It also compares with Peter Corrigan's Church of the Resurrection at Keysborough as an example of the application of Postmodern architecture to church buildings.

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 Postmodern form; and
- artificial stone finishes.

How is it significant?

St John's Lutheran Church is socially and historically significant to both Southgate and the city of Melbourne in general, as well as of architectural interest.

Why is it significant?

St John's Lutheran Church is historically significant as symbol of a small but pioneering Lutheran congregation church, reflecting both a long tradition in Melbourne (since the 1860s) and the previous occupation of the nearby site from the 1920s. It is also significant in the modern context of its setting within Southgate development. (Criterion A)

It is of architectural significance as a Postmodern reinterpretation by David Cole, of Buchan, Laird & 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. (Criterion E)

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

Sources used for this assessment

The following sources and data were used for this assessment:

National Trust of Australia (VIC)

An Evangelical Lutheran church built in 1928. Of social and religious significance as the 'mother' of a number of satellite churches, and of architectural interest because of the architect George Nichterlein's attempts to evoke German Romanesque, Gothic and Baroque. All of these are

History of St John's
The St John's congregation was first established in Melbourne in 1861 and, on 31 July 2011, a special service was held celebrating the 150th Anniversary of the Foundation of St John's congregation. The original St John's church was built in 1927 and located off City Road not far from the present church. The foundation stone was laid on 18 November 1928 and the building was dedicated on 2 December 1928. The site was chosen because of its central location and access to public transport. In 1989 the church building was demolished to make way for the Southgate development. The beautiful, modern church building was designed by David Cole, an architect from Buchan, Laird & Bawden, and was dedicated on 22 March 1992. The design of the church links architecturally with the Southgate complex.

St John's is first and foremost a place of worship. However, St John's was also designed to serve a range of purposes, and it is an ideal venue for concerts and a centre for meetings and functions. The Lutheran church is one of the major Christian churches, and the largest Protestant church. There are more than 60 million Lutherans in the world, traditionally mainly within northern Europe and the USA. Currently, the fastest-growing Lutheran population is in Africa, with more than 14 million members. Ethiopia, Tanzania, Malawi and Cameroon have substantial Lutheran memberships. In Australia and New Zealand, 250,000 people call themselves Lutheran.

The Lutheran church is the oldest Protestant church. It dates back to the Reformation in the 16th century, when Martin Luther challenged some of the teachings and practices of the church of his day, nailing 95 theses on the doors of the church at Wittenberg, Germany. Lutherans celebrate the Reformation as an event that signifies a freedom that is founded in Christ alone.

The Lutheran church was established in Australia and New Zealand 180 years ago. In the 1830s, small groups of the Lutherans emigrated to Australia in search of religious freedom, settling mainly in rural areas in various parts of the country. Today, the Lutheran church comprises people from rural and urban areas and many different cultural backgrounds.

Organ Historical Trust of Australia website
Historical and Technical Documentation by John Maidment

The previous St John's Lutheran Church, at 50 City Road, South Melbourne, was designed by architect George Nichterlein in a German arts and crafts style. It was built in 1928 at a cost of £8,000 and opened on Sunday 2 December of that year. It was noted in a press report that the door was officially opened by Mr T. J. Noske, who was later to give his residence organ to the church. The building included many furnishings of distinctive design and stained glass, some of this preserved in the chapel of the present building.

The Noske family commissioned an organ in the 1920s from the German firm of Welte & Soehne of Freiburg, for their house at 21 (later 39) Irving Road, Toorak. This organ incorporated a roll-playing mechanism. The exact date of the organ cannot be confirmed, but an order for roll number 726 (Mozart's ‘Ave Verum’) survives in the Welte archives, dated ‘Melbourne 8.2.29’. An identical organ survives at the Schlosskapelle Meggenhorn, Meggen, Switzerland, dating from 1926. It appears that both instruments were a standard Welte stock model III-IV.
The organ was donated to St John's Lutheran Church and was installed in a gallery at the church by Hill, Norman & Beard (Australia) Pty Ltd in 1933. A facade of metal dummy pipes enclosed within woodwork was added in 1944 to screen the swell shutters. This organ was dedicated on 7 August 1960. The total cost of the work, including alterations to the gallery, was £10,062. With the increasing commercialization of the area where this church was placed and demands for the development of the area, the 1928 church was demolished in 1990. The organ was dismantled and parts have been used elsewhere, seven ranks having been utilized by John Larner in his house organ in Western Australia. The console was used by Australian Pipe Organs Pty Ltd at Trinity Grammar School, Kew.

The new church of St John's, Southgate, was dedicated on 22 March 1992. It was designed by David Cole, an architect from Buchan, Laird & Bawden, and links architecturally with the overall Southgate complex. It is octagonal in overall shape, with excellent lighting and surrounded by galleries at the upper level. The building is much used for chamber music performance.

The organ was built in 1991 by Knud Smenge and the inaugural recital took place on 27 March 1992. It includes a Rückpositiv division (one of only four in Victoria, the other three being at Ormond College, Parkville, St Peter's Church, Eastern Hill and Hamer Hall – organ now dismantled and in storage). The tonal design is classical in inspiration, but includes a rich variety of unison stops as well as complete choruses and solo mutations. The casework is of Victorian Ash, with Blackwood utilized for the console. The instrument provides a worthy accompaniment to services at St John's Church and its wider musical programme. A full history of the organs of St John's Church was written by Graham Lieschke, 'The Organs of St Johns Southgate Lutheran Church', and was published in the September 2001 issue of the journal *Organo Pleno*, pp.12-17. The author is indebted to him and David Rumsey for much of the information in this webpage.

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as New St John's Lutheran Church, 20 City Road, Southbank

Apply external paint controls with policy to maintain original finishes and colour schemes.

Apply internal alterations control with policy to cover original fittings from former St John's Church.
G. P. Motors, Pty Ltd, 35-41 City Road, Southbank

City of Melbourne property number: 110351

Type of place: showroom, garage

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1939-40, Inter-war (WW1-WW2)

Major owners or occupiers: G. P. Motors Pty Ltd

Designer: Wright, John

Heritage Gradings:

Proposed new system (C258):
Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: C2, Proposed: C2

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay: Proposed

Thematic context:
5.4 Developing a retail centre
5.5 Building a manufacturing industry
6.7 Transport

**Boundary of heritage place**

**Description**

The main facade to City Road is in a streamlined moderne styling with a parapeted two-storey form, built to the street alignment with a pitched roof behind. The ground floor is finished with terracotta faience tiles, with faceted door reveals to the main pedestrian entry on the east. The former vehicle entry to the east has been closed to match the show windows, with cemented streamlining at parapet and window shade levels, and a red brick sill below the windows, which are steel-framed multi-pane glazing to the upper level, and large show windows with upper panes at ground. The stair window has vertical cement ribbing, with four short projecting brick string courses above the upper-level window hood. Oyster light fittings are at either side of the door and transom lights to the show windows.

Internally, the building has been refitted, within presumed original timber truss roof framing and a reinforced concrete upper floor.

The rear elevation has a low brick dwarf wall below similar multi-pane steel-framed glazing, reinforced concrete pillars and beams. The former central vehicle entrance has been fitted with modern sliding glass doors, while the western vehicle entrance has been narrowed with a part-brick panel and modern steel roller door.

These retail premises represent a good example of the moderne style in the South Melbourne or Southbank context. The ground floor faience and the horizontally-banded brickwork above are
typical of the period. The ground-floor fenestration has been modified, but the building retains the original window treatment above.

**History**

H. Hughes purchased lots 50-53, Section 86, Parish of Melbourne South at auction in 1879 (Parish of Melbourne South). Prior to this, the block appears to have been alienated Crown Land.

By the 1880s Nos. 35, 37 and 39 City Road were listed as private houses (Sands & McDougall directories). The property is shown on the 1895 MMBW detail plan as 'City Road Stores' with a pitched lane on the west side and vacant land on the east side to Fanning Street. The outline of a building on the plan stops short of Fawkner Street.

In the 1920s, Beith, Scheiss & Felstead, a clothing manufacturer (established in Sackville Street, Collingwood, in 1883), occupied a single-storey bulk brick store on City Road, beside timber-merchant J. Wright's timber stacks (Mahlstedt Plan). The structure which they occupied in City Road is shown in the 1920s Mahlstedt Plan and appears to predate the current building on site, as it is only single-storey, and has a slightly different form with the rear wall stopping short of Fawkner Street and having a short iron extension.

Beith Scheiss & Co had previously operated from a five-storey factory in Russell Street, Melbourne, in 1895 and was liquidated in 1933, presumably selling the premises in City Road at this time. In 1934-1935, W. & J. Wright is listed in rate books as owner of the site occupied by Henry Reid, motor body builders, with Draffin Bros. Pty Ltd, merchants, located adjacent. G. P. Motors is first listed in 1938-1939 when the net annual value rises from £360 to £904, so it would seem likely that the current building was completed at this time.

G. P. Motors was established in the 1920s in South Melbourne, originally selling galvanized products. A branch of the business was established in Bairnsdale in the 1930s, where it became a car dealership and automotive repairer. The Bairnsdale firm was owned by the Anketell family until 2000, and in 2008, was acquired by long-term employees (http://www.gp-motors.com.au/about-us.html). The Bairnsdale building was designed by John W. Wright (1892-1962) and built by Owen & Hams in the moderne style in 1939, indicating a possible architect for the City Road Building (Spirit of Progress 2008).

G. P. Motors is noted in the directories at the City Road location in 1935 as '35-39 G. P. Mtr, workshop' (Sands & McDougall Directory of Victoria 1935). Newspaper advertisements referring to second-hand cars being sold by G. P. Motors appear regularly from 1937 (**The Argus** 24 March 1937). An auction of their previous workshop at 57-71 City Road was held in August 1940, the auction notice indicating that the sale was 'owing to the removal of their motor repair workshop to new and larger premises at 35 City Road' (**The Argus** 31 Aug 1940, p.12). In 1942 the business is listed as '35-39 G. P. Motors Pty Ltd, motor car agents' (Sands & McDougal Directory).

G. P. Motors was established around 1935 and was one of a number of automotive industry companies on the Southbank area concentrated on and near City Road. The building was described in the 1930s Mahlstedt Plan as 'G. P. Motors Garage & Workshop', a two-storey structure with steel columns and beams, concrete floors, galvanised iron roof and wood trusses. (Note that the dates of the Mahlstedt Plans are approximate dates of completion, and they were subsequently pasted over with updates and amendments, so specific data cannot be dated precisely.)

The company sold new and second-hand cars and undertook service and repairs. In the 1940s they installed several kerbside petrol pumps.
The 1950s Mahlstedt Plan has a new label attached indicating the premises were occupied by Dunlop Australia Ltd, but G. P. Motors were still advertising cars for sale from the address in 1955 (*The Argus* 4 March 1955), so it might be presumed that Dunlop moved into the place some time after that.

In 1989, the Melbourne Spoleto Writers Festival had its office in the building, and it was most recently occupied by Opera Australia for several years, having been extensively refurbished (*INCITE* 7 August 1989, p.17).

The City of Melbourne CoMMap identifies the site as '2 storey brick building with gnd floor offices. Built 1938. Refurbished 1998'.

**Comparative analysis**

G. P. Motors is one of the last surviving buildings of its type, and an excellent representative example of the moderne-style automobile garages and showrooms that were once more common in the Southbank area. Key examples were Brooklands in Sturt Street, 1939-1941, and Melford Motors Service Centre at 112-118 Sturt Street, designed by Eric C. Beedham (both demolished). In the immediate area, Melbourne Towing Service at 167 City Road provides a strong comparison both historically and aesthetically as a moderne-style two-storey motor garage. The Mac Robertson Girls High School provides a more substantial comparison, with its similar use of cream brick and horizontal and vertical elements. The demolished Victoria Car Park in Russell Street was a comparable use with similar forms, albeit in bare concrete without the more elaborate surface treatments, while the Relova Redressing Laundry in Hoddle Street incorporates a stronger, cylindrical motif above the entrance, contrasting with the more restrained treatment at G. P. Motors.

Other later examples utilising the moderne style exist at 11 Hancock Street (1940-1955) and, in a more austere and altered form, at 18-24 Moray Street. A number of significant streamlined moderne examples are in the Central Activities District, including RMIT Building No. 9, designed by the Public Works Department under Chief Architect Percy Everett; McPherson’s Building designed by Stuart P. Calder, and Reid & Pearson, built 1935-1936; Alkira House, a six-storey, reinforced concrete office building, erected 1937; Yule House, designed by Oakley & Parkes and built in 1932; Mitchell House, designed by the architect Harry Norris and built 1936-1937; and Melford Motors Complex on in the CBD, on a prominent corner site bounded by Elizabeth, Queensberry and O’Connell streets, designed by Harry Norris, 1936-1937. These are good but typically much larger examples as befits their CAD location.

**Statement of Significance**

What is Significant?

G. P. Motors Pty Ltd is a mid-20th century motor garage built for the owners, and operated from the 1930s until the early-1950s. The building comprises a brick masonry and iron-framed structure, formerly with car ramps to the upper level, and an elaborate streamlined moderne facade.

Contributory elements include:

- a 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 facade cladding set against distinctive terracotta faience on the ground level;
- cemented streamlining on the facade, at parapet and storey levels;
multi-pane glazing to the upper level;
counter-posing of vertical and dominant horizontal elements, as seen in the stair window ribbing, set under the upper-level window hood;
oster light fittings either side of the door;
faceted terracotta door reveals to the entry;
transom lights to show windows; and
the plain but well-preserved rear elevation with some changes to openings.

The 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 to the city of Melbourne.

Why is it Significant?

G. P. Motors Pty Ltd is significant historically as representative of the continuing industrial expansion in the Southbank area into the inter-war period, with associated motor trade buildings nearby such as Brooklands (since demolished) and the Melbourne Towing Service. (Criterion A)

It is a rare surviving example of the motor trade, for which the Southbank area was once highly known. (Criterion B & D)

Aesthetically it is a good example of the moderne style as applied to retail imagery to promote a modern industry, in this case, motor car retailing and service. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

i-Heritage
35 to 41 City Road, Southbank, 3006
South Melbourne Conservation Study 1997 – Bryce Raworth
Architectural Style: Early Modern
Period: 1926-39 – Inter-war
Construction date: 1935 (c1935 on BIF)
Integrity: good
Condition: fair
Original Building Type

Description/Notable Features
These retail premises represent a good example of early Melbourne Modernism. The ground-floor faience and the horizontally-banded brickwork above are typical of the period. The ground-floor fenestration has been modified but the building retains the original window treatment above.
BIF
Graded as C in level 2 streetscape
‘South Melbourne Conservation Study’ 1987 graded as B (Allom Lovell Sanderson Pty Ltd)

Sands & McDougall Directory of Victoria
1935
35-39 G. P. Mtn, workshop
1942
35-39 G. P. Motors, Pty Ltd motor car agents

COMMAPPs
Opera Australia:

MBBW 1895
Shown as ‘City Road Stores’ with pitched lane on west side, vacant land on east to Fanning Street.

Newspapers:
CHARGE OF SHOPBREAKING. Youth Committed for Trial.
The Age, 6 December 1928, p.7.
...breaking into the factory of G. P. Motors, City Road, and stealing a racing vehicle, the property of Ray...

SAFEBREAKERS DISAPPOINTED.
The Argus, 4 April 1930, p.4.
...they blew open in the office of G. P. Motors, City Road, South Melbourne, early yesterday...

OBTAINED MOTOR TRUCK BY FALSE PRETENCES Then Stole One of the Wheels
Record, 29 June 1935, p.8.
...went to G. P. Motors, City Road, where the truck had been sent for repairs. He signed as 'J. Grieves'. After using the truck that evening he, next morning, left it in a lane at the rear of G. P. Motors...

SOUTH MELBOURNE COUNCIL
Record, 10 August 1935, p.8.
...granted, under the usual conditions, for the erection of six kerb, petrol pumps, at the premises of G. P. Motors, City Road...

CAR ILLEGALLY USED. Easter Jaunt of 800 Miles.
The Age, 7 May 1938. p.28.
...G. P. Motors, South Melbourne where he was employed. Seeing the car later that day in City . . . extending over six days, during which period he travelled 800 miles to abandon the car ... in the city.

Under Instructions from G. P. MOTORS PTY LTD , owing to the removal of their motor repair workshop to new and larger premises at 35 City Road.

CITY SOUTH, 57-61 CITY ROAD.
Touching St Kilda Road. Exceptional position centre of commercial and industrial activities.
Level access to docks and railway yards.
LOFTY GALVANISED IRON BUILDING.
Splendid property for motor repair workshop, for which purpose it is at present being utilised.

The Argus, 5 Mar 1940.
SINGER AGENCY
W. T. Cottman Ptv Ltd announces the appointment of G. P. Motors Pty Ltd as metropolitan agent for Singer cars. A complete range of Singer models is now on view at the premises in South Melbourne.

Mr. R. Kither, a director of G. P. Motors, reports that sales have been most satisfactory. The service department is at the South Melbourne premises.

SOUTH MELBOURNE COUNCIL
*Record*, 10 August 1946, p.4.

...cleaning agency. Applications were received for permission to install kerbside petrol pumps as follows: G. P. Motors, 3 dual pumps, at 35 City Road; Brooks, McGlashan & McHarg.


Established in the 1920s in South Melbourne, originally selling galvanized products, G.P. Motors moved to Bairnsdale in the 1930s where it became a car dealership and automotive repairer. It was owned by the Anketell family right up to the year 2000. In 2008 it changed ownership again and the four current directors are all long-serving employees of G. P. Motors with over 100 years' combined service in the industry. We have been the local emergency breakdown depot for over 75 years and a VACC member for almost 70 years.


Re: Bairnsdale Art Deco building

Rob (Moderne Melbourne) December 23, 2012 at 10:01 AM

‘Isn't it a beauty! Dates from 1939, built for G. P. Motors (who also had a branch in South Melbourne), designed by John Wright and built by Owen & Hams. The tower (40 feet high) originally carried lettering of 'garage'. It was the latest in styling, material used and facilities offered to customers seeking to buy a car or waiting for theirs to be serviced. The section beneath the roundel was originally the entrance for the service department. See `Spirit of Progress' Autumn 2008 and the 'Herald' 4/10/39.'

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as G. P. Motors Pty Ltd, 35-41 City Road, Southbank.

Apply external paint controls with policy to maintain original finishes and colour schemes.
Crown Chemicals, Anderson & Sons printing works, 63-65 City Road, Southbank

City of Melbourne property number: 110355

Type of place: factory

Images of place 2016-2017

**Historical associations:**

Creation or major development date(s) of place: 1915, Edwardian-era

Major owners or occupiers: George Simmill Buckley, chemist; John & William Anderson, printers

**Heritage Gradings:**

Proposed new system (C258):
Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: B2, Proposed: C2

Heritage values:
Aesthetic, Historical

**Heritage status:**

Heritage Overlay Proposed

Thematic context:
5.3 Developing a large, city-based economy
5.6 Publishing newspapers and periodicals

**Boundary of heritage place**

**Description**

This parapeted, two storey-building is constructed of red brickwork (painted over) with ornate giant-order arches with radiating voussoirs, demonstrating the influence of North American architects such as H. H. Richardson. The facade is capped with a plain entablature with cement cornice and string mouldings. Parts of the timber-framed windows and doors remain (see rear elevation), with embossed spandrels on the upper level, while ornament at impost level includes Medieval-inspired arts & crafts cement detailing. The rear elevation is also well-preserved with only the lower-level brickwork over-painted, a timber, upper-level vertical boarded loading door and largely-intact timber-framed windows.

The design relates to the warehouse at 75 City Road, with the facade being dominated by a series of arches that extend down to ground level with brick piers. While similar to a number of warehouses constructed in the City of Melbourne, particularly in Flinders Lane, the building design is rare in the industrial areas of South Melbourne.

**History**

The property history at 63-65 City Road can be traced to a J. Walker who purchased lots 41 and 42, Section 86, Parish of Melbourne South at a Crown land auction in 1879 (Parish of Melbourne South). Prior to this, the block appears to have remained Crown land. The MMBW plan shows this block to be a vacant site in 1895, although it may have contained some of the ubiquitous timber yards of that period, which then extended along both sides of City Road. In the 1890s, a variety of private residential occupants are listed at 63 City Road, including John Casey Tailor in 1900.
'J. L. Anderson & Sons, 63 City Road, near glacarium,' advertised for 'Boys, at once,' on 6 September 1909 (The Age), indicating the business was operational by this time. It is likely to have been started recently, as in the following year, an auction for land in City Road and Kavanagh Street noted that it was located in 'The Centre of Mercantile Activity,' referring to Anderson's Printing Works as one of several in the area. The firm also came to the attention of the South Melbourne Council, which recommended the factory should be registered, as it was then employing 11 males, and six females (Emerald Hill Record, 25 July 1909).

The Crown Chemical Company at 63 City Road was also noted in newspapers for the first time in 1909 (The Argus 11 Jan 1909). The Crown Chemical Company was formed by 1891, producing disinfectant and taking advantage of the outbreaks of typhoid in Sydney to market its products there (Sydney Morning Herald, 22 July 1891, p.4). In 1907, it was listed at City Road as 'medicinal sundries makers', with one of its popular products being 'Bert's Cinnamon Compound'. Other products were, Iona-brand cordial extract, castor oil and white pine ointment. The works employed six males and 10 females (Emerald Hill Record, 27 July 1907, p.2).

There were also Crown Chemical companies in Britain, the United States and, from the 1920s, in O'Riordan Street, Alexandria, Sydney.

The 1910 Sands & McDougall Directory of Victoria identifies the occupants along the south side of City Road as 'Goldfields Diamond Drilling Co, Ltd, store – Winstone, C. J., mgr'; 'Wright, J. & Sons, carron timber yards'; and '41 Moore, J., & Sons Prop Ltd, tmbr yds'. By 1915, however, number 63 was listed as 'Anderson, J. L. & Sons, prnts & stnra', with 'Artaud, M. & Co, mfrs' adjacent. Rate books indicate that W. & J. Wright Merchants were owners and occupants of 63 City Road, also referred to as 'allotment 41' in 1916-1917, and the owners listed as George Buckley (63 City Road, valued at £100 NAV) and Koske Bros Pty Ltd (65-67 City Road £50 NAV). The occupants in 1916-1917 were J. L. Anderson & W. G. Anderson, printers, at 63 City Road, and the adjoining 65-67 was marked as vacant land. Isabella Buckley is listed in the rate books as owner of 63 City Road in 1928-1929, and Iona Products Co Pty Ltd, chemical manufacturers, in 1936-1937. The building was partially damaged by a fire at the adjacent Crown Chemical Co in May 1915 (Bendigo Advertiser, 31 May 1915, p.3), and was the site of a foiled burglary and dramatic arrest when an armed gang blew open the safe (Sydney Morning Herald, 19 April 1930).

The 1920s Mahlstedt Plan indicates that the Crown Chemical Co at 63 City Road was housed in a masonry-walled two-storey building with steel columns and girders. It was flanked by Koske Bros. Factory and G. P. Motors, the latter evidently relocating to a new site to the east in the 1930s.


Anderson and Sons operated as a printer and publisher from at least 1908, when it printed the Australasian Football Jubilee program (Newby 1908). The firm can be found under the name Anderson's Printing and Publishing Co, Pty Ltd, in reference to a number of notable local publications in from the 1920s to 1950s, including the 'Adult Deaf & Dumb Society of Victoria's Annual Reports', The Australian Jewish Herald, 1935-1968,' 'Some Irrefutable Facts about Money';
the ‘official souvenir of the 1939 Port Melbourne Centenary Celebrations Committee; and ‘The Official Organ of the Honorary Justices’ Association of Victoria 1959’.

The company was responsible for the petition for liquidation for the Tivoli Theatre in 1931 (The Age, 16 September 1931), but still paid a dividend in 1935 of seven pence and three farthings (The Age, 21 June 1934).

The lot numbering along the street may have changed at some point, or part of this building was sublet, as No.63 is noted in 1930 as being occupied by ‘Iona Products Co Pty Ltd, chem manfrs’, with No.65 being ‘Anderson, J. L. & Sons Pty Ltd, prntrs’. Similar listings occur in 1935 with a slight change in name to ‘Anderson’s Printing Co Pty Ltd’. In 1936, the Multiplex Publicity Service Pty Ltd was registered with a capital – £2,000 in £1 shares with its registered office at 63 City Road – suggesting a further diversification of the company. Shareholders were Donald Malcolm McConnell (director), Ernest Charles Anderson (director) and Julia Emma Anderson (The Age, 12 December 1936).

The 1950s Mahlstedt Plan identifies Iona Products as occupying the ground floor, and notes Nos. 63 and 65 as being part of the same building.

**Comparative analysis**

Victorian- and Edwardian-era warehouses are now uncommon in Southbank, though at one point they were numerous. The tall, arched American Romanesque form, while more common in the CBD in areas such as Flinders Lane, is uncommon in Southbank, with 71-75 City Road (former Willmott Knitting Mill) as the only other existing example; it was graded B2 in 1997, and identified as comparable to 63-65 City Road. However, it also has over-painted brickwork.

**Statement of Significance**

What is significant?

The Crown Chemical Company warehouse was built for manufacturing chemist George Buckley by 1915, 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 facade (now painted over);
- tall, arched facade fenestration;
- Romanesque revival-styling, typical of Edwardian-era warehouses; and
- 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?

The Anderson's Printing and Publishing Co. Pty Ltd warehouse is historically and aesthetically significant to Southbank.

Why is it significant?

The Anderson's Printing and Publishing Co. Pty Ltd warehouse is significant historically as an example of the major industrial development that occurred along the south bank of the Yarra River during the Victorian-era and Inter-war periods. (Criterion A)
Aesthetically, the warehouse is significant for its tall, arched fenestration of the facade that demonstrates an interest in medieval architectural sources and arts & crafts detailing in the Edwardian-era warehouse design. (Criterion E)

**Sources used for this assessment**
The following sources and data were used for this assessment:

**i-Heritage**  
63 to 65 City Road, Southbank, 3006.  
South Melbourne Conservation Study 1997 – Bryce Raworth  
Period 1876-99 – Victorian  
Construction date: 1895

**History**  
This warehouse is one of only three late-Victorian warehouses that were given decorated facades that remain substantially intact in the industrial area of South Melbourne, the others being at 272 & 75 City Road.

**Description/Notable Features**  
Notable features include an elaborate and high standard design of cement rendered surfaces. This two-storey building is constructed of cement rendered brickwork. Its ornate arches demonstrate the influence of contemporary American architects such as H. H. Richardson. Although altered internally, it remains in excellent condition for its age. The design of this warehouse is similar to that of 75 City Road, with the facade being dominated by a series of arches that extend down to ground level with brick piers. The influence of the American Romanesque is clearly evident in the design, and while similar to a number of warehouses that were constructed in the City of Melbourne, particularly in Flinders Lane, it is rare to find this style in the industrial areas of South Melbourne. The building has also been altered internally.

**Recommended Alterations**  
Signage, external air conditioner (inappropriate – remove).  
Painted brick (inappropriate – remove).  
Awning (extremely inappropriate – remove).

**COMMAP**  
Building Details: 2-storey warehouse/factory. Built 1900.  
**MMBW 1895**  
**Australia, Death Index, 1787-1985**  
Name: George Simmill Buckley  
Birth year: about 1863  
Age: 60  
Death place: Balwyn, Victoria  
Father's name: George Buckley  
Mother's name: Emma Simmill  
Registration year: 1923  
Registration place: Victoria  
Registration number: 4177

**Newspapers:**
The Age, 1 Jun 1915, p.10.
FIRE AT SOUTH MELBOURNE.
Chief Officer with 2 men, were in attendance at an outbreak of fire in a two-storied brick premises in City Road, South Melbourne, at 7 a.m. yesterday, prepared with ample equipment to meet a possible Spread to the many large stores and workshops in the vicinity. The premises are owned by Mr. George S. Buckley, of Canterbury Road, Camberwell, who, under the name of the Crown Chemical Company, occupied the ground floor of the building, and had therein a large stock of patent medicines, pills, etc. The upper storey is occupied by Mr. J. E. Anderson, book publisher, and, thanks to the efforts of the firemen, escaped serious damage. The building was insured in the Union company for £2,000, and the damage done is estimated at £200. The stock was also insured for £2000 and damage to the extent of £800 was caused. Appearances seemed to show that the fire started near a copper at the western end of the building, and was discovered in its early stages by George Richardson, night patrol, whose promptness in giving the alarm enabled the brigades to arrive on the scene before the flames had gained too strong a hold to be easily grappled with.

The Argus, 6 Apr 1923, p.1.
Family Notices
BUCKLEY — On the 2nd April (suddenly) at his residence 'Zenda,' Canterbury Road, Camberwell, George S. Buckley, loved brother of Mrs W. H. Gill, Camberwell. (Privately interred.)

VPRO Probate
George S Buckley, Chemist, Canterbury Rd, Camberwell
2 Apr 1923 189/783 VPRS 28/P3, unit 1336; VPRS 7591/P2, unit 676
Includes: part CA42 Section 86 South Melbourne, City Road 50x225 links, with factory - valued at £4,400, also Camberwell house and farm at Warburton – total £7,800 – nett assets £38,871; widow, Isabelle Buckley, executrix. Will 1906.
Isabelle Buckley, Widow, Camberwell, 20 Oct 1951 444/461 VPRS 28/P4, unit 233;
VPRS 7591/P2, unit 1547


Sands & McDougall Directory of Victoria
1910
Goldfields Diamond Drilling Co. Ltd, store – Winstone, C. J., manager
Wright, J. & Sons, carron timber yards
41 Moore, J. & Sons Pty Ltd, timber yards

1915
63 Anderson, J. L. & Sons, Printers & stationary
Artaud, M. & Co, manufacturers

1930
63 Iona Products Co Pty Ltd, chemical manufacturers
65 Anderson, J. L. & Sons Pty Ltd, printers
1935
63 Iona Products Co Pty Ltd, chemical manufacturers
65 Anderson's Printing Co Pty Ltd

South Melbourne Rate Books
Year No. On Roll, Occupier Occupation. Owner Occupation, Description of Property
Rate Detail (N.A.V.)
1916 3 W. & J. Wright
Merchants W. & J. Wright
Merchants £75
1916-
1917 9 John Anderson
and William Anderson
Printers (T) George Buckley
63 City Road, no property details given
£100
1916-
1917
9210 VL William Jay
Allotment 41 £50 £5
1922-
1923
8 J.L Anderson & W. G. Anderson
Printers (T) George Buckley
63 City Road £134 16,15

Recommendations
Revise Heritage Places Inventory.
Proposed heritage overlay as Anderson's Printing & Publishing Co. Pty Ltd, 63-65 City Road, Southbank.
Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Kosky Bros. Pty Ltd, furriers, 67-69 City Road, Southbank

City of Melbourne property number: 110356
Type of place: warehouse

Historical associations:
Creation or major development date(s) of place: 1923-4, Inter-war (WW1-WW2)
Major owners or occupiers: Kosky Bros
Designer: Gordon John Sutherland Bates, Smart & McCutcheon

Heritage Gradings:
Proposed new system (C258):
Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: none  Proposed: C2

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed.
Thematic context:

5.5 Building a manufacturing industry

**Boundary of heritage place**

**Description**

The building presents a three-storey facade with large, square window openings between paired minimalist pilasters and recessed spandrels. The central bay projects slightly while the entrance is marked by an asymmetric hood. The parapet has similarly modern cubic mouldings, stepped to the central bay in a ziggurat form. Behind are reinforced concrete columns and beams forming the main structure. The long narrow form is provided with abundant natural light by recessed side light wells and rows of windows (for lighting the sales and production areas) on both sides. The rear elevation has a variety of sizes of steel-framed windows barred on the ground and first floors, and offset loading doors with windows lighting the internal stairwell to one side.

**History**

Kosky brothers Boris and Solomon established their fur business around 1917, after having left Leningrad in Russia in 1907 and arrived in Australia in 1912. Solomon claimed he did not ‘...speak, read or write Russian and had never had the opportunity to do so as a child in Russia as he lived in a Hebrew house’. *(The Age, 24 July 1954).*

They were located in 377 Chapel Street, South Yarra, in 1917 where they traded in fox and rabbit skins among other furs. The firm was manufacturing fur coats as well as importing furs, and titled their shop London Fur Stores, offering natural and seal-dyed Musquash, Russian Squirrel, Seal Dyed Coney and New Zealand rabbit, advertising extensively in the Jewish *Herald*.

They are first listed in the rate books as owners of 65-67 City Road, Allotment 41, in 1922-1923 when the property described as vacant land and valued at £91 net assessed value, and rated at
£11,96. This rose to £400 and £50 respectively in 1923-1924, and £700 and £87,10 in 1928-1929. However, in the following year, it had dropped to £200 and £87,10, possibly as a result of the crash in the Great Depression, although the Koskys were not relieved of the annual rate.

In 1923, Kosky Bros. Pty Ltd engaged Bates, Smart & McCutcheon Pty Ltd to design a new premises in City Road, South Melbourne, with architect Gordon John Sunderland undertaking the work (MU Archives). The building was to be known as K B House.

The design for the building employed reinforced concrete throughout using the British Reinforced Concrete system. Re-infroced concrete had been an accepted building construction material for less than a decade when Kosky Bros. built their new premises. It had been pioneered by John Monash and the Reinforced Concrete and Monier Pipe Co. around 1904-1908 with buildings such as Mitchells Building in Oliver Lane, Melbourne, and the rival Turner System used in Sniders & Abrahams Building in Drewery Lane, Melbourne, in 1908-1909. The British Reinforced Concrete Engineering Co. Ltd (BRC) was founded in 1908 and established an Australian subsidiary in 1920 known as the Australian Reinforced Concrete Engineering Co. Pty Ltd (ARC). The firm took out local patents and erected a factory in Sunshine in 1920, becoming the first Australian company to produce fabricated steel mesh. Kosky Bros. was one of the first entire buildings to employ the BRC system for its construction.

Gordon John Sutherland (1891-1958) attended Caulfield Grammar and studied architecture at Melbourne University. He became an associate of the Royal Victorian Institute of Architects in 1917 and began his career in 1918 by winning a competition for the design of a Melbourne University building in conjunction with established architects Bates, Peebles & Smart. His architectural work consisted largely of houses, flats and maisonettes, designed in a variety of styles including the moderne, Tudor revival and Georgian revival style. Many of these residential designs were illustrated in the Real Property Annual in the late 1910s, the Australian Home Builder in the early 1920s and The Argus in the 1930s. Sutherland's commercial work for the Kosky Bros.' offices and warehouse in City Road, designed in a modernist asymmetric style, is unusual for his output.

The new premises proved unlucky as they were robbed of furs three times in as many weeks in 1925 (The Age, 29 Jan 1925, p.10) and was nearly engulfed by a fire in the adjoining Willmot Knitting Mills (formerly Artaud & Co.) the following year.

In the 1950s, the Kosky Bros. were claimed to hold £100,00-worth of imported furs, mostly from Russia. This may have been the source of the connection between Kosky and the Petrov Affair. Following Petrov's defection, documents implicated Kosky as a Russian agent, codenamed 'Private', but the 60-year-old Solomon Kosky, described as, 'a very short, bald man, with a fringe of white hair low on his head, and heavy, horn-rimmed glasses,' said the only reason he could suggest for Moscow's interest in him was his support of the 'Sheep Skins to Russia' appeal during the war, and his successful efforts to expand trade on a purely commercial basis (The Age, 24 July 1954, p.1). He gave evidence at the 1954 Espionage Royal Commission that he had sold furs to Evdokia Petrov and other women at the Russian Embassy, but that he was not a traitor. This was in response to Vladimir Petrov having named him as 'our agent' working for the Russian Ministry of Internal Affairs (MVD - forerunner of the KGB) as a spy. Evdokia was shown to have been an MVD agent, but Kosky does not seem to have been pursued further (The Argus, 15 September 1955, p.7).

The company was still operating in 1981, at least in the ACT (Canberra Times, 10 November 1981, p.8).
Comparative analysis

The austere modernist facade of Kosky Bros. is unusual in Southbank. It could be compared with the utilitarian facades of the GPO workshops in Sturt Street, or the geometric moderne of the GMH offices in Salmon Street, Fishermans Bend.

Kosky Bros. is one of a small number of early all-reinforced concrete buildings surviving in Melbourne. While smaller and a little later, it compares with the pioneering Sniders & Abrahams and the Mitchells Buildings, and the more contemporary Cann’s Pty Ltd building, 135-137 Swanston Street, Melbourne. Also, to Swanston House, Ezywalkin Boot Shoe and Slipper Store, 163-165 Swanston Street, Melbourne, although demonstrating a different reinforcing system.

Bourke House, 179-183 Bourke Street, is also a larger structure, but is closer in construction date to the Kosky Bros. building, and also built using the ARC reinforcement system.

What makes Kosky Bros. stand out from this group of early reinforced-concrete buildings is its use of a much more unadorned facade which acknowledges the materials used in construction, rather than trying to replicate the earlier traditional appearance of masonry buildings.

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 facade (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 Inter-war-era warehouses; and
- rear elevation with barred steel frame windows.

How is it significant?

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

Why is it significant?

Kosky Bros, Pty Ltd furriers is of historical significance as being characteristic of the Inter-war warehouses which typified the architectural style and function of City Road in most of the 20th century. It was one of a number of fabric and clothing companies in the area (such as Maurice Artaud, next door) with international origins reflecting the role of European immigrants in the import and rag trades in Melbourne. (Criterion A)

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

The place is also indirectly related to the Petrov affair, through Kosky’s selling of furs to Petrov’s wife and other embassy officials, and being accused in the Petrov papers of being an MVD spy. (Criterion H)

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. (Criteria B & H)
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. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:

City of Bayside Inter-War & Post-War Heritage Study, Heritage Alliance 2008.


Lewis, M. B. *Two Hundred Years of Concrete in Australia*, Concrete Institute of Australia, North Sydney, 1988.

History ARC, Smorgon, The Stone Family in Australia.


**Rate Books**

<table>
<thead>
<tr>
<th>Year</th>
<th>No. on Roll</th>
<th>Occupier</th>
<th>Occupation</th>
<th>Owner Occupation</th>
<th>Description of Property</th>
<th>Rate Detail (N.A.V.)</th>
<th>Rate Detail (Paid)</th>
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<td>9309</td>
<td>Vacant land</td>
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<td>Kosky Brothers ltd</td>
<td>377 Chapel St., South Yarra Allotment</td>
<td>£91</td>
<td>£11.76</td>
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<td>1924</td>
<td>9335</td>
<td>Kosky Brothers Pty ltd</td>
<td>Merchants Same</td>
<td>Brick factory</td>
<td>£400</td>
<td>£50</td>
<td></td>
</tr>
</tbody>
</table>

**COMMAP**

Building details: 2-storey warehouse/factory. Built 1900.

**MMBW**

1895 shown as vacant site

**Mahlstedt Plans,**

1920s & 1950s

**MU Archives**

Bates, Smart & McCutcheon Pty Ltd, 35/9/4 Kosky Bros. Premises, City Road, South Melbourne, being erected by G. J. Sunderland. August 1923.

**Newspapers**


Fur Trader Denies Link With M.V.D.

MELBOURNE City Furrier was Witness Regularly Attended London Fur Sales Before War

Kosky told Mr. Gorman that he had no predilection towards any form of government. He was a commercial man interested in commerce, not politics, he added. ‘No. They don’t like…’

WITNESS AT COMMISSION Questioned About Russian Contacts

Sol Kosky, senior member of the Melbourne firm of Kosky Bros. Pty. Ltd., furriers, appeared before the Royal Commission on
Espionage yesterday. Senior counsel assisting the commission (Mr. W. J. V. Windeyer, Q.C.) said. Kosky had been served with a summons to attend because a man of that name was referred to in exhibits D5, Dll, A10 and G4. He said Vladimir Petrov had claimed the Kosky referred to was Solomon Kosky. Soviet Government. This deal fell through. He had imported plywood on his own account. He had also acted as agent for the Soviet Government In the purchase of 60,000 worth of wool.’ He regularly attended fur sales in London until the outbreak of war. The first time he visited Russia after leaving it in 1907 was when he went to the fur sales In Leningrad In 1950. He was there for 14 days examining furs, and rive days for the actual auction, and never moved out of Leningrad. He could not speak, read or write Russian and had never had the opportunity to do so as a child in Russia as he lived in a Hebrew house. ... there were 102 foreign fur buyers in Leningrad and they all kept to themselves and apart from the Russians, whom they only saw at the actual sales. He was the only Australian there and kept with the fur buyers. He bought as much fur as his Import licence permitted. Mr. Gorman: Was any approach or advance made to you during your stay In Russia. Kosky: No. Kosky said two of his brothers attended the fur sales in 1951 and 1952 and he went again last year.

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as Kosky Bros. Pty Ltd, furriers, 67-69 City Road, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Maurice Artaud & Co., 71-75 City Road, Southbank

City of Melbourne property number: 110357
Type of place: factory

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1911, Edwardian-era
Major owners or occupiers: Maurice Artaud
Designer: R. Roberts

Heritage Gradings:
Proposed new system (C258):
Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Raworth, 1997 study  Proposed: C2

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed.
Thematic context:
5.5 Building a manufacturing industry

**Boundary of heritage place**

### Description

Three-storey brick parapeted factory with five tall though ornate giant-order arches to the facade with prominent capitals to the pilasters and key stones. The ground floor has a simple trabeated form with a cornice at the first-floor level, while the facade is topped by a tall parapet, originally intended for the company signage. The tall arch form and details demonstrate the influence of North American architects such as H. H. Richardson. The facade is capped with a plain entablature with cement cornice and string mouldings. Most of the timber-framed windows and doors remain (see rear elevation) while ornaments at the impost level include Medieval-inspired arts & crafts cement detailing. The rear elevation is also well-preserved, with only some bricked up ground-floor openings and largely-intact timber-framed windows.

The design relates to the warehouse at 63-65 City Road, with the facade being dominated by a series of arches that extend down to ground level with brick piers. While similar to a number of warehouses constructed in the City of Melbourne, particularly in Flinders Lane, the building design is rare in the industrial areas of South Melbourne.

### History

Maurice Artaud was an importer and hat manufacturer who was born in France and made a substantial business in Melbourne from about 1890 into the 1920s. He was recorded in the press and courts in 1891 as a Frenchman trading in fancy goods at the Palais Royal, Bourke Street, but that these were seized by customs for failure to pay duty and using false invoices, resulting in Artaud being fined £100. *(The Australasian*, 29 August 1891, p.24). He was trading again in Smith Street in 1892, dissolved his partnership with F. Maxey in 1894, was living and trading from
Lansdowne Street, East Melbourne, around 1895-1902, and then moved the business to larger premises in the rag trade district in the Oriental Building in Flinders Lane by 1904. In 1906 he was in Marshalls Building, Russell Street, and in 1906-1908 he leased the top floor of 160 Flinders Lane from Thomson Davies & Co. Unfortunately the first of several fires to plague Artaud destroyed most of his stock in 1908. The brigade was assisted by Lord and Lady Dudley and a party from Government House, with Lady Dudley herself taking the hose and directing it on the burning timbers on the top floor. (The Argus, 24 December 1908, p.5). Maurie's brother Gustav was also in the rag trade, but died in 1910 while resident at Flinders Lane, adding further tragedy to the Artaud family business.

Numerous situations vacant ads over the next few years hint at a growing business, and in 1911 the company moved to a new premises in City Road, ‘near the Glacarium,’ the construction of which was announced in the papers as: ‘Builders invited by R. Roberts, architect, 418 Melbourne Chambers, Little Collins Street, City, for large 3-storied factory to be erected for Maurice Artaud and Co. City Road, South Melbourne” (The Age, 6 May 1911, p.3). R. Roberts is recorded as having designed a number of Melbourne buildings around this time, including houses in Domain Road in 1901, Clarendon Street in 1908 and 1910, and Drummond Street in 1913 (Miles Lewis Architects Index).

The new factory was in operation by early-1912, as Artaud was advertising for more machinists to staff it. Artaud apparently had also bought more land than needed and was offering a vacant site next door for sale in 1912. Unfortunately, a fire in 1914 caused thousands of pounds worth of damage, but was confined to the upper-floor, causing part of the roof to collapse. It was prevented from spreading further by a stout internal brick wall. The business appears to have been a prosperous one. One measure was the fact that thieves were caught with £1,200 worth of silk (The Age, 21 June 1923).

Artaud retired from the business in 1923, offering as a parting concern that he would be willing to stay on for another six to twelve months to assist the new owner in establishing themselves (Sydney Morning Herald, 21 March 1925, p.28).

Another fire was reported as having gutted the building in 1926 when it was occupied by the Willmott Knitting Mills, who leased it from Artaud (The Argus, 19 February 1926, p.8). Artaud subsequently lived at 8 Acland Street, St Kilda. He died in 1936 in Mildura, leaving an estate of real estate and personal property worth over £14,000 (The Argus, 6 September 1936, p.5).

**Comparative analysis**

Victorian- and Edwardian-era warehouses are now uncommon in Southbank despite once being more numerous. The tall, arched American Romanesque form, while more common in the CBD in areas such as Flinders Lane, is uncommon in Southbank. Maurice Artaud & Co. compares closely with Crown Chemicals two doors down at 63-65 City Road.

**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;
- brick face and cemented detailing to facade (since painted over);
- tall, arched facade fenestration;
• Romanesque revival styling typical of Edwardian-era warehouses; and
• rear elevation red brickwork (partially over-painted), a timber upper-level vertical-boarded loading door and largely-intact timber-framed windows.

How is it significant?
The Maurice Artaud and Co. warehouse is historically and aesthetically significant to Southbank.

Why is it significant?
The Maurice Artaud and Co. warehouse is historically significant as an example of the factory and warehouse buildings that were characteristic of the Southbank area in the late-19th and early-20th century. (Criterion A & B)

Artaud was an importer of fancy goods and a hat manufacturer, and one of a number of clothing businesses concentrated in Flinders Lane and the inner suburbs of Melbourne as an important part of the cities 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. (Criterion E)

Sources used for this assessment
The following sources and data were used for this assessment:

Miles Lewis Architects Index

Rate Books
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1912 9048 Vacant Land Maurice Artaud Manufacturer Brick factory & 82 ft £250 £25.25 / £125 £12.10
1913 9080 Maurice Artaud Manufacturer Same Brick store £400 £40

COMMAP
Building Details: 2-storey warehouse/factory. Built 1900.

MMBW
1895 shown as vacant site.
Mahlstedt Plans, 1920s & 1950s.
Sands & McDougall Melbourne & Suburban Directories.

Newspapers
The Australasian, 29 August 1891, p.24.
The Age, 6 May 1911, p.3; 21 June 1923.
Sydney Morning Herald, 21 March 1925, p.2.
SOUTH MELBOURNE FIRE.
Three-storey premises in City Road, South Melbourne, owned by Maurice Artaud and Co. and occupied by the Willmott Knitting Mill were gutted by fire last night.

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as Maurice Artaud & Co., 71-75 City Road, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Spencer Street Bridge, Clarendon Street, Southbank

City of Melbourne property number:
Type of place: bridge

Images of place 2016-2017

**Historical associations:**
Creation or major development date(s) of place: 1929-30, Inter-war (WW1-WW2)
Major owners or occupiers: Victorian Government
Designer: Victorian Railways Construction Branch

**Heritage Gradings:**
Proposed new system (C258):
Individually significant,
Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A3

**Heritage values:**
Aesthetic, Historical, Scientific

**Heritage status:**
Heritage Overlay Proposed
Thematic context:
6.6 Street-making, drainage and river works
6.7 Transport

![Spencer Street Bridge map](image_url)

**Boundary of heritage place**

**Description**

The Spencer Street Bridge is a riveted steel, five-span road bridge with cast metal handrail and bluestone abutments with prominent masonry towers as a form of giant detached newel posts. The bridge presents a low-profile arched structure of three spans. However, it is actually of five spans, of approximately 35’, 98’6", 130’, 98’6" & 35’, (7.62, 25.9, 33.5, 25.9 and 7.62 metres) as the abutments are bridged between piles on the higher part of the bank and sunken piers, with some on the edge of the water. The main spans comprise nine parallel riveted-steel plate girders with arched lower flanges and a humped overall profile, while the abutment spans have eight short, concrete girders placed between the cantilevered ends of the main metal girders. The cantilevered section is 80 feet (14.5 metres).

The variable-depth arched plate girders are in three sections, with each of the two longer outer sections being supported by a pair of bluestone and concrete half-piers, tapered to provide small cut-waters. The girders are fabricated from large steel-plate verticals, with a gently curved upper flange and shallow elliptical arched lower flanges between each pair of piers. Each of these sections has a short half-arch section cantilevered over the outer and inner piers to form the abutment spans and part of the central 110-foot span. The centre section of the central span is suspended over the cantilevered ends of the shorter approach spans with the join located about 25 feet from each of the inner piers. Top and bottom flanges of the girders are formed from 20-inch wide plates, attached with eight-inch wide angles and braced with 4-inch by 5-inch angle vertical stiffeners. The girders are held on 18 fixed bearings on the outer piers and 18 expansion bearings on the inner piers. Cross-braced frames between the girders are welded panels, riveted into the girders, which are part of the original design.
The 110-foot wide deck is of reinforced concrete keyed to the girders with threaded bars bolted through the upper flanges of the girders and cast in situ. These do not appear to be intended to add to the stiffness or bearing strength of the girders, as the girders have constant and similarly-sized upper and lower flanges. The through-bolting may simply be intended to prevent lateral movement of the girders in relation to the deck. The 1935 Lynch's Bridge in Footscray was the first composite steel/concrete girder bridge, built on a Tasmanian Model by the Country Roads Board (CRB). The walkways are carried on reinforced concrete cantilevered beams and slabs. The abutments and parapets are of finely-dressed ashlar bluestone masonry with eight-metre-high pylons at each corner of the bridge. The handrails are of cast iron with deeply slotted panels of a very similar pattern to those on Princes Bridge and Queens Bridge.

Cast iron plates for the original light poles are located on the balustrade posts and retain their tie-down bolts. 24 lamp standards were located on the regularly-spaced small cast iron panels along the handrail and four on either side on the abutments.

A partially-glass-roofed modern-styled footbridge was constructed downstream in 1998 to connect the Melbourne Trade and Conference Centre and the Exhibition Centre. This has involved cutting out panels in the handrails to allow crossing between the two bridges.

The bridge is located at the foot of Spencer Street, with the Flinders Street Viaduct separating the bridge visually from the city. The former Melbourne Power Supply cooling water inlet building on the upstream north bank complements the bridge abutments in its dressed bluestone finish.

The new footbridge is intrusive, but reflects the other dominant buildings nearby – the Exhibition and Conference Centres – and at least has a similar profile and pier-spacing to the road bridge.

History

By the 1920s Melbourne had become one of the most prosperous cities in the world. Its services had expanded to provide one of the most extensive tram and train networks, reticulated water, hydraulic power, gas, electricity and telephone. Its road system was being improved upon and reconstructed after years of neglect. However, the difficulty of obtaining adequate loan funding for the construction of major bridges, particularly on municipal boundaries, was creating major traffic bottlenecks. The State government was more concerned with rural interests, and local municipalities were too small to undertake large-scale capital works individually. Municipal rivalry as well as between government departments, including the MMBW, CRB, PWD and Victorian Railways, prevented the cooperation required for a joint construction project. As the Yarra River formed the municipal boundary, it was a formidable barrier which councils found difficult to cross.

Motor vehicle registrations had increased eight-fold between 1917 and 1928, causing acute traffic chaos, with bottlenecks particularly between the city and its industrial and transport facilities near the docks, as well as on the routes to the growing suburbs of the south and east. Only a handful of widely-spread bridges linked these areas. It seemed that the most urgent connections were needed to link the poorer areas to the affluent suburbs – South Melbourne and Footscray to Melbourne, Richmond to Hawthorn, Collingwood to Heidelberg. As joint building often fell unequally on the residents of the adjoining areas, there was the general feeling that funding should come from general revenue, and considerable resentment that revenue from licence fees collected by the State government from drivers who contributed to the congestion were not applied to metropolitan municipalities.

The Yarra River presented a considerable barrier to transport and communication in Melbourne once the initial sea- and river-born settlement had been established. The pastoral estates and the more salubrious wooded and seaside suburban lands south of the river were connected to
the town from the 1840s, first by punt and then by a rickety timber bridge near the foot of Swanston Street. Lennox's grand single-arch stone bridge replaced this in 1855, and was itself replaced by the present Princes Bridge in 1888. However, the major transportation hubs for Melbourne and Victoria were the docks and railways at the west end of the city, and the deep-water piers at Sandridge or Port Melbourne. The connecting route via Princes Bridge or Queens Bridge (built in 1886) was circuitous and congested.

A ferry operated across the Yarra at the foot of Spencer Street from about 1860. This was progressively upgraded, and by the 1920s had grown to a steam-hauled vehicle ferry with its own inset docks either side of the river to ensure it did not cause a hazard to shipping. The Little Dock lay on the downstream side of the ferry and provided a small berthing area off the main river channel, mainly used by fishing boats and small coastal sailing vessels. The major impediment to constructing a bridge at this point was the need to keep open the Queens Wharf area at the original Port of Melbourne. At the turn of the century, this area still welcomed a significant proportion of Melbourne's shipping and was jealously guarded by traders because of its convenience to the central city. However, the extensions to the North and South Wharves, construction of the Appleton Dock, and improvements to the Victoria Dock had enabled the Harbour Trust to accept the closure of the wharves upstream of Spencer Street.

The Spencer Street Bridge required a special Act of Parliament due to the need to raise funds for such a large bridge building project and to accommodate the conflicting needs of the several councils depending on it, as well as the various statutory authorities with an interest in the bridge including the MMBW, Melbourne Harbour Trust, railways, CRB and the Public Works Department. The Spencer Street Bridge Act was proclaimed in Parliament on 28 September 1927 by then-Premier E. J. Hogan. However, the Government was replaced in late-1928 by the McPherson National Party Government (Rasmussen, 1992).

The responsibility of the CRB did not then extend to major metropolitan roads and bridges, and the adjoining municipalities did not have the capacity on their own to erect such a large and expensive structure. The then-Labor Party was opposed to any increase in the powers of the MMBW (Dingle & Rasmussen, 1994, p.194).

When Labor came into government they threw aside the previous plans for the MMBW to construct the bridge and pushed through legislation to have the bridge built by the railways. The bridge was constructed by the Board of Land and Works, Railway Construction Branch. The design was the primary responsibility of Charles Heber Perrin, Chief Engineer of the Victorian Railways Construction Branch.

Perrin had begun his career as a junior draftsman in the Railways Department on 28 August 1885 and was to gradually work his way up through the hierarchy to become Chief Engineer for Railway Construction in 1923, a position he held until his retirement on 30 September 1932. During this period he was involved in many major projects including the construction of the Flinders Street Terminus, the Moe-Walhalla narrow-gauge railway (1901), Gheringhap-Maroona Railway (1912-1913), Bairnsdale-Orbost Railway (1914-1916, on which he is attributed with the design of the Nicholson, Mitchell & Tambo River Bridges), the South Kensington-West Footscray Goods Line (including design of the Maribyrnong River Bridge), the Albion-Broadmeadows Goods Lines (1928-1929, including the Maribyrnong/Albion Viaduct and Moonee Ponds Creek Viaduct), the Murrabit (Gonn Crossing) and Robinvale (Euston) road/rail bridges over the Murray River (1927-1929). During the early-1930s, the Railways Construction Branch under Perrin also oversaw major strengthening work on the Bridge Road & Victoria Street bridges over the Yarra, which included pioneering the use of electric arc welding.
Designs for the Spencer Street Bridge were completed in mid-1928, but construction did not commence until 1929, possibly because of the change in government in the intervening months. The first stage of construction involved the demolition and filling of the ferry dock to create space for the bridge abutments. Timber staging was constructed from each bank to provide access to the bridge piles, which were constructed as several steel cylinders jacked down through the mud and filled with concrete. A narrow channel was maintained in the centre of the river in the early stages of construction for the few ships still using the upstream berths. Steelwork was fabricated by Kelly & Lewis Pty Ltd of Springvale, and transported to the construction site by rail and then horse-drawn jinker in 110-foot sections. It was then erected with the assistance of floating cranes and movable derrick cranes on a temporary timber bridge built on the upstream side of the new structure. All nine main girders were in place by September 1929, allowing in situ casting of the concrete deck to begin over-form work.

The Spencer Street Bridge was opened on the 12 February 1930 by the Hon. J. P. Jones, Minister for Public Works. When opened, the bridge immediately changed transport and commerce patterns in the area. While the river wharves upstream were closed to shipping, the industrial areas of South and Port Melbourne gained easier access to Victoria Dock and the rail yards. By the late-1930s the change was manifest as Doyle describes:

> How rapid has been the progress since the erection of the Spencer Street Bridge, particularly noticeable in the north-western area of the city (of South Melbourne), where a few years ago the Robur Tea property stood almost alone, extensive factories and bulk stores have been built from Clarendon Street westward in great numbers and of large extent.

**Comparative analysis**

Each of the main Yarra River bridges in Melbourne represents a peak of bridge design of its period. The Spencer Street Bridge was only the second new bridge built across the lower Yarra following a considerable lull in major bridge building lasting from 1900 until 1920. It followed closely the construction of the open-spandrel reinforced-concrete arched Church Street Bridge (completed in 1924), however, this structure replaced an earlier wrought-iron box girder bridge built in the 1850s. The Spencer Street Bridge was therefore the first new crossing over the Yarra built in over 20 years and, more importantly, was the first bridge to be built below the Falls, effectively cutting off Melbourne's original port to all ocean-going and coastal shipping.

Its proportions, profile and materials intentionally complemented the existing Princes and Queens Bridge, which lie within eyesight further upstream, down to the almost identical handrails.

The design of the Spencer Street Bridge reflects some of the innovative ideas emerging from the Victorian Railways Construction Branch during the 1920s. The use of variable-depth steel girders was a first for the Victorian Railways and although, in part an aesthetic consideration, can also be seen as an interesting response to the constraints of the site, particularly the need to maximise high-water clearance and span width for the benefit of smaller recreational and passenger river craft that would continue to use the river upstream of the bridge.

Whilst some aspects the Spencer Street Bridge parallel ideas emerging from the Country Roads Board’s design office in the same period, the Spencer Street Bridge was in many ways ahead of its time, particularly in the use of variable-depth plate girders, which did not become common until the 1950s when welded variable-depth girders were introduced by the CRB for the Napier Street Bridge in Footscray and, the first such structure built in Victoria, the Woolsthorpe Caramut Road Bridge over the Merri River in 1949.
Other major CRB road bridges built around the same time as the Spencer Street Bridge, which are in other aspects comparable, include the Barwon River Bridge (1924-1926, with four cantilever and suspended 104-foot constant-depth riveted steel plate girder spans and a reinforced concrete deck, which may not have been keyed to the girders), the Tambo River Bridge at Swan Reach (1931-1932, which used arc-weld steel plate girders and a reinforced concrete deck) and Lynch’s Bridge over the Maribyrnong River (1936-1938, with composite T-beams formed from 70-foot, constant-depth welded steel plate girders keyed to an integral reinforced concrete deck by shear connectors).

**Statement of Significance**

**What is significant?**

The Spencer Street Bridge, built by the Victorian Railways Construction Branch in 1929-1930, is significant as a major new crossing of the Yarra River, reflecting engineering and design standards intended to enhance the Yarra River as both 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?**

The 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 it is, in the 1920s, 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 – the previous one was the Morell Bridge of 1899-1900. Its lagging 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 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 it still forms a principal gateway to the CBD, and is one of the most significant Yarra crossings. (Criterion A)

The bridge is also of historical significance as it is the largest and most prominent road bridge built by the Victorian Railways Construction Branch during a decade during which the influence and importance of the railway 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 kilometres of new railway and several major railway bridges within Victoria. (Criterion A)

The Spencer Street Bridge is also of historical significance for being a focus in the political and local infighting that 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 change it created in Melbourne, altering travel and communication patterns between suburbs, the industrial areas and the city following its construction. (Criterion A)

The bridge is of technical significance as it is 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, reinforcing the 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, this design choice foretells design trends which would become a standard in the 1930s. (Criterion C)

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, early example of both variable-depth plate girders and the combination of cantilevered and suspended spans. The 33.66 metre 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 metre Keilor Bridge over the Maribyrnong River), and the ninth-longest span of all plate girder road bridges in Victoria. 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 inter-war years, a period when standardisation in bridge design was becoming the norm under the CRB, but experimentation and innovation was still also apparent. (Criterion A)

The bridge is of aesthetic significance as a representative example of the nature of large civic construction of the inter-war 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 using the standard Melbourne building material of bluestone, as well as the combination of humped or arched overall deck profiles over the three individual arches of each variable-depth girder span. (Criterion E)

Alterations to the bridge in recent years have demonstrated a lack of appreciation of the significance of the bridge design. However, its historical and technical values are still intact and can be appreciated, despite changes that have taken place, such as the addition of a modern footbridge on the downstream side.

Sources used for this assessment

The following sources and data were used for this assessment:

- Daley, Charles, 1940, History of South Melbourne, p.90.
- Gould, Meredith, 1992, City of Melbourne Conservation Study: Railways, Port and Industrial Areas.

South Melbourne's Heritage, An illustrated guide to the history and development of South Melbourne's Heritage.

VicRoads, Prospect Hills Road Office, CRB bridge construction and design section, Bridge Files.

Victoria, 1922, Report of the Board of Inquiry in regard to the erection of a bridge over the River Yarra at Spencer-Street, Govt. Printer, Melbourne, 1922. (SLV SF 624.25099451 R42R)

Victorian Parliament, Spencer Street Bridge Act, 1927.

Isaacs, D. V., Engineering experience with the Railway Construction branch of the Board of Land and Works, with special reference to the design of Spencer Street Bridge, 1924.


Hogan, E. J. Speech by the Hon. E. J. Hogan, MLA (Premier), delivered at State Parliament House, Victoria, on, 27 July 1927. H. J. Green, Govt. Pr, Melbourne, 1927.


**Newspapers**

*VICTORIA BUILDING*


*SPENCER STREET BRIDGE, MELBOURNE*

After nearly two months of deliberation, reinforced, we understand, by outside technical opinion, the committee of adjudicators appointed to select prize designs from the thirty competitive efforts submitted for a bridge over the River Yarra at Spencer Street, have at last announced their decision. Prizes of £750 and £300 respectively were offered for the designs placed first and second. A glance at the illustrations published in the Melbourne daily papers of the selected designs would suggest that the mountains of labour and preparation and expectancy had brought forth a mouse – or, should one say, a cat and a mouse, for there are, necessarily, two offspring, and the first prize design might have swallowed the second if points were awarded for originality. Altogether, it would be hard to arouse enthusiasm over either of these designs. The small height above water level permissible without unduly steep grades on the approach streets, limited the designers consider ably in the range of types of construction from which to choose. The plate girder bridge awarded second prize was probably the best design of its class submitted, and this possibly influenced the judges in giving it a place.

WINNING DESIGNS FOR SPENCER STREET BRIDGE (from Melbourne, *The Argus*)

The Committee of Adjudicators in the Spencer Street Bridge Competition have selected the two designs illustrated from among a total of 30 submitted from Victoria and other States, and from overseas. The first prize of £750, for a three-span cantilever type, reinforced concrete bridge has been awarded to Messrs. Edward Saunders and Alan Wilson, engineers, and Messrs. Alfred R. La Gerche and W. F. Gower, architects, all officers of the Victorian Electricity Commission. The second prize goes to Mr. C. S. Steele, consulting engineer, in collaboration with Messrs. Stephenson and Meldrum, architects, for a five-span plate web girder bridge. These designs are criticised above.
Building: the magazine for the architect, builder, property owner and merchant. Vol.37, No 221.
12 January 1926
SPENCER STREET BRIDGE.
Prejudice Against Reinforced Concrete.
The unfortunate experiences that Melbourne has had lately with regard to reinforced concrete has created some prejudice against building the Spencer Street bridge according to the design awarded first prize in the recent competition. Recently, the Chairman of the Melbourne and Metropolitan Board of Works expressed himself as being opposed to the building of any large structure in reinforced concrete, whilst he questioned whether, in the case of the Spencer Street bridge reinforced concrete would be a safe medium, because, in its use the ingredients may not be maintained at the contract standard, and the result may mean disaster. From such conclusions one can deduce that the chairman is not well-informed upon this subject with which he has to deal and if he is not in a position to take a few University courses to keep up to date with the advances science is making, then he should step down and allow a more practical and better-learned man to take his place. Lack of proper supervision and failures in consequence should not prejudice the use of such a powerful building material. All over the world large buildings and bridges, including the Church Street bridge, in Melbourne, have been erected with excellent results, yet it seems that if the building of the bridge is entrusted to the Board of Works, that seems to know so little of the subject, then, like the chairman, we would all fear for its safety. There is a likelihood of the first-prize design being passed over, and the second-prize design, which provides for a five-span plate-web girder bridge, which has nothing aesthetically.

Recommendations
Revise Heritage Places Inventory.
Proposed heritage overlay as Spencer Street Bridge, Spencer Street Melbourne and Clarendon Street Southbank.
Apply external paint controls with policy to maintain original finishes and colour schemes.
Eckersley & Sons soda fountain works, 93-103 Clarendon Street, Southbank

City of Melbourne property number: 110481
Type of place: factory

Images of place 2016-2017

**Historical associations:**
Creation or major development date(s) of place: 1913, Edwardian-era
Major owners or occupiers: Thomas & Arthur Eckersley

**Heritage Gradings:**
Proposed new system (C258):
Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: --, Proposed: C2

**Heritage values:**
Aesthetic, Historical

**Heritage status:**
Heritage Overlay Proposed

**Thematic context:**
5.5 Building a manufacturing industry

Description
Single-storey brick factory with timber-framed windows and sawtooth roof. The facade features prominent pilasters extending above the parapet, with dog-tooth corbelled frieze. A deep cornice runs above the windows and a curved, bracketed window hood is above the main pedestrian door. Several bays of the facade to Clarendon Street appear to have been removed or stripped back and reclad, as modern laminated alloy sheeting is in place. The other elevations are intact.

History
Allotments 1 & 2, Section 79, were purchased by D. Boud in 1879. The blocks appear to have remained unbuilt up to the end of the century. Eckersley & Sons established a soda fountain manufacturing works in Clarendon Street, South Melbourne, by 1913, selling electrically-operated and -refrigerated equipment to the catering and hospitality trade (The Age, 15 October 1913). They had previously operated from 623 Bourke Street producing Mentoline and other health concoctions as well as equipment for the manufacture of aerated water.

Eckersley & Sons branded bottles are known from the early-20th century, generally packaging cordial. The company expanded from cordial and aerated water manufacture to manufacture of retail refrigeration and dispensing equipment. Advertising as ‘SODA FOUNTAINS – Eckersley’s for Electric Automatic Refrigerated Fountains’, they stressed that they were the ‘actual makers’, and trademarked their claim that their soda was ‘made from pure carbonic acid’. They also had the trademark brand ‘Clown’. In the 1920s the firm was making complex fittings incorporating counters, soda dispensers, refrigerators, ice cream servers, sinks and cabinets, which were
advertised as the most modern and scientifically constructed. The firm had retail branches in Queensland, South Australia and Western Australia (The Argus, 6 July 1927, p.9).

In the 1940s, Eckersley & Sons were advertising as refrigeration and air conditioning engineers, but by the 1950s the factory had been taken over by Johnson & Phillips (Mahlstedt Plans). By the 1960s A. J. Eckersley & Sons Pty Ltd of Melbourne had been taken over by the South Australian firm of Coldstream Refrigeration Ltd, which was the parent company of a number of manufacturing businesses (GABR).

**Comparative analysis**

The more angular Edwardian elements of Eckersley & Sons are uncommon in Southbank, although the much-defaced Herald Sun television studio in Dorcas Street would have once been similar.

There are almost no other single-storey sawtooth-roof factory buildings left in Southbank. This was once the ubiquitous style of building, particularly in the area west of Kings Way and Hannah Street and concentrated around Whiteman Street, which Miles Lewis and Peter Milner defined as ‘Melbourne’s Industrial Seedbed’.

Austral Otis within the City of Melbourne, Johns & Waygood, and Union Can Company, just outside the municipal boundaries, are the remaining comparative examples.

**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 and Haig Lane;
- timber- and steel-framed windows;
- deep mouldings and brick decorations; and
- corrugated iron clad sawtooth-roof profile.

How is it significant?

The Eckersley & Sons soda fountain works is historically and aesthetically significant to Southbank and to the broader city of Melbourne.

Why is it significant?

The Eckersley & Sons soda fountain works is historically significant as it is one of few remaining relatively intact engineering works in the Southbank area representing what was once the characteristic building form and use. Eckersley & Sons was an unusual manufacturer as well, and reflects the diversity of industrial activity that developed in Southbank in the early-20th century. (Criterion A)

Eckersley & Sons is of aesthetic significance for its well-resolved utilitarian Edwardian style which was typical of both the period and function. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:
Lewis, Miles. 'South Bank architectural and historical study'. Area history and development analysis: An Industrial seed-bed, Volume 2. Victoria Deptartment of Planning, 1983.

Milner, P. 'Some significant industrial sites in South Melbourne'. National Trust of Australia (Victoria), 1986.

**CoMMap**


**Mahlstedt & Sons fire insurance plans**

1920s
Eckersley & Sons Engineers
Single-storey, sawtooth galvanised iron roof
earth floor

c1928
Eckersley & Sons Engineers
Single-storey, sawtooth galvanised iron roof
timber floor
concrete floor on east side

**SMCC Rate Books**

93-103 Clarendon Street
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1912 7909 Vacant Land  Whiting and Weatherley Solicitors 135 Ft £80 £8
1913 7953 Thomas & Arthur Eckersley Manufacturer Arthur J. Y. ... 628 Bourke Street Brick Factory £180 £18
1935 8318 Eckersley & Sons Pty Ltd  Eckersley & Sons Pty Ltd  Brick Factory £450 £56.50
Australian Soft Drink Distributors, Manufacturers and Bottlers c 1830-1930

Eckersley & Sons. ‘Reliable recipes for the preparation of syrups and cordials.’ Compiled by Eckersley & Sons, Eckersley, South Melbourne, 1950s.

**Newspapers:**


**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as Eckersley & Sons soda fountain works.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Melbourne and Metropolitan Tramways Board electricity substation 'S', 67-69 Clarke Street, Southbank

City of Melbourne property number: 110464

Type of place: substation

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1926, Inter-war (WW1-WW2)

Major owners or occupiers: Melbourne and Metropolitan Tramways Board (MMTB), VicTrack

Designer: Alan G. Monsborough, M&MTB

Heritage Gradings:

Proposed new system (C258):
Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: --, Proposed: C3

Heritage values:
Historical

Heritage status:

Heritage Overlay: Proposed

Thematic context:
3.2 Expressing an architectural style
6.3 Providing essential services
6.7 Transport

**Description**

A tall brick structure with a hipped roof and rendered parapet, gables and upper part of the walls, with large corner pilasters in the style of square Doric columns with large square capitals. Three sides have recessed panels created a trabeated effect. Windows at the lower level are small, deeply recessed and barred, while those high on the rendered part of the wall have steel frames. A rendered geometric motif runs around the top of the pedestrian entrance on Hancock Street (with steel fire door), a large vehicle entrance to Clarke Street (with modern roller door) and upper windows. Another pedestrian door is on a mezzanine on the south wall accessed by external staircase. Brickwork is of engineering red, machine-made bricks in English bond. Fittings include metal grilled vents, large fabricated iron rain heads, through-wall glazed ceramic insulators for carrying the high-tension cables, and circular roof vents. The letters ‘M.M.T.B.’ are set into the rendered panel above the vehicle entrance.

**History**

The expansion of the electric tram network under the Melbourne & Metropolitan Tramways Board (MMTB) created a need for greater capacity and control of the electricity distribution system. This led to a series of new substations and refitting of existing substations. As technology improved and various installations degraded, a variety of new installations were also carried out which upgraded some equipment. All tramways used direct current (DC), and originally power stations generated DC current and sold DC current to users. However, alternate current (AC) technology was better for generation and transmission, and so was converted back
to DC at the tramway substations. Electricity supply was purchased from the railway supply (Newport Power Station) and later SEC generators, and transmitted via the power existing grid. The exception was the North Melbourne and Essendon Tramway, which had its own steam-powered generators, as it also provided a domestic electric supply. The earliest systems used rotary converters which employed a mechanical system using an electric motor to drive a generator.

With the establishment of the MMTB came the provision of new substations for the converted cable lines and new routes, and to systematise the distribution of power from the SEC Latrobe Valley generation with 12 new substations. In some cases the cable tram tunnels were re-used for power cables. The South Yarra substation in Daly Street was one of the first projects carried out under the direction of MMTB architect, A. G. Monsborough, who designed a series of large substations with common art deco elements between 1924 and 1929. These were built in Camberwell, South Yarra, Ascot Vale, South Melbourne, Malvern Depot, Fitzroy (Young Street) and Carlton as part of the aggregation of the former separate private and municipal trust operated systems (Jones, 2014).

Extensions and conversion of cable trams in South Melbourne meant new electric routes along Clarendon Street, Sturt Street, and, during WWII, Queens bridge and Hanna streets. Substation S, therefore, was required to provide capacity in this area, and was commissioned in 1926 (Trams Down Under).

**Comparative analysis**

This is one of a number of tramway substations constructed by the MMTB in the 1920s, generally to the design of their in-house architect Monsburgh. It is one of the more austere, with similar treatments evident on the examples from the same year at Young Street, Fitzroy, and Maribyrnong Road, Ascot Vale.

In the City of Melbourne, the MMTB substation at Bouverie & Queensberry streets is similar, but features a more elaborate facade, possibly reflecting the differences between the commercial activities in the north and the industrial character of South Melbourne at the time.

**Statement of Significance**

What is significant?

The Melbourne and Metropolitan Tramways Board electric substation 'S', located at 67-69 Clarke Street, Southbank, constructed in 1926.

Contributory elements include:

- simple stripped classical- or Greek Revival-style parapeted single-storey form;
- brick and cement rendered Inter-war-style facades facing Clark Street, Hancock Street and City Link;
- refined rendered decorative details; and
- integrated fittings including wall and ridge vents and rain goods.

How is it significant?

The MMTB electric substation is historically and aesthetically significant to Southbank and to the broader city of Melbourne.

Why is it significant?
Substation S is historically significant as one of several suburban tram substations erected by the newly-formed MMTB to simplify 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 commuter connection with the bay-side suburbs, and provided workers much easier access to the South Melbourne industrial areas. (Criterion A)

It is also significant as one of several related tramway substations designed by the MMTB's architect A. G. Monsborough in the 1920s. (Criterion H)

The substation is also of architectural interest due to its 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. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Trams Down Under Archive.  
http://tdu.to/85680.msg

Vines, G. Melbourne Tramways Heritage Study.  


Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Melbourne and Metropolitan Tramways Board electricity substation 'S', 67-69 Clark Street, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Thornycroft (Aust) Ltd, later Herald Sun television studio, 49-61 Coventry Street, Southbank

City of Melbourne property number:

**Type of place:** garage, showroom, studio

**Images of place 2016-2017**

**Historical associations:**

**Creation or major development date(s) of place:** 1930, 1956, Inter-war (WW1-WW2) and Post WW2

**Major owners or occupiers:** Thornycroft (Aust) Ltd

**Heritage Gradings:**

**Proposed new system (C258):**
Individually significant

**Alphanumeric system (building A-E, streetscape 1-3):**
Existing: Proposed: C3

**Heritage values:**

**Historical**

**Heritage status:**

**Heritage Overlay:** Proposed

**Thematic context:**

5.5 Building a manufacturing industry
6.7 Transport

10.1 Arts and creative life in the city

Boundary of heritage place

Description

Only the Dorcas Street frontage and main building along Wells Street are a part of the original study site, which was previously listed as 50 Dorcas Street, South Melbourne. The brick and concrete facade to Dorcas Street wraps around one bay on Wells Street and is backed by a modern concrete panel wall to the rear of the site. The corner section has a corrugated iron clad hipped roof upper storey hidden behind the parapet. Presumably a timber-framed structure supports this roof.

The over-painted brick facade has some remaining steel-framed hopper sash windows with pilasters between rising to the parapet with small projecting caps. Other windows appear to be similar replacements.

Later extensions have incorporated the original building into a much larger complex.

History

In 1954, the Menzies government formally announced the introduction of the new two-tiered television system, with the government-run Australian Broadcasting Commission (ABC) station, and licences for competing commercial stations. Television began in Australia with the first test transmissions broadcast by HSV-7 in July 1956, and broadcasting officially commenced on 4 November 1956, shortly after the first television broadcast licences were issued by the Commonwealth government. (Australian Television: the first 24 years. Melbourne, Nelsen/Cinema Papers, 1980).

Premier Henry Bolte officially opened the studios on 5 November (Canberra Times, 5 November 1956). This was the first television broadcast in Victoria, and the second in Australia (after TCN-9 in Sydney a week earlier). An interview with Mrs. Edna Everage (a comic creation of performing
artist Barry Humphries) was one of the programmes screened on HSV-7's first day of programming in 1956.

In the opening ceremony, Eric Pearce declared, ‘We dedicate this station to the full service of the community. To Australian life, the happy families in the homes, we promise to serve you faithfully and well.’

HSV-7 was soon joined by ABV-2 (today, the ABC) and rival commercial station GTV-9, both in time to broadcast the Melbourne Olympics. HSV-7 was originally owned by The Herald Sun and Weekly Times Ltd, with the station name coming from a combination of the titles Herald and The Sun, with the V standing for Victoria.

The station's main studios were in Dorcas Street, South Melbourne. Two sites were taken over on the north side of Dorcas Street, with the offices and transmission tower on the east side of Wells Street and the main studios in a converted industrial building on the west side. This latter was previously occupied by Wyalla Pty Ltd, architects and builders, and prior to that it was the workshop and showrooms for Thornycroft Trucks from about 1925 to the early-1950s.

HSV undertook extensive alterations, gutting the building and installing purpose-built sound stages. Bridges were constructed across Wells Street and the lane to the north to provide access to the various buildings (Mahlstedt Plans).

Programs broadcast from the Dorcas Street studios included World of Sport hosted by Ron Casey and Doug Elliott, with regulars like Ron Casey and Jack Dyer, who were on the show until 1987, helping forge Channel 7's reputation as the sports channel. In the 1970s, the variety entertainment show The Penthouse Club was hosted by Mary Hardy, and later productions included Fast Forward and Tonight Live with Steve Visard.

The South Melbourne studios and offices were progressively closed down between 2002 and 2007 when the station moved to Docklands and leased studio space from other companies. The 50 Dorcas Street Studios were sold to Global Television Australia. In 2012, architects Turner Hughes undertook the extensive redesign of the studios for Fox Sport. The rest of the Channel 7 buildings were demolished and replaced with modern offices and apartments.

**Comparative analysis**

Intact Edwardian and Inter-war factories have become very rare in Southbank and South Melbourne.

The stripped facade is reminiscent of Kosky Bros. in City Road, as well as the more elaborate Eckersley & Sons on Clarendon Street, which it may have more closely resembled before alterations. A similar example can also be found at 88-92 Kay Street, Carlton.

Early television studios in Melbourne included the GTV-9 studios in the former Heinze/Wertheim Factory in Richmond from 1957, the ABC in adapted industrial buildings in Ripponlea from 1958, and ATV-O in Nunawading from 1964. With the exception of Nunawading, all of these studios have now been or are about to be vacated and converted to other uses.

**Statement of Significance**

What is significant?

The Thornycroft (Aust) Ltd showroom and service station of the 1920s, later Herald Sun television studio, at 50 Dorcas Street, Southbank, established in 1956.

Contributory elements include:
simple Inter-war style parapeted two-storey brick form, one bay deep; red brick cladding (painted) with concrete lintels; and steel-framed industrial hopper sash windows with multi-pane glazing.

How is it significant?

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

Why is it significant?

The Thornycroft (Aust) Ltd showroom and service station, later Herald Sun television studio, is historically significant for its expression of the prevailing motor industry development in the Southbank area during the Inter-war period, and as the last remaining building related the HSV-7’s Dorcas Street production, broadcast, administrative and studio facilities. The studio operated for over 50 years from this site and was responsible for the first ever television broadcast in Victoria and the second in Australia. (Criterion A)

The studio is of historical and social significance as it is the location where a large number of long-lived, popular television programs have been produced over the years, including World of Sport, The Penthouse Club with Mary Hardy, Fast Forward and Tonight Live with Steve Vizard. (Criterion G)

Sources used for this assessment

The following sources and data were used for this assessment:

Herald Sun Television. A photographic record of the demolition carried out by ‘Whelan the Wrecker’ and constructional work carried out by Hansen & Yuncken. Robin Clarke photographer. (1955 or 1956) State Library of Victoria, H89,40/1.


Rate books

50 Dorcas Street & 49-61 Coventry Street

Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)

1925 9394 Thornycroft (Aust) Ltd (Listed on corner of Dorcas and Wells streets), Manufacturer The Crown U.J. Nicols Iron factory £400 £50.50

Mahlstedt & Son fire insurance plans

1950s, Herald Sun TV

Single-storey gal iron roof, wood columns & roof trusses, concrete floor

2-storey masonry office section in corner
Newspapers

Countryman, 13 December 1929.

Just as British commercial motor vehicles lead the transport world, so Thornycrofts lead the British class. The majority of Britain's motoring achievements on land and sea have been contributed by the John I. Thornycroft Company, an organisation world-renowned as the finest engineering establishment. For the past 50 years it has been demonstrating its high engineering practice – its high ideals in all productions and further, perfection of all lines manufactured.

BUILDING FOR 35 YEARS.

After gaining leadership for the construction of marine engines, coastal boats, launches, motor tube boilers, cruisers, destroyers, shallow draft steamers, etc., Thornycroft decided to further the interests of motor transport, and from 1896 have never looked back in this regard. For 35 years Thornycrofts have been designing and building the world's best in motor vehicles. They have pioneered the way, conquered many obstacles, and met the needs of transport users in no uncertain manner. Industrial concerns, municipal bodies, defence departments, government concerns, contractors, carriers, manufacturers, farmers – in every sphere where transport is required – Thornycroft has emphatically won out and shown its definite superiority for service, reliability, economy and efficiency. Thornycrofts are specialists not only in four-wheeled commercial vehicles of 30 cwt., 2, 3, 4, 5, and 6 ton capacities, but in six-wheeled vehicles for which they have secured praise and prestige from every country. There are three Thornycrofts of the rigid six-wheeled design – the A3 3-ton type, 5-ton type, and the XB 5/6 ton. Each carries the latest improvements in six-wheelers.

EASE AND EFFICIENCY. It is well known that if you want to be up-to-date you must be a Thornycroft owner, and this fact is a tribute to the advantages and advancements embraced in the Thornycroft design. Farmers handling wool and wheat the old way, that is by the two- or four-horse team, and only where the roads are made, have been amazed at the thorough ease and efficiency how the Thornycroft six-wheeler makes light of the heavy work. Its foremost feature is the fact that it will traverse cross country, over ditches, through boggy, sandy, rocky country, and up hills. The Thornycroft is definitely made to do this. Thus farmers who would appreciate the great saving of time and convenience of cross-country transport, need have no fear that it will break the vehicle. Not so with the high-grade Thornycroft that has shown and proved what it can do.

DISTINCT ECONOMY. The next feature is its distinct economy. The ‘A3’ type of 3-ton capacity gives 12 to 13 miles per gallon of petrol and up to 1000 miles per gallon of oil. The 5-ton type is well known for its economy and efficiency. The XB type, which is suitable for carrying loads up to .5/6 tons, has a petrol consumption of approximately 7 miles per gallon and up to 750 miles per gallon of oil. Then again six-wheelers are nor only ideal for cross-country or rough roads transport but for good ' roads. They "give more miles per gallon carrying loads equal to the four-wheelers. There is also decreased cost of registration, and the load limit is extended to 13 tons gross load. Thornycrofts are fitted with an auxiliary gear box which allows eight forward and two reverse speeds. For ordinary work the auxiliary gear box is not used at all. All vehicles work on the standard gear-box. The riding qualities of every type is much improved, the wheel spin is considerably reduced, and there is much reduced load on each wheel which allows the weight of the axels and wheels to be correspondingly reduced. In the rigid six-wheeler there is also reduced impact forces due to reduced axle weights and rear bogey suspension.

MANY OIL COMPANIES TESTIFY. Among the hundreds of users can be named at least three famous Oil Companies: the Shell Company, Vacuum Oil Company, Texas Company, who find
Thornycroft six-wheelers a splendid medium in which to carry hundreds of gallons of petrol to outback country districts of Victoria. In South Africa the railway authorities operate a fleet of over three-hundred Thornycrofts as feeders to the railways. Transport has meant something real there because of the satisfactory service given in outlying districts where no roads exist. Agricultural development has there by been tremendously assisted, and the annual production of cream alone has increased from 135,000 gallons to 391,000 gallons, and similar advances have been made amongst cattle farmers and maize producers.

REPAIRS AND SERVICE. In order to offer the most up-to-date service to the great number of Thornycroft owners, the company has installed the most modern equipment for carrying out repairs and service work efficiently and in the shortest possible time. The company is a direct factory branch, of John T. Thornycroft (London). Thus users have the unique advantage of dealing direct with the manufacturers, thereby ensuring a better ‘after sales service/so necessary to operators of commercial vehicles. Thornycroft’s service station and showrooms are situated at the corner of Wells and Dorcas streets, South Melbourne, and an inspection or enquiries are specially invited. As farmers are on the threshold of a New Year, it is now a good time to review your transport — work out what it has cost you, then get in touch with an establishment like Thornycroft, and ask them to show you comparative costs.

Central Queensland Herald, 23 February 1956, page 29.

£200 AN HOUR FOR TV SESSION MELBOURNE, February 20.
The Melbourne Herald Sun television station would be on the air well before the start of the Olympic games in November, the manager of Herald Sun Television Pty Ltd (Mr Keith Cairns) announced today.

Mr Cairns also announced the advertising rates for the station, which he said would range from £20 for a 10-second spot announcement to £200 for a one-hour session.

These are the first television advertising rates announced in Australia.

Mr Cairns said the station would run a live-hour nightly service, although arrangements were only tentative, pending discussions with the Broadcasting Control Board.

Canberra Times, 5 November 1956, p.3.

TELEVISION FOR MELBOURNE.
Television got away to a flying start in Melbourne tonight when thousands of people packed town halls, private homes and jammed footpaths outside radio stores to watch the opening programme. Just after 7 p.m. viewers saw a close-up of the Victorian Premier, Mr. Bolte, who officially opened the first television station in Dorcas Street, South Melbourne.


Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Herald Sun television studio, 50 Dorcas Street, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
William, M. & Thomas Anderson Factory, later Lanes Motors service department, 52-66 Dorcas Street, Southbank

City of Melbourne property number:

**Type of place:** factory, garage

*Images of place 2016-2017*

**Historical associations:**

**Creation or major development date(s) of place:** 1912 – Edwardian-era, c1930-5 – Inter-war (WW1-WW2)

**Major owners or occupiers:** William M. & Thomas Anderson, Lanes Motors

**Heritage Gradings:**

**Proposed new system (C258):**
Individually significant

**Alphanumeric system (building A-E, streetscape 1-3):**
Existing: Proposed: C3

**Heritage values:**
Historical

**Heritage status:**

**Heritage Overlay:** Proposed

**Thematic context:**
5.5 Building a manufacturing industry
6.7 Transport

Boundary of heritage place

Description

Lanes Motors is a single-storey timber-and-steel-framed, brick and corrugated iron walled building of several bays. A prominent square section tower is placed centrally above the main Dorcas Street facade and is emblazoned with the company name, ‘LANE’S MOTORS’, in raised cement lettering running vertically along each side. Tall window openings reveal the internal timber stars to the roof, presumably for adjusting the company flag. The front wall has several vehicle entrances, generally corresponding with the middle of each bay, with shallow rendered pilasters between them. Prominent rain heads match the position of valley gutters, with the roofs mostly hidden behind a plain, tall parapet.

The main facade has been altered with new doors and enlarged entrances, although the complex timber truss roof framing and corrugated iron cladding to the other walls are relatively intact.
History

Lanes Motors was one of the very early automobile retailers and service companies in Melbourne. The firm was established in 1916 in Exhibition Street, taking over the premises of Tarrant Motors. This building, however, was gutted by a fire in 1922, causing £45,000 damage, as a result of an explosion from a car's petrol tank (The Age, 22 September 1922, p.5). Managing Director Robert T. Lane had previously been connected to Maples Furniture stores, having gained financial backing from Joseph and Benjamin Nathan Junior (Lee, 2016). He also played a prominent role in Melbourne society and stood for the Melbourne Council in 1941.

Lanes Motors took a prominent role in promoting the automobile industry, with investments in land for future car manufacture in Fishermans Bend as early as 1924.

In the 1920s, Lanes Motors were agents for Buick Cars among various other models, and in the 1930s they held the Morris franchise and introduced the Chrysler 'Airstream' model. The company was also prominent in early motor racing, assisting clubs by importing vehicles intended especially for racing while the Midget Car Racing Club was stationed at the works during the 1930s, and entered Australian Miss Joan Richmond in the Le Mans 45-hour race in 1935 (MG Archives).

The Dorcas Street site was initially constructed in 1912 for William M. & Thomas Anderson, described as 'Manufacturer' with an Iron Factory and Allotment valued at £75. The previous year, the site was described as 'Vacant'. In Anderson is still present with the value having increased to £100. (Ratebooks). Anderson appears to have been prominent in local business and was secretary to the local Freemason's Lodge (Emerald Hill Record, 15 December 1917, p.3). The property appears to have been leased Crown lands at the time, as it was occasionally advertised for tender during Anderson's occupancy (The Argus, 20 March 1914, p.2).

The building was occupied by Collins Motors from about 1926 (The Argus, 21 June 1926, p.7). Lane's Motors took over the site by 1930 for its repair and service garage, as well as an additional sales outlet (The Age, 30 August 1930, p.11). They extensively remodelled the place around 1936, adding the distinctive tower.

By the 1950s, Lanes was one of the largest automotive dealers in Melbourne, with five suburban branches, a turnover of over £7,000,000 and nearly half-million pounds of profit (The Age, 13 September 1951, p.6). In 1957, the firm expanded to the point that new offices and a separate commercial division were required, which were erected at the corner of Queensberry and Leicester streets in Carlton in 1957 to the design of Harry Norris.

In 1961 Lanes Motors became the main Melbourne dealer for Mercedes Benz, ultimately being absorbed into the multinational organisation, but continuing to operate in the Southbank area.

Comparative analysis

Lanes Motors was one of a number of Edwardian- and moderne-style motor garages in the Southbank area, which also including Cheney, Coffee/Morley Ford, Melford and the remaining GP Motors. The use of streamlined moderne and other architectural styles was a signature of the early motor garages that aimed to present themselves as up-to-date or even futuristic. The prominent tower and wide frontage was characteristic of the form, for which Lanes is now the only remaining example of this type.
Elsewhere in the City of Melbourne, Melford's Showroom survives in Elizabeth Street, and the Kellow Falkiner showroom remains on St Kilda Road; Kellow Falkiner's service department is on City Road in the City of Port Phillip.

Lanes Motors, however, is one of the only substantial surviving pre-WWII major automotive dealer service centre left in Melbourne.

**Statement of Significance**

What is significant?

Lanes Motors is an extensive timber and corrugated iron, single-storey workshop building with brick facade and prominent tower.

Contributory elements include:

- simple moderne style parapeted single-storey form to street elevation;
- steel-framed industrial hopper sash windows;
- central tower with company name, internal stairs; and
- internal bays of framed roof and posts with central doors.

How is it significant?

Lanes Motors is historically and aesthetically significant to Southbank and to the city of Melbourne.

Why is it significant?

Lanes Motors is of historical significance as, in part, an early factory in this part of Southbank and, as a facade, one of the last remaining of the early South Melbourne automotive service centres of the pre-WWII period. It represents a phase in the area's historical development, when a number of prestigious motor retailers established service and repair centres convenient to commuters from the southern and eastern suburbs. The building represents the status and character of these firms in its extensive undercover service areas and prominent tower emblazoned with the company's name. (Criterion A)

The building is of aesthetic interest for its towered form, giving architectural expression to its commercial purpose in the form of an austere service tower. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:

University of Melbourne Archives, J. B. Were Collection, 351 Lanes Motors (Holdings) Ltd.


**Mahlstedt & Son fire insurance plans**

1950s
Lanes Motors Ltd Workshops, 66 Dorcas St
Single-storey gal iron roof, wood columns & roof trusses, concrete floor, concrete mezzanine floor on east side with stairs at rear masonry front wall; also occupied no. 38.
**Rate books**

52-66 Dorcas Street

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<th>Year</th>
<th>No. on Roll</th>
<th>Occupier</th>
<th>Occupation</th>
<th>Owner</th>
<th>Occupation</th>
<th>Description of Property</th>
<th>Rate Detail (N.A.V.)</th>
<th>Rate Detail (Paid)</th>
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<td>1912</td>
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<td>Iron Factory and Allotment</td>
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<td>£75</td>
<td>£7.10</td>
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<tr>
<td>1913</td>
<td>9004 Anderson Manufacturer same</td>
<td>Iron Factory</td>
<td>£100</td>
<td>£10.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: street numbering appears to have changed in Dorcas Street, so confirmation needed of the rate records.

**Newspapers**


MG Car Club Archives. http://prewar.mgcc.info/Archives/archives%201.htm


**Sands & McDougall Directory of Victoria**

1925
Thornycroft (Aust.) Ltd, motor engineers, Garage being built
Say, O. J., gen engnr
Metrop Bd. sir yti
Duncalfe, Arth.
Joinery’ works
McPherson's Pty Ltd, bulk stores
Goldby White Lead Co Pty Ltd
Vacant

1930
42 Evans & Lewis, mtr pntrs
42 Spence, C., mtr engnr
44 Lyon, Percy E., panel beater
50-66 Collins Mtrs Pty Ltd, servce statn
68-70 Neon Light Co (Aust) Pty Ltd, gas
72 Vacant

1935
42a Edmondson, E. M., electrical engineer
44-66 Lane's Motors Pty Ltd, service station
68-70 Claude Neon Lights (Vic) Ltd, elect signs
72 Caslake, C. R., art metal works
1942
34 Botterill, J., & Fraser, boat builders
38-40 Leysun Spring & Eng wks, spring mkrs
42-66 Lane’s Motors Pty Ltd (service only)
68-72 Claude Neon Lights (Vic) Ltd, elect signs

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as Lanes Motors, 52-66 Dorcas Street, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Vault sculpture, Grant & Dodds streets, Southbank

**City of Melbourne property number:**

**Type of place:** public art

*Images of place 2016-2017*

**Historical associations:**

**Creation or major development date(s) of place:** 1980, Post WW2

**Major owners or occupiers:** City of Melbourne

**Designer:** Robertson Swann, Ron

**Heritage Gradings**

**Proposed new system (C258):**

Individually significant

**Alphanumeric system (building A-E, streetscape 1-3):**

Existing: -- Proposed: A2

**Heritage values:**

Aesthetic, Historical, Social

**Heritage status:**

Heritage Overlay Proposed

**Thematic context:**

3.4 Defining public space

10.1 Arts and creative life in the city
‘Vault’ is an abstract, minimalist sculpture constructed out of large, flat, thick polygonal sheets of prefabricated steel, assembled in a way that suggests dynamic movement. It is painted a bright ‘high alert’ yellow in synthetic polymer paint.

**History**

‘Vault’, by contemporary artist Ron Robertson-Swann, was unveiled in 1980 in City Square as a major public art commission to complement the newly-created open space in the middle of the city. Robertson-Swann’s design immediately drew controversy due to its striking and modern form. It was dubbed the ‘Yellow Peril’ by Councillor Osborne. The organised competition criteria, as put forward by the square’s architects, had stated that entries must meet the challenge of being a ‘grand, interlocked sculpture’. ‘Vault’ met these criteria, as well as the requirement of being bold, visually simple and a strong focal point, which would offset the formal character of the square. But while ‘Vault’ met these objectives, it was a little too abstract for public taste.

Born in Sydney in 1941, Ron Robertson-Swann studied in Sydney and London, and worked as Henry Moore’s assistant from 1965 until his return to Australia in 1968. A sculptor, painter and teacher, his most controversial work was the large, bright yellow steel sculpture, ‘Vault’ placed in Melbourne’s City Square, and later moved to a site near the Yarra River. Robertson-Swann has held lecturing appointments in London and Sydney and has won several awards. His work is represented in the National Gallery of Australia, in most state galleries and several public, regional and tertiary collections.

Professor Patrick McCaughey gave his full support to the work, applauding it for its design excellence. Recognising McCaughey’s reputation in visual arts, Council approved the plans. When
the sculpture was installed it was yet to be named, and despite Robertson-Swann soon naming it 'Vault', 'Yellow Peril', with its racist overtones, has stuck.

The main criticisms of 'Vault' were focused on its colour. A probably apocryphal story is that the Queen was reported to have asked whether they couldn't have made it a more agreeable shade.

Following its installation in 1980, Councillor Osborne tabled a survey showing Melburnians' lack of support for the sculpture's prominent position based on the opinion that it was not sympathetic to the nearby historic St Paul's Cathedral and Town Hall. Council resolved to relocate the work, but not before it was scrawled with graffiti and used as a play structure. The sculpture was dismantled later in 1980 when the Victorian government sacked the City Council. The Builders Labourers Federation consequently placed bans on further works in City Square.

Despite the artist's objections, 'Vault' was moved to Batman Park in 1981 where, among other things, it served as a shelter for the homeless.

In 2002, 'Vault' was unveiled at its new home outside ACCA, where most consider it in keeping with the surrounding built environment.

**Comparative analysis**

A number of large steel sculptures have variously graced Melbourne's public spaces, although none has had the public profile and controversy of 'Vault'. Inge King's 'Forward Surge' at the Arts Centre has a similar dramatic scale, while 'Dervish' by Clement Meadmore sits between Southgate and Hamer Hall. 'Vault' has influenced other designers around Melbourne, being said to be the inspiration behind Denton Corker Marshall's vivid yellow diagonal beam for the City Link International Gateway, while Wood Marsh 'embraced this unloved artwork as the design inspiration for their Australian Centre for Contemporary Art' (RBA Architects).

“High alert' yellow appeared to become the city's signature motif; a self-conscious disavowal of 'Vault''s rejection nearly 20 years earlier.’ Robertson was commissioned to help design several tram safety barriers that evoke the yellow triangular shapes (Pederson 2015).

**Statement of Significance**

What is significant?

'Vault' sculpture, currently located in the Malthouse Plaza, corner of Dodds and Grant streets, Southbank.

Contribution elements include:

- painted yellow steel folded into abstract geometric forms; and
- a 360º view to the sculpture.

How is it significant?

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

Why is it significant?

'Vault' is historically significant as the main public art element that had been proposed for Melbourne City Square as part of the revitalisation of the central city in the 1970s and 1980s. 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 aesthetics and urban planning ideas. (Criterion A)

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. (Criterion E)

Sources used for this assessment
The following sources and data were used for this assessment:


Courtney Pedersen, Art and the Anxious City: public art, public interest and the public good, Queensland University of Technology, 2015.


City of Melbourne maps
Title: Vault
Date Created: 1980
Makers Details: Robertson Swann, Ron
Born 1941, Sydney, Ron Robertson-Swann studied sculpture at St Martin's School of Art, in London, under Tony Caro. Robertson-Swann was also an assistant to renowned sculptor Henry Moore before returning to Australia in 1968.

Description: Yellow painted, welded plate steel sculpture.

History:
The unveiling of 'The Vault' in 1980 in the City Square by contemporary artist Ron Robertson-Swann gave rise to one of the biggest art controversies. His work has often divided critics, but none has been so controversial as Vault, unveiled in City Square in 1980.

Dubbed the ‘Yellow Peril’ by Councillor Osborne, the yellow metal sculpture caused a storm of protest over its suitability for City Square. Ironically, it was commissioned for its compatibility with the square's design. The winner of a competition organised by the square's architects, Robertson-Swann's design met the challenge of being a 'grand interlocked sculpture'. It also met the requirement of being bold, visually simple and a strong focal point, which would offset the formal character of the square. But while 'Vault' met these objectives, it was a little too abstract for public taste.

Professor Patrick McCaughey gave his full support to the work, applauding it for design excellence. Recognising McCaughey’s reputation in visual arts, council approved the plans. When the sculpture was installed it was yet to be named, and despite Robertson-Swann soon naming it 'Vault', 'Yellow Peril', with its racist overtones, has stuck.
Following its installation in 1980, Councillor Osborne tabled a survey showing Melburnians' lack of support for the sculpture's prominent position, based on the opinion that it was not sympathetic to the nearby historic St Paul's Cathedral and Town Hall. Council resolved to relocate the work, but not before it was scrawled with graffiti and used as a play structure. Despite the artist's objections, in 1981 'Vault' was moved to Batman Park, where among other things it served as a shelter for the homeless. In 2002, 'Vault' was unveiled at its new home outside ACCA, where most consider it in keeping with the surrounding built environment.

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as individually significant place.

Apply external paint controls with policy to maintain original finishes and colour schemes.
Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank

City of Melbourne property number: 110412

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1888, Victorian-era

Major owners or occupiers: The Austral Otis Engineering and Elevator Company Limited

Heritage Gradings:

Proposed new system (C258):
Individually significant, Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: C2

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed

Thematic context:
3.2 Expressing an architectural style
5.5 Building a manufacturing industry

Boundary of heritage place

Description
The site comprises a brick and stone masonry two-storey, Victorian Italian Renaissance revival corner office section at 127 Kavanagh Street, which fronts a single double-height timber- and iron-framed and corrugated iron-clad factory space behind. The office building features round arched window openings to the ground floor and segmental arches in the upper floor, with a splayed corner entrance (now bricked in). Partly rendered surfaces are articulated with rusticated pilasters between pairs of windows with recessed panels, deep cornice mouldings and shaped keystones. The whole has been over-painted. The post-WWII office block has a concrete and steel structure with aluminium-framed windows.

History
The engineering firm of Hughes, Pye & Rigby was formed in 1878 to manufacture mining plants, steam engines, elevators, and wool and other hydraulic presses. They had a small premises in Moray Street, South Melbourne in the late 1880s. Hughes, Pye & Rigby was incorporated as a public company in 1887 as The Austral Otis Engineering and Elevator Company Limited (The Argus, 12 November 1887, p.7) and in October 1893, changed its name to The Austral Otis Engineering Co Ltd. The company epitomised the boom era, having been founded with only £600 in capital, but by the end of the 1880s it employed 300 workers and was producing large numbers of pumping engines, mining machinery, hydraulic lifts and huge steam engines for the city's cable trams and first electric power stations (Milner 1989).
The new office premises in South Melbourne were designed by prominent architect Charles D'Ebro, and built by W. Hearnden in 1888 (Architect Index), with the works overall covering about four acres.

Austral Otis won numerous tenders for large steam engine installations as well two steam traction engines, and had important agencies for machinery including Worthington pumps and the Otis Bros & Co. elevators. The company undertook many major contracts for mining and other machinery equipment and it was awarded prizes for its steam engines and hoisting equipment at the Centennial Exhibition in 1888, at Melbourne. The company made steam engines for the Melbourne cable tramway system, for gold mines and sluicing plants, and the Ballarat Woollen Mills. It also built steam rollers, but only two examples of these are known in the world. One of its more unusual products was Big Lizzie, constructed for the Mount Gunson copper mine around 1912 as a super-heavy truck using Frank Bottrill's 1906 patent for 'Dreadnaught Wheels' to handle swamps and to ford small rivers.

Between 1895 and 1897 the Melbourne and Metropolitan Board of Works sewage pumping station at Spotswood was being built and fitted with large, triple-expansion steam engines built by Hathorn Davey & Co. of Leeds, UK, and Thompson & Co. Worthington-type triple-expansion engines. Austral Otis built an engine for the No. 6 pumping well in 1901 which was patterned on these earlier engines. Austral Otis subsequently prepared plans for four additional pumping engines in 1909 based largely on the successful Hathorn Davey design. Austral Otis was able to demonstrate its substantial expertise in steam engineering. The first two new Austral Otis engines were commissioned in June and July 1911, with the remaining two following in mid-1914.

The development of multi-storeyed iron- and steel-framed buildings during the skyscraper boom in the 1880s, was in part facilitated by the invention of safe, fast and reliable passenger lifts such as those developed by the Otis Elevator Company in the United States and Waygood in Britain. An initial system was developed in 1889 using a reticulated hydraulic power system, one of very few in the world at that time. Austral Otis had a substantial part of this market. The Melbourne City Building was originally served internally by an early Otis hydraulic lift, and Otis lifts were also installed at the new Melbourne Stock Exchange Building in 1891. The 1932 Manchester Unity Building has a rare surviving original Otis-Waygood escalator between the ground floor lobby and mezzanine. This was the first building in Victoria to have escalators installed.

In 1958, a modern, two-storey concrete and steel warehouse and office building was constructed along the Hannah Street (now Kings Way) frontage of the old Austral Otis Site, which was known as 'Regent House'. Austral Otis changed its name to the Food Machinery Australia Ltd in 1952, and then to FMC Ltd in 1962 (Defunct Companies Index).

**Comparative analysis**

Other Italian-style Victoria industrial premises in the study area include Sharp's and Moore's timber yards, as well as White & Hancock's warehouse. All of these are in City Road.

Unlike many of the early manufacturing buildings of the period that incorporated relatively plain company offices, Austral Otis adopted an elaborate architectural style consistent with shopfronts and commercial premises commonly seen in the central business district, rather than the more basic face brick of many of the contemporary industrial buildings of South Melbourne. Johns & Waygood, for example, had a plane brick facade with minimal decorative elaborations.

It is necessary to look to the later warehouses on City Road, such as Maurice Artaud and Crown Chemicals, or to some of the CBD warehouses such as Thomas Warburton's warehouse at 365-367 Little Bourke Street to find comparable buildings.
Statement of Significance

What is significant?
Austral Otis engineering works, 127-129 Kavanagh Street, Southbank.

Contributory elements include:
- Classical masonry facade 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; and
- a steel and concrete modern addition along Kings Way

How is it significant?
Austral Otis is historically and aesthetically significant to Southbank and to 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-storey office buildings in the late-19th century. As such, it contributed to the Melbourne building boom and economic development in the state. (Criterion A)

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. (Criterion A & B)

The Kavanagh Street office building is of architectural significance with its elaborate Victorian Italianate masonry facade on a shallow, two-storey 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, providing an impressive public face with 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. (Criterion E)

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. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:
- eMelbourne School of Historical Studies Department of History, University of Melbourne, July 2008.
- Lewis, Miles. Melbourne: The City's History and Development.
The Australasian ironmonger, builder, engineer and metal worker: a strictly inter-colonial journal. May 1889.

**Ratebooks**

127-129 Kavanagh Street
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1887 Vacant Land Grant St and Kavanagh
1890 8201 Austral Otis Elevator and Engineering Co. Ltd of Grant Street Austral Otis Elevator and Engineering Co. Ltd Brick and Iron Buildings £2250 £168.15

**City of Melbourne maps**

Regent House:
Two storey brick and concrete warehouse and office building. Incorporates a brick building built in 1890 and a concrete extension built in 1958. There are two rateable advertising signs on the roof.

**Lewis, M. Australian Architecture Index:**

1888 Chas D'EBRO
Acceptance of tender - erection of new factory, stores and offices for the Austral Otis Elevator & Engineering Co, South Melbourne, W. Hearnden.

**National Trust b6088 Austral Otis Building**

Melbourne University Archives
Engineers. Founded 1878 as Hughes Pye & Rigby. 1887 gained franchise for local manufacture of Otis elevators and called Austral Otis Engineering and Elevator Co. Ltd., 1893 Austral Otis Engineering Co. Ltd. 1927-1937 formed a subsidiary Austral Otis Andebar Cannery Equipment Pty. Ltd. 1948 controlled by United States Food Machinery and Chemical Co. and called Food Machinery (Australia) Limited.

**Recommendations**

Revise Heritage Places Inventory.
Proposed heritage overlay as Austral Otis, 63 Kings Way, Southbank; also 127-129 Kavanagh Street.
Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Kings Bridge & Kings Way, Southbank

City of Melbourne property number: 

Type of place: bridge

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1959-61, Post-WW2

Heritage Gradings

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: none  Proposed: C3

Heritage values:
Aesthetic, Historical, Scientific, Social

Heritage status:
Heritage Overlay Proposed

Thematic context:
6.7 Transport
Boundary of heritage place

Description

Kings Bridge and Kings Way comprise a continuous elevated roadway of 23-span steel girder and concrete spans with a total length of 793 metres, and maximum spans of 73.76 metres over City Road and 35 metres over the Yarra River (VicRoads database). The river crossing incorporated dual-lane roadways in each direction for the main route, and two further lanes on either side to provide crossings between Queens Wharf Road and Yarra Bank Road, as well as on/off ramps to these roads and footways. This gives a total width of about 40 metres.

The longer span over the Queens Bridge Street and City Road intersection features very deep girders while all spans incorporate cantilevered sections over doubled piers of about 40 feet, with 160-foot suspended sections. The girders are of several types and depths. The southern spans up to the north side of Queens Bridge Street have deep girders of about 2.5 metres in depth, with welded vertical web stiffeners spaced between 1 and 1.8 metres apart. The spans from Queens Bridge Street to Whiteman Street and the approach spans at either end comprise shallower girders of about 1.5 metres’ depth with web stiffeners up to 7 metres apart. The southern approach spans have concrete panels cladding the sides, disguising the steel structure beneath (VicRoads bridge files, Project 2806, drawings 19509-25, 202931-69).

The reinforced concrete deck is keyed to the upper flange of the steel girders providing an integrated load-bearing element of the overall composite structure.

The foundations comprise a series of 123 five-foot diameter steel cylinders filled with concrete, sunk by the “Benoto” method through the Coode Island Silt and founded on bedrock. The piers are a combination of reinforced concrete and steel trestle frames. A feature of the pier design is the pairing of closely spaced piers to carry the cantilever spans.

The bridge crosses the river on a skew of about 25 degrees and then follows a gentle curve to align with the former Hannah Street route – now Kings Way. The Yarra Bridge is a low structure with a pronounced curve in the deck, with the side spans giving it the impression of a gentle arch, while the main roadway rises gradually to the elevated road.
The original aesthetic effect has been partly reduced by the truss span footpaths with curved top chord (referencing ships gangways) and the steeply-dipping new roadway on the south bank, which now gives access to the River Promenade and Crown Casino car park.

The bridge handrails are a simple post and rail system with vertical pickets in welded square section steel with vertical bars.

The Flinders Street Overpass (now demolished) was similar in design, but had shorter spans, shallower girders and no suspended spans (National Trust Classification Report, Bridge Reg. No.4040).

The Kings Way elevated roadway is now seen in two discrete sections. The low river crossing is framed by the casino tunnel and Flinders Street railway viaduct and, being wide and skewed, presents a considerable bulk to the viewer on the riverbank. The elevated road is most apparent at City Road. When on the elevated road, the narrowness of the carriageway (with no emergency stopping lanes or verges) and steepness of the approaches contrasts with the more modern City Link elevated roadways nearby, revealing its late-1950s gestation and the different design speeds – originally 80 km/h for the King Street Bridge and 130 km/h for the West Gate Bridge. The enclosure of a substantial section of the structure within the Casino building obscures the fact that this is a particularly long bridge.

Beside Kings Way, a number of prominent 19th and early-20th century buildings provide unusual views from the elevated roadway. These include the Castlemaine Brewery and former City Road primary school, later the J. H. Boyd Domestic College. The Flinders Street Overpass, part of the initial conception over the bottom of King Street, was a more conventional steel girder design. The Flinders Street Overpass was demolished in 2005 to open up the bottom end of the city to the re-landscaped riverbank precinct, being replaced with a traffic-light controlled intersection.

History

The layout of central Melbourne was established in 1837 by surveyors Robert Russell and Robert Hoddle. They laid out a grid of 24 blocks, each 10-chain square aligned along the straight reach of the Yarra River at the point where a natural rock bar separated the fresh and salt water, and so defined both the upper limit of navigation and the lowest available fresh water. Initially, communication was by boat from the south, and land to the north, so the river crossing was not so much of an issue. However, once the settlement south of the river had expanded and the Sandridge Beach became a significant port of call for ships not able to traverse the shallow channel of the River, a bridge became essential. Initially the privately-built and -operated Balbernie's Toll Bridge served the function, soon to be replaced by Lennox's grand stone arch Princes Bridge. A second crossing was provided by the Falls Bridge and, in the 1880s, both the crossings were improved with the present Princes and Queens Bridges being constructed.

Early routes south of the Yarra originally traversed undesirable swamp or flatland and converged on crossings between The Falls and Swanston Street. Kingsway was plotted as an alternative to join King Street to a south-eastern exit point. Later, in the 1980s, the West Gate Elevated Freeway was routed to carry vehicles around instead of through the central city.

The industrial settlement on the south bank was part of the settlement of South Melbourne. Early wharves, building trades and a few noxious industries were displaced by manufacturers and warehouses. The wharves fell into disuse as port facilities were moved downstream, particularly after the low bridge joining Spencer and Clarendon streets was opened in 1929.

In 1997 the Crown Casino was opened, comprising a gambling complex with a 500-room hotel, ballroom, shops, restaurants, a 14-theatre cinema and space for over 8,000 parked cars. Kings
Way is bridged by the complex, adding a dimension of competition for inner urban space to the view of the bridge.

The role of road- and bridge-building in the metropolitan area became a matter of debate between various public works authorities in the mid-20th century. The 1929 Melbourne Strategy Plan was an attempt by the Town and Country Planning Commission to provide consistent urban planning across Melbourne. The Commission was an advocate for road development and addressed issues of the bottlenecks in and out of the central city and, in particular, those caused by the limited crossings of the Yarra River, where only two bridges (Princes and Queens) served much of the south and south-eastern suburbs. An element of this plan was the development of Hannah Street (now Kings Way) through South Melbourne as an alternative city approach to St Kilda Road. The original intention was to link Hannah Street to a proposed ring road along Grant Street and eventually to Clarendon Street and the Spencer Street Bridge. However, this changed with the 1954 MMBW town plan that identified a need for three more river crossings and, following preliminary inquiries, King Street was given first priority. The project was initially conceived as just a river bridge, but was expanded into an overpass from Flinders Street to Grant Street as a result of a preliminary 1955 study by the Country Roads Board (CRB) (Lay 2003, p.173).

A precedent for Kings Way can also be found in the Spencer Street Bridge, built by the Board of Land and Works Railway Construction Branch as the third city river crossing in 1929-1930, authorised by an Act of Parliament of 28 September 1927. The Spencer Street Bridge was the first structure in Victoria to use a combination of cantilevered and suspended steel girders with a reinforced concrete deck, achieving a clear span of 110 feet (33.66 metres) for the main river span.

Like its predecessor, Kings Street Bridge incorporated the most up-to-date engineering and design practises of the time. As Melbourne’s main gateways crossing the principal river of the metropolis, the Yarra River bridges have always claimed a highest status, and therefore the chosen designs needed to demonstrate the importance of each crossing.

Heavily-congested roads resulted from the dramatic increase in car ownership in the 1920s, when traffic jams in the southern part of the city led to the construction of the Spencer Street Bridge, and even more so in the post-WWII boom of the 1950s and 1960s. One of the most pressing demands on bridges and bridge engineers in the post-war period was the increase in legal mass limits for heavy vehicles, which meant that many older bridges required replacement or were given restrictive load limits.

After WWII, the Melbourne & Metropolitan Board of Works (MMBW) was given responsibility for metropolitan planning and developed a Melbourne Metropolitan Planning Scheme in 1954. As part of this strategy a series of interlinking arterial roads were proposed which appeared to draw to some extent on the 1929 plan, but introduced freeway standard roads with a series of controlled-access, divided roads, radiating from the CBD and circulating around the city in three ring roads. About 450 kilometres of controlled-access arterial roads were proposed in the scheme, only a fraction of which were subsequently built, and some (such as the Metropolitan Ring Road and Scoresby Freeway, now the Eastlink) have only recently come to fruition.

Initially, road-widening had accommodated increased traffic, but this was clearly having destructive results for urban areas. For example, widening Hoddle Street resulted in the removal of all the houses and shops along the west side of the street. The Country Roads Act of 1956 dealt in part with bypass roads, and can be seen as the first stage in the development of freeways in Victoria, but it only applied to country towns. The MMBW, however, began to take a more prominent role in road planning and construction at this time and was constituted as the
Metropolitan Main Roads Authority in 1956 (MMBW Act 1956) on the basis that it administered
town planning (Anderson 1994, p.91). Its freeway proposals were slowly implemented, with the
first projects being initiated by the MMBW over the following decade. The South Eastern Freeway
was seen as a means to reduce congestion on Toorak Road and other routes to the eastern
suburbs. The MMBW commenced construction of the freeway in 1962, while the CRB
constructed Victoria's first freeway-standard road in 1961, with the completion of the Maltby
Bypass around Werribee. By 1968, the Tullamarine Freeway had been jointly constructed by the
MMBW and CRB, linking the city to the new international airport (Anderson 1994, p.200-204).

Both the 1929 Melbourne Strategy Plan and the MMBW 1954 Melbourne Metropolitan Planning
Scheme, identified a major traffic route to the city along Hannah and Roy streets in South
Melbourne, and discussed the need for three new river crossings in the city area. Following
preliminary enquiries, King Street was given the first priority among these crossings (Darwin
1960, p.167).

The project was seen as part of the road strategy for Melbourne, developed by the MMBW as the
metropolitan planning authority at the time and, once completed, the bridge would be the
responsibility of the MMBW. However, the expertise in bridge construction lay more with the
CRB, and the latter organisation was made the responsible authority for supervising construction
under the King Street Bridge Act (1957). The CRB had previously been given responsibilities for
major bypass roads which were eventually incorporated into modern freeways. The King Street
Bridge was perhaps the beginning of a new age of road building, which saw multi-lane bypass
roads and freeways as the solution to road planning. Such roads relied on grade separation a
major intersections, and so demanded a new type of bridge – a road over a road. A key part of
the design was the Flinders Street overpass across the bottom of King Street to ensure traffic
could enter the city grid from the south unhindered by traffic lights or cross-traffic.

A number of industrial and warehouse sites along the south side of the river on Yarra Bank Road
– including Gunnersen Nosworthy's plywood store, Taubman's Paints, H. T. Parker, Caldwells Pty
Ltd, J. S. Lee and the Forest Products Laboratory of CSIRO – were compulsorily acquired for the
bridge, as were many other properties along the Kings Way route through South Melbourne.

The CRB provided preliminary drawings for tender purposes which determined the location and
general form of the bridge, including the unusual side ramps on the river crossing. The brief was
to prepare specification:

...with a view to the invitation of worldwide tenders, for the design and construction of a
bridge 410 feet long and 149 feet wide with a continued elevated structure of 1,800 feet long
and 63 feet wide over the Yarra River at King Street, together with an overpass at Flinders
Street 600 feet long and 58 feet between kerbs. The whole project is estimated to cost
£3,500,000. (CRB Annual Report, 1956, p.22)

Tenders were invited on a worldwide basis for design and construction in 1957, with seven
tenderers submitting a total of 14 tenders. The CRB had the responsibility of assessing the
tenders and advised the Government to accept the tender of Utah Australia Limited, for
£2,374,360, noting that construction was due to start in early 1958 with a scheduled completion
date in September 1960. The contract between Utah and the CRB was signed on 13 August 1957.

The design and construct tender form was unusual in Australia at the time. It had been
employed 30 years earlier for the Sydney Harbour Bridge, in circumstances where specifications
were very constrained, limiting opportunities for alternative designs. With the King Street Bridge,
the design and construct tender system allowed for a wide range of designs and materials, and
was apparently chosen out of the belief that it would deliver a superior result in terms of cost
savings. There was also an implied assumption that local consulting engineers would not be able to meet the workload involved in the bridge design (Charrett, 2004).

Cec Wilson, Senior Design Engineer with the CRB, was in charge of overseeing the tenders and received a wide variety of designs and costings, including both pre-stressed concrete girder and steel beam designs. One unusual proposal was for a concrete bridge formed from closely-spaced mushroom columns, connected at the top to form the roadway. Raleigh Robinson, who assisted Wilson, suggested that the CRB was fairly conservative in its design approach at the time, and so the more radical designs were not considered. Among these was a nonconforming foundation design using slender piles prevented from buckling by the lateral support of the soft silt, using a theory developed by Professor Arthur Francis of the University of Melbourne (CRB Annual Report 1957, p.21; 1961, p.48; Anderson p.192-196; VicRoads Retirees Association, 1995 p.63-64).

Wilson went on to be associated with the West Gate Bridge, and his experience with Kings Way perhaps explains the preference for bolting to welding, which had unfortunate consequences.

Design and construction of the bridge was undertaken by Utah Australia Ltd as part of a consortium known as King Street Bridge Design Ltd. The CRB's chief engineer responsible was J. Mathieson and the deputy chairman was C. Roberts, whose signatures on the drawings indicate the organisation's approval of the drawings submitted by Utah Australia.

Utah Australia was a subsidiary of the Utah Construction Company, originally formed in Ogden, Utah, in 1900 by prominent Mormons including Thomas D. Dee (the first company president) and several members of the Wattis family. The company prospered with lucrative railroad contracts and soon expanded into building dams. In 1931, Utah Construction became a major partner in Six Companies, which built the $55 million Hoover Dam. Projects further diversified to include residential and commercial construction, spreading to 13 countries across five continents. Utah undertook the enlargement of the Eildon Dam in 1951 and established the subsidiary Utah Australian as part of the King Street Bridge consortium. Utah Australia went on to work on major projects such as the Jindabyne Dam in 1963. In 1976, Utah merged with General Electric, but continued to operate as an individual entity until it was purchased by BHP in 1984.

The King Street Bridge drawings record the designers only by their initials, W. H. and H. R. Roy Hardcastle led the design team as part of the firm King Street Bridge Design Ltd, which was formed specifically to carry out the design of the bridge. Roy was seconded to KBD from Hardcastle & Richards (H & R) Consulting Engineers. H & R was first established in Melbourne in 1952 after having initially won the competition for the design of the 1956 Olympics' main stadium grandstand that was to have been built at Carlton football ground (now Optus Oval). The main stadium was moved to the Melbourne Cricket Ground by the first Cain Labour government after H & R had left the structural engineering manufacturers Johns and Waygood, and set up H & R on the strength of their winning the competition. H & R eventually expanded to have offices in Melbourne, Perth, Sydney, Brisbane and Broken Hill, before being absorbed into URS in the 1990s (URS website).

Clearance of properties was completed in June 1958 and Utah Australia began their operations on the site on 25 November 1957, constructing a temporary bridge over the river to give access to the river pier locations. The first piers to be constructed were adjacent to Riverside Avenue and at the north bank of the river (CRB Annual Report 1958, p.26-27). Because of the difficulty of constructing foundations in the Coode Island silt, the contractors employed the Benoto method, importing two machines for the purpose directly from France. Using this method, 123 five-foot-diameter welded steel cylinders lined with concrete were sunk into a firm foundation, then belled out to provide a greater bearing area. The lower portions of the cylinders were concreted
by means of a tremie, a device used to place concrete or grout underwater, to make an adequate plug. The cylinder was then pumped out and the remainder cast in the dry (CRB Annual Report 1958, p.26-27).

Traffic commenced using the east and west lanes of the low-level bridge in November 1960. The King Street Bridge was completed and officially opened in conjunction with the elevated section of Kings Way and the Flinders Street Overpass on 12 April 1961 by the then-premier, the Honourable H. E. Bolte, and The Commissioner of Public Works, the Honourable Sir Thomas K. Maltby, unveiled the commemorative plaque (CRB Annual Report 1961, p.42).

The bridge became the responsibility of the MMBW under the terms of the King Street Bridge Act (1957) and the MMBW Act (1956), a responsibility that, according to historians at the MMBW, was assumed with some reluctance (Dingle & Rasmussen 1991, p.246).

This was the first example in Victoria of a major grade-separation bridge extending across multiple road intersections. However, it did not include on-and-off interchange ramps with the main roads it crossed. While the side lanes of the river bridge gave access to Yarra Bank Road and Queens Wharf Road, there was no access to City Road, the main road crossed by the elevated section. Therefore, it did not serve the same purpose as the full freeway interchanges which came soon after with such projects as the Maltby Bypass and South Eastern Freeway.

The design incorporated several innovative features. Firstly it used all-welded, high-tensile steel girders instead of the usual mild steel, with suspended and cantilevered spans, and incorporated a mix of concrete and steel-trestle piers. The CRB engineers were sufficiently impressed by the importance of the project that a substantial article was produced on the engineering of the bridge, under part authorship of the chairman himself, who had a hands-on involvement with the development of the project (Darwin et al 1960).

However, Darwin’s enthusiasm was perhaps premature, since the King Street Bridge gained unfortunate notoriety when, a little over a year old, on a cold morning on 10 July 10 1962, a girder cracked due to loss of ductility, resulting in the partial collapse of a section of the roadway.

A subsequent royal commission into the failure found that the cause of the collapse was inadequate contract coordination, inadequate supervision (in which the form of tendering was a factor) and deficient systems for testing of the steel. The CRB was not found primarily responsible for the failure, but was criticised for preparing an unsuitable contract which failed to provide the necessary overall supervision of the various aspects of the work, as well as for the absence of a proper coordination of the contract. The board’s specifications and drawings were also described as being unsuitable, and the systems for acceptance and testing of the steel used on the project were deficient in several respects. The royal commission was chaired by Edward Hamilton Esler Barber, who also chaired the later West Gate Bridge Royal Commission, and went on to become a Supreme Court Justice (Royal Commission 1963; Anderson 1994, p.190-198).

The MMBW Highways Branch successfully carried out repairs to the King Street Bridge to the design of their engineer Bill Burren. The method of repair by prestressing with high-tensile steel rods was highly innovative. It is likely that, despite the royal commission not directly blaming the CRB for the failure of the bridge, the incident was embarrassing politically for them, and probably delayed the appointment of the CRB as Melbourne’s sole main road authority for several years (Manning, 1991, p.70-77; Anderson 1994, p.198, 206).

The collapse of the King Street Bridge became a cause of considerable public interest and possibly derision. The incident was covered dramatically in local papers, and was even quickly written into the *Melbourne University Architecture Revue*, with a piece by a barbershop quartet satirising the various parties involved. Even Zig and Zag got into the act, with fellow comic
"Cousin Roy" (Lyons) when they went out on the infamously cracked bridge and, in silent film mode, pretended to crack it with a coconut for their TV show, *Peters Fun Fair*. It also was the subject of a popular song written by Clem Parkinson, a labour union songwriter, in 1964, 'King Street Bridge or The Bridge of Sighs'.

The failure of more brittle, high-tensile steel under load and cold conditions on the King Street Bridge was perhaps a consequence of unfamiliarity with new materials and construction techniques being employed in Australia for the first time. Construction had employed welding of high-strength steel in a process that later was shown to be less than optimal in its potential for loss of ductility, resulting from the heating during welding. The shortcomings of the systems for design, specification, testing and supervision were perhaps inevitable, given the dramatic change in management practises on this project. Previously, most contractor work was closely supervised by the CRB and other construction authorities, and more often than not, large projects involved most of the design, quality control and construction work being done 'in-house' by the authority's own staff, through a familiar but perhaps inefficient, bureaucratic process.

The failure had an impact on bridge design in Victoria, with more bolted splice designs chosen in preference to onsite welding. This influenced the choice of bolted splices in the West Gate Bridge construction, which would be a factor in its future collapse.

The royal commission drew its members from the engineering establishment, including Professor Neil Greenwood – Dean of Applied Science, University of Melbourne – and Doctor Louis Matheson – a British engineering professor, first vice-chancellor of Monash University, and one-time professor of Civil Engineer at the University of Melbourne (*Monash Magazine*, Issue 9, 2002; Hardcastle).

Because of its creation under a separate act of parliament, the transfer of formal responsibility for the King Street Bridge required an amendment bill to regularise it once the MMBW ceased to play a significant role in planning and roads infrastructure. This was achieved through amendments to the Transport Act in 1997, with a particular clause written to continue an existing immunity provision in relation to obstructions to the Yarra River brought about by the building, presence or maintenance of the King Street Bridge. The King-street (sic) Bridge Act of 1957 was thus repealed and authority for the bridge finally transferred to the successors of the CRB (*Transport Acts (Amendment) Bill 1997, Clause 35*).

Repairs carried out by the MMBW involved additional strengthening, and the jacking up and replacement of the cracked beams. A unique feature of the repairs was the addition of external post-stressing using underslung high-tensile steel rod tensioners anchored in concrete blocks over each pier crosshead. This is a process rarely used in steel structures (Max Lay 2004).

Further alterations and repairs were carried out by the CRB in the mid-1980s, and then very substantial changes occurred in the 1990s with works associated with the Crown Casino development. This involved the addition of new carriageways on either side south of Whiteman Street, which allow traffic to access the casino car parks. Also, the side spans on the Yarra Bridge were redesigned on the southern side so that rather than turn onto the Yarra Bank, they now led directly into the casino car park.

**Comparative analysis**

In terms of its date and scale, the King Street Bridge & Kings Way Viaduct form a unique bridge structure. It is difficult with the available data to make precise comparisons among the range of steel-plate girder bridges. On VicRoads and National Trust Bridges databases, only seven bridges are specifically identified as being of welded steel-plate construction, although there are clearly many more which have been identified merely as ‘plate girder bridges’. Of the broader category,
there are at least 100 steel plate-girder road bridges in Victoria (as opposed to universal beam/RSJ and riveted plate girder). Almost all of these have been constructed after the 1950s. The following table provides a summary of road bridges in Victoria with welded steel-girder spans that exceed 35 metres.

Kings Bridge and Kings Way forms the second-longest steel road bridge in Victoria after the West Gate Bridge, which has five steel spans totalling 848 metres in length. The main structural element of the West Gate Bridge's steel spans are welded trapezoidal box girders erected in high-tensile bolted sections with steel cable suspension stays.

Kings Bridge and Kings Way also comprises the longest welded plate-girder road bridge in Victoria, and has the longest span length for this type of bridge with its 73.76-metre span over City Road. Its main river span over the Yarra measures 34.47 metres, being eighth in span length for this type of structure. The next most comparable structure is the Morshead Overpass over Punt Road, completed a year later in 1962, for the first stage of the South Eastern Freeway (now part of City Link). It has a maximum span of 48.77 metres on a high-skew alignment, and is 482 metres in overall length. Since the 1950s a number of freeway bridges have been constructed with welded-plate girder spans in the range of 30-40 metres. However, none are longer in overall length than the Kings Bridge and Kings Way.

Prior to the World War II, all metal-girder road bridges in Victoria typically had maximum span lengths of no more than 30 metres. There were a small number of metal truss road bridges with maximum spans in the range of 30-60 metres. The two standout exceptions built before 1900 were the old Barwon River and Church Street Bridges. Built to a similar riveted, wrought-iron, tubular, box girder design, both opened in 1859 and had two spans of 64 metres, and a single span of 60 metres, respectively. Both were demolished in the 1920s, having proved inadequate for the loadings demanded by modern motor road transport.

Otherwise, only the Bethanga Truss Bridge, at 752 metres overall (a maximum span of 82 metres), and a few railway bridges over wide floodplains come close to the length of the Kings Way Bridge. The now-demolished Wodonga-Cudgewa Railway Bridge over the Kiewa River was 834 metres long, and the Bairnsdale-Orbost Railway Bridge over the Snowy River Flood Plain is marginally shorter than the King Street Bridge at 769 metres, although most of its spans are made of timber.

Statement of Significance

What is significant?

Kings Bridge and Kings Way are located on the southern approach to Melbourne's CBD 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 metres) in length, with larger spans over the Queens Bridge Street and City Road intersection.

How is it significant?

Kings Bridge and Kings Way are significant for aesthetic, historic, social and scientific (technical) reasons at a national level.

Why is it significant?
It is significant because it is the first major, elevated, controlled-access road structure in Victoria, providing grade separation over multiple intersections, and was probably the first structure of its kind in 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. (Criterion A)

Kings Bridge and Kings Way provided a new southern approach to the city, relieving congestion on St Kilda Road and Princes Bridge that had become a chronic problem during 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 it sparked over the collapse of a section on 10 July 1962, and the subsequent royal commission which took place, that found flaws in the design and management of this major public works project, and would influence government decisions about the issue of responsibility in such projects for some time after.

King Street Bridge is of technical significance, being the most adventurous bridge construction project in Victoria up until its time, with considerable innovation demonstrated in its design and construction through the input of CRB engineers, Melbourne consulting engineer Roy Hardcastle (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 in 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 bridge's later collapse. (Criterion C)

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

When completed, Kings Bridge and the 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 and City Link Elevated Tollway (4,110 metres, opened 1999), the West Gate Bridge (2,582.6 metres, opened in 1978), the West Gate elevated freeway (1,850 metres, opened 1987-1988), 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.

Kings Bridge and Kings Way are 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. (Criterion E)

Kings Bridge and Kings Way are 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. (Criterion G)

Sources used for this assessment

The following sources and data were used for this assessment:

Allom Lovell Sanderson Pty Ltd, 1987. ;South Melbourne Urban Conservation Study’.


Daley, C., 1940. The History of South Melbourne, Robertson and Mullens.


**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as Kings Bridge and Kings Way.

Apply external paint controls with policy to maintain original finishes and colour schemes.
Government Aircraft Factory (GAF) Boeing, 226 Lorimer Street, Port Melbourne

City of Melbourne property number: 559377

Type of place: factory

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1939, Inter-war (WW1-WW2)

Major owners or occupiers: Commonwealth Government

Heritage Gradings:
Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: C3

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed

Thematic context:
4.8 Defending the city
5.5 Building a manufacturing industry

**Boundary of heritage place**

**Description**

Moderne-style main building fronting Lorimer Street with some WWII-era sawtooth wings behind. Extensive ranges of steel-framed, sawtooth roof factory buildings with both corrugated steel and brick wall cladding extend to the south and east of the main office. Roofs are southeast-facing (as opposed the more common south-facing sawtooth), apparently accommodating the diagonal alignment of Lorimer Street as it bends around the river. They are generally clad in fibre-cement sheeting, some having been renewed in corrugated metal. A number of modern buildings have been erected to the southeast on the site of the former runways, and to the west corner of the site, reflecting the recent updating of the factory for Boeing.

**History**

In the 1930s, concern about international militarisation in Germany, Italy and Japan led Essington Lewis of BHP and several other prominent Australian industrialists, including General Motors Holden, to consider creation of an Australian aircraft manufacturing company capable of supplying the Royal Australian Air Force with locally-built military aeroplanes as a contingency against the eventuality that aircraft might not be available from overseas in time of war. In 1936, the CAC was established in Fishermans Bend to manufacture aero engines and complete aircraft.

Lawrence Wackett, a captain with the Australian Flying Corps known for his engineering ingenuity, began designing and manufacturing civil aircraft after World War I. He was in command of the RAAF Experimental Section, established at Randwick, Sydney, in 1924. The chief of air staff, Sir Richard Williams, nominated Wackett to set up and manage the CAC operation at
Fishermans Bend. Wackett selected an American aircraft with which to begin production, which was named the Wirraway I. The first prototype was flying by June 1938, and the first deliveries to the RAAF took place in July 1939. It was a general purpose military aeroplane chosen primarily because it would be useful to the RAAF, and was relatively simple to build.

In 1939, the Commonwealth government decided to set up facilities to manufacture the British-designed Bristol Beaufort twin-engine bomber in Australia, and a new factory was erected for the Beaufort Division of the Department of Aircraft Production, later named the Government Aircraft Factory (GAF). During World War II, CAC manufactured Wirraway general purpose aircraft, Wackett trainers, Boomerang fighters and Mustang fighters at its Fishermans Bend plant.

In 1942, when the threat of invasion of northern Australia seemed highly possible, manufacturing facilities were concentrated in southern Australia for safety. Two United States Butler hangars were erected at the CAC facility at Fishermans Bend in which aeroplanes arriving from the United States were assembled, with an additional demountable bellman hangar added by August 1943. The Butler hangar was also the wartime base of Associated Airlines, the private corporate airline of BHP and its associated Collins House group of companies. Its aircraft were also used by Essington Lewis in his role as Director of Munitions, and were also often used by the Prime Minister in preference to airline services at Essendon Airport. The US army and naval attaches also based their executive transport aircraft at the Butler hangar during the war due to the high level of security there, as well as because of easier access to Melbourne.

Comparative analysis

The offices of the GAF and the Material Research Laboratory are similar in period and architectural style, as well in their related historical functions. The adjacent CAC and Aeronautical Research Laboratories also have steel-framed sawtooth-roof industrial buildings of the similar period. General Motors Holden has one surviving pre-war range of sawtooth-roof buildings, while part of the Kraft factory may retain a few bays of 1945 examples of the sawtooth-roof style. A small part of the GPO workshops in Sturt Street may also date back to the WWII period. Overall, however, pre-war sawtooth-roof factory buildings have become rare. Timber-framed versions of factory sawtooth roofs are nearly extinct.

Statement of Significance

What is significant?
The Government Aircraft Factory, Lorimer Street, Fishermans Bend.

Contributory elements include:
- red brick, two-storey moderne-style office buildings;
- corrugated iron, brick-clad, and timber- and steel-framed factory forms;
- sawtooth and pitched roof forms; and
- garden plantings and landscaping.

How is it significant?
The GAF is historically and aesthetically significant to Southbank and to the city of Melbourne.

Why is it significant?
The GAF is historically significant for its role in the development and manufacture of aircraft during and after WWII as an essential part of Australia's war effort. The factory was created in 1939 from scratch in a very short period of time, demonstrating Australia's capacity and skills in a highly-technical endeavour. (Criterion A)
Aesthetically, the office block facing Lorimer Street is a good example of the distinctive Commonwealth government style used during the Inter-war period. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:

Mellor, D. P., *The Role of Science and Industry, Australia in the War of 1939-45* series, Canberra, 1958, p.381-422.


Commonwealth Aircraft Corporation Pty Ltd, Commonwealth Aircraft Corporation Pty Ltd, Port Melbourne.


**National Archives**


In January 1938, the Managing Director of General Motors Holden Ltd wrote to the Prime Minister on behalf of the Commonwealth Aircraft Corporation, pointing out that the aircraft industry was handicapped owing to the lack of skilled tradesmen. He suggested that the assisted passage scheme, the resumption of which was then under consideration, might be utilised to overcome the shortage and, if the operatives were unavailable in Great Britain, Northern Europe might be tried. The Corporation guaranteed 8-12 months' employment although this was considered insufficient to induce skilled men to emigrate with their families. In view of the importance of the aircraft industry to Australia's defence, assisted passages were granted to selected artisans from the United Kingdom; however, since the men were manual labourers coming to Australia under contract, it was necessary that the terms of engagement were acceptable to the Minister for the Interior in accordance with the Contract Immigrants' Act. The Minister required the Corporation to guarantee employment for at least three years at not less than award rates.
In 1936, the Victorian Government purchased 140 acres for the establishment of the Commonwealth Aircraft Corporation (CAC) with a factory in Lorimer Street and an airstrip extending from where the AMRL main gate now stands.

The CAC built 1683 aircraft from this Lorimer Street factory and flew them out from this airstrip, the fourth to be built in the Fishermans Bend area.

In 1937, the Department of Aircraft Production (DAP) established its own factory to build fighter and bomber aircraft alongside CAC, sharing the runway at Fishermans Bend, Melbourne. This facility became known as the Government Aircraft Factories, and later as AeroSpace Technologies of Australia (ASTA) before it was bought by Rockwell, then Boeing.

With the outbreak of war inevitable, the Australian Government began planning for the acquisition of more modern combat aircraft. Eventually settling on the British-designed Beaufort bomber, the Beaufort Division of the Department of Aircraft Production (DAP) established a factory alongside CAC at Fishermans Bend. The first of 700 Beauforts was delivered to the RAAF in November 1941, making the Beaufort the first Australian-built type to be used in the defence of the country. In 1942, the Australian War Cabinet decided to follow the Beaufort program at DAP with the construction of the Beaufighter. The RAAF received 365 of these twin-engined heavy fighter aircraft between May 1944 and November 1945.

The Government Aircraft Factories manufactured the Lincoln bomber that saw service with one squadron in Malaya. Following World War II, aviation technology moved at a very rapid rate, with the introduction of the jet engine requiring new aircraft for the RAAF. By 1946, DAP Beaufort Division had become the Government Aircraft Factories, and along with CAC and de Havilland Australia, all of the local companies were heavily involved with licence production of military aircraft for the RAAF. Major programs included the Avro Lincoln, with 73 built by GAF and the Canberra bomber, with 48 built by GAF. GAF was later to produce the first Australian manned jet, the Pika, the Jindivick jet target drone and the Nomad. Two aircraft were designed initially: a manned version called Pika and the unmanned radio-controlled Jindivick. Only two of the manned Pika were built to prove the basic Jindivick design and its electronic guidance and control systems. It was the smallest jet aircraft in the world at that time. They were flown between 1950 and 1954. Jindivick was an unmanned, jet-propelled target plane designed to measure missile performance. Between 1952 and 1997 Jindivick made $34 million in sales to Britain, Sweden and the US Navy.

By the late 1950s, the Avon Sabre fighter was becoming outdated, and in 1960, the Dassault Mirage III was selected as the new fighter for the RAAF. In an indication of the future of the aircraft industry in Australia, responsibility for the Mirage program was divided, with GAF the prime contractor and responsible for construction of the fuselage and final assembly, and CAC manufacturing the wings, fin and engine.

In addition to the continuing military programs, the Australian industry also produced a locally designed civilian type during this period. Designed in the late 1960s, GAF produced the prototype Nomad light transport aircraft in 1971. During a production run lasting until 1984, 170 Nomads were built for civil and military use.

Another area of expertise for the Australian industry was in the field of guided weapons design and production. During the 1950s, GAF had developed the Malkara anti-tank missile for the...
British Army, and later that decade used this knowledge to develop the Ikara system. A torpedo-carrying guided missile, Ikara was used by the Royal Australian Navy, as well as the Brazilian and British navies. The Ikara design later contributed the basis of the Turana target drone for the Royal Australian Navy.

By the late 1970s, structural problems with the Macchi trainer resulted in a study for the replacement of this aircraft and the CT4 basic trainer with a new type. In 1981, a consortium consisting of CAC, GAF and HdH had formed to design and produce a training aircraft to this requirement. After changes in specifications, the failure of a possible British order for the aircraft and the expenditure of approximately $70m, the Wamira project was cancelled at the end of 1985. In its place, the Pilatus PC-9 was ordered for the RAAF, and HdH, who by this time had taken over CAC, built 65 of the 67 PC-9s ordered by the RAAF. This project was to be the last time aircraft were produced under licence in Australia. Subsequent programs such as the Sikorsky Black Hawk and Seahawk helicopters were assembled by HdH and GAF respectively, from imported components with minor local modifications.

Hawker de Havilland [HdH] and Commonwealth Aircraft Corporation [CAC] were merged on 09 July 1986. The merger produced a streamlined organisation but, importantly, gave the two companies the range of skills and a large enough workforce to compete internationally, and to countenance risk-sharing projects. But the merger also left GAF, already the odd man out as the only State owned manufacturer, as the distinct outsider. As a State-owned concern, GAF's dependence on Government work, and particularly defence work, was even greater. GAF was overmanned and unprofitable, yet technologically probably more advanced than any other Australian aerospace firm. The Government Aircraft Factories were incorporated as Aerospace Technologies of Australia Pty Ltd in November 1986 and became operational in March 1987.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Government Aircraft Factory (GAF) Boeing, 226 Lorimer Street, Port Melbourne.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Commonwealth Aircraft Corporation (CAC), 226 Lorimer Street, Port Melbourne

City of Melbourne property number: 589450

Type of place: factory

Images of place 2016-2017

**Historical associations:**

Creation or major development date(s) of place: 1936, Inter-war (WW1-WW2)

Major owners or occupiers: Commonwealth Aircraft Corporation

Designer: Commonwealth Government

**Heritage Gradings:**

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: C3

**Heritage values:**

Historical

**Heritage status:**

Heritage Overlay Proposed

Thematic context:
4.8 Defending the city

5.5 Building a manufacturing industry

**Boundary of heritage place**

**Description**

A single range of original sawtooth-roof production buildings survive adjacent to the modern buildings erected for various commercial businesses. The former CAC buildings are now part of the adjacent Boeing Aerostructures Australia works to the west, having previously been part of the CAC to the east. The remaining CAC buildings are flanked by Beaufort and Canberra streets.

Reclad but original in form, the structures retain their sawtooth-roof profile of two ranges of buildings at different heights – five bays of the taller section and seven of the lower section.

It is now occupied by the adjacent Boeing Firm, which occupies a substantial part of the former Government Aircraft Factory, but is differentiated from these by its five-degree off-set alignment, which matched the alignment of the rest of the CAC to the east, now demolished.

**History**

In the 1930s, concern about international militarisation in Germany, Italy and Japan led Essington Lewis of BHP and several other prominent Australian industrialists, including General Motors Holden, to consider creation of an Australian aircraft manufacturing company capable of supplying the Royal Australian Air Force with locally-built military aeroplanes as a contingency against the eventuality that aircraft might not be available from overseas in time of war. In 1936, the CAC was established in Fishermans Bend to manufacture aero engines and complete aircraft.

Lawrence Wackett, a captain with the Australian Flying Corps known for his engineering ingenuity, began designing and manufacturing civil aircraft after World War I. He was in command of the RAAF Experimental Section established at Randwick, Sydney, in 1924. The chief
of air staff, Sir Richard Williams, nominated Wackett to set up and manage the CAC operation at Fishermans Bend. Wackett selected an American aircraft with which to begin production, named the Wirraway I. The first prototype was flying by June 1938 and the first deliveries to the RAAF took place in July 1939. It was a general purpose military aeroplane chosen primarily because it would be useful to the RAAF and was relatively simple to build.

In 1939, the Commonwealth government decided to set up facilities to manufacture the British-designed Bristol Beaufort twin-engine bomber in Australia, and a new factory was erected for the Beaufort Division of the Department of Aircraft Production, later named the Government Aircraft Factory (GAF). During World War II CAC manufactured Wirraway general purpose aircraft, Wackett trainers, Boomerang fighters and Mustang fighters at its Fishermans Bend plant.

In 1942, when the threat of invasion of northern Australia seemed highly possible, manufacturing facilities were concentrated in southern Australia for safety. Also, two United States butler hangars were erected at the CAC facility at Fishermans Bend in which aeroplanes arriving from the United States were assembled, with an additional demountable bellman hangar added in August 1943. The butler hangar was also the wartime base of Associated Airlines, the private corporate airline of BHP and its associated Collins House group of companies. Its aircraft were also used by Essington Lewis in his role as Director of Munitions, and were also often used by the prime minister, in preference to airline services at Essendon Airport. The US army and naval attaches also based their executive transport aircraft at the butler hangar during the war due to the high level of security there and easier access to Melbourne.

**Comparative analysis**

The adjacent GAF and Aeronautical Research Laboratories also have steel-framed sawtooth-roof industrial buildings from the similar period. General Motors Holden has one surviving pre-war range of saw tooth roof buildings, while part of the Kraft factory may retain a few bays of 1945 sawtooth-roof designs. A small part of the PMG workshops in Sturt Street may also date from the WWII period. Overall, however, original, pre-war sawtooth-roof factory buildings are becoming increasingly rare. Timber-framed versions of sawtooth-roof factory buildings are nearly extinct.

**Statement of Significance**

What is significant?

Commonwealth Aircraft Corporation, 262-276 Lorimer Street, Fishermans Bend

Contributory elements include:

- sawtooth-roof factory forms;
- CGI-clad steel-framed structure; and
- Steel-framed hopper-sash and roof-light glazing.

How is it significant?

The Commonwealth Aircraft Corporation is historically significant to Fishermans Bend and to the city of Melbourne.

Why is it significant?

The CAC sawtooth factory building is of historical significance as it is the only remaining fabric of the earliest major aircraft-manufacturing enterprise in Australia, created specifically to develop local capacity in the event of war, and which became a major supplier of military aircraft and other munitions during World War II. (Criterion A)
Sources used for this assessment

The following sources and data were used for this assessment:

Mellor, D. P., *The Role of Science and Industry, Australia in the War of 1939-45* series, Canberra, 1958, p.381-422.


Commonwealth Aircraft Corporation Pty Ltd. Commonwealth Aircraft Corporation Pty Ltd, Port Melbourne.


**National Archives**


In January 1938, the Managing Director of General Motors Holden Ltd wrote to the Prime Minister on behalf of the Commonwealth Aircraft Corporation, pointing out that the aircraft industry was handicapped owing to the lack of skilled tradesmen. He suggested that the assisted passage scheme, the resumption of which was then under consideration, might be utilised to overcome the shortage and, if the operatives were unavailable in Great Britain, Northern Europe might be tried. The Corporation guaranteed 8-12 months' employment although this was considered insufficient to induce skilled men to emigrate with their families. In view of the importance of the aircraft industry to Australia's defence, assisted passages were granted to selected artisans from the United Kingdom; however, since the men were manual labourers coming to Australia under contract, it was necessary that the terms of engagement were acceptable to the Minister for the Interior in accordance with the Contract Immigrants' Act. The Minister required the Corporation to guarantee employment for at least three years at not less than award rates.

In 1936, the Victorian Government purchased 140 acres for the establishment of the Commonwealth Aircraft Corporation (CAC) with a factory in Lorimer Street and an airstrip extending from where the AMRL main gate now stands. The CAC built 1683 aircraft from this Lorimer Street factory and flew them out from this airstrip, the fourth to be built in the Fishermans Bend area.

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as Commonwealth Aircraft Corporation (CAC), 226 Lorimer Street, Port Melbourne.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Aeronautical Research Laboratories Department of Defence, 502-550 Lorimer Street, Port Melbourne

City of Melbourne property number: 110508

Type of place: factory

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1939, Inter-war, (WW1-WW2) and Post-WW2
Major owners or occupiers: Commonwealth of Australia (CSIRO)

Heritage Gradings
Proposed new system (C258): Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: B3

Heritage values:
Aesthetic, Historical, Scientific

Heritage status:
Heritage Overlay Proposed

Thematic context:
4.8 Defending the city
5.5 Building a manufacturing industry
14.5 Establishing scientific institutions

Boundary of heritage place

Description
A complex with numerous buildings, the core of the Aeronautical Laboratories from the World War II period comprises a range of sawtooth-roof process buildings, two-storey brick administrative wing. The site is partly enclosed within a red-brick-and-iron barred fence, complementing the brickwork of the main office building. The moderne style, two-storey hipped roof brick laboratory wing faces Lorimer Street with a centrally-projecting parapeted and hipped porch that has a copper parapet cornice. The moderne-style attributes include the centrally-attached flagpole with tripartite bracket, metal ribbing, inset window and entry with faceted reveals, clad with terra-cotta faience. Two sawtooth-roofed wings (as shown in the 1945 aerial photograph) extend to the south behind the main building. The grounds, between the facade and Lorimer Street, have mature trees and planting typical of the immediate post-WWII era.

History
The Aeronautical and Engine Research Test Laboratory was created in 1939 as part of the CSIR Division of Aeronautics to conduct research in the area of aeronautics, especially in aircraft and later missile design. H. E. Wimperis, a former director of scientific research in the British Air Ministry, recommended that an engineering research establishment be established by CSIR, emphasising the need for it to be located close to centres of aeronautical industry and performance testing and identifying the site at Fishermans Bend as excellent for this purpose.

Construction of the Fishermans Bend site commenced in August 1939, one month before the start of World War II. The first staff to work at ‘the Bend’ arrived in April 1940 and in May 1940,
and the laboratory formally became the Division of Aeronautics, part of CSIR, with L. P. Coombes, formerly of the Royal Aircraft Establishment Farnborough, as chief.

The organisation changed its name to the Aeronautical Research Laboratories in 1949. In March 1994, the Aeronautical Research Laboratory merged with the Materials Research Laboratory to form the Aeronautical and Maritime Research Laboratory of the Defence, Science and Technology Organisation (DSTO).

The facility has been responsible for a number of world innovations, including the ‘black box’ flight recorder, with the prototype of the first airborne flight memory recorder unit invented by Doctor David Warren at the Aeronautical Research Laboratories.

**Comparative analysis**

The moderne-style brick office building is similar to that at the nearby Government Aircraft Factory (GAF), and reflects the Commonwealth house style of the period. The adjacent GAF and Commonwealth Aircraft Corporation sites also have steel-framed sawtooth-roof industrial buildings of the similar period. General Motors Holden has one surviving pre-war range of sawtooth-roof buildings, while part of the Kraft factory might retain a few bays of 1945 sawtooth-roof buildings. A small part of the GPO workshops in Sturt Street may also date back to the WWII period. Overall, however, original pre-war sawtooth-roof factory buildings are increasingly rare. Timber-framed versions of sawtooth-roof factory buildings are nearly extinct.

**Statement of Significance**

What is significant?

Aeronautical Research Laboratories Department of Defence, 502 Lorimer Street, Fishermans Bend.

Contributory elements include:

- parapeted and hipped-roof form;
- inset windows and entry with faceted reveals;
- red brick, cement render and terracotta faience finishes’
- moderne-style attributes – attached flagpole, tripartite bracket, metal ribbing; and
- Sawtooth-roofed fabrication buildings.

How is it significant?

The Aeronautical Research Laboratories are historically and aesthetically significant to Southbank, the city of Melbourne and the state of Victoria.

Why is it significant?

The Aeronautical Laboratories are historical significance for the critical role they played in providing scientific backing for the military operations during World War II, testing and proving airframes and engines for RAAF and allied use. (Criterion A)

The place is of scientific significance for its historic and ongoing developments in aeronautics, including the first black box flight recorders.

The place is of aesthetic significance for its characteristic moderne style used for Commonwealth buildings in Victoria during the Inter-war and World War II eras, as well as for its mature garden plantings, typical of the World War II era. (Criterion E)
Sources used for this assessment
The following sources and data were used for this assessment:


Kepert, J. L., Fishermans Bend – A Centre Of Australian Aviation, Department Of Defence, Defence Science and Technology Organisation, Aeronautical Research Laboratory, Melbourne, Victoria.


Recommendations
Revise Heritage Places Inventory.
Proposed heritage overlay as Aeronautical Research Laboratories, 502-550 Lorimer Street, Port Melbourne.
Apply external paint controls with policy to maintain original finishes and colour schemes.
Apply tree controls to mature garden plantings.
Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank

City of Melbourne property number: 108040

Type of place: hotel

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1927, Inter-war (WW1-WW2)

Major owners or occupiers:
A. Borthwick, Carlton Breweries Ltd

Designer: Peck & Kempter

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system - (building A-E, streetscape 1-3):
Existing: D, Proposed: C3

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed

Thematic context:
13.6 Eating and drinking

Boundary of heritage place

Description

The Queens Bridge Hotel occupies a prominent, splayed corner site facing the city from across the river. The building is designed in a stripped, classical style and constructed of reinforced concrete, incorporating a rendered facade with giant order pilasters with neo-Egyptian reeded capitals that rise through the first and second floors to support an entablature with deep cornice and central corner pediment with flagpole. The hotel name is emblazoned on the raised corner parapet, while deep verandas shade a tiled dado, glazed mottled cream with a brown stripe.

History

The Yarra River created a barrier to traveling to Melbourne's south for most of the city's existence. A rock bar near the foot of Market Street originally prevented further navigation upstream, but also provided a fording place when water levels were low, and the privately-tolled Balbirnie's Bridge was built just upstream of there in 1845. John Batman's only son was drowned at the age of nine while playing on the rocks. The Falls Bridge replaced Balbirnies Bridge in 1860, but was itself replaced in 1880-1881 by the present Queens Bridge. The effect of this was to funnel a large part of Melbourne's traffic into the Southbank area (as an alternate to the St Kilda road route crossing at Princes Bridge). The south side of the Falls Bridge was therefore the ideal location for a hotel to serve these travellers, as well as the many workers and salesman attending the area's warehouses and factories.

The Falls Bridge Hotel was built by 1888-1889 in what was then Moray Street North. With the opening of the new Queens Bridge, the street was renamed Queens Bridge Street, and the hotel
was renamed the Queens Bridge Hotel. The hotel was considered to be a death trap, as there was a varnish works operating at its rear, and following intervention of the Liquor Licensing Board, the earlier building was replaced by the existing modern, reinforced-concrete structure in 1926 when the hotel was acquired by Carlton & United Breweries (CUB). The firm of Peck & Kemter, who also designed the Heidelberg Town Hall and Capitol Theatre, was engaged to transform the Victorian building, providing a three-storeyed, stuccoed, neo-Classical framework. Below the cantilevered veranda, the exterior was finished with glazed tiling in mottled cream with brown stripes. In 1940, further updating was carried out by CUB.

**Comparative analysis**

The Queens Bridge Hotel has a stripped classical style with neo-Egyptian motifs, reflects a style applied to several hotels built during the same period, with prominent examples including the Greyhound Hotel in Swan Street, Richmond and the Tankerville Arms in Fitzroy. Locally, Kosky Bros. also suggests displays a Modernist geometric form.

**Statement of Significance**

What is significant?

The Queens Bridge Hotel, 1-3 Queens Bridge Street, Southbank.

Contributory elements include:

- parapeted three-storey corner form;
- stuccoed ornamentation 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 veranda;
- glazed tiling in a typical mottled cream with a brown striped pattern, with dado;
- openings still fitted with their varnished-timber doors; and
- concertina wrought-iron security grilles.

The hotel exterior is very close to the original.

How is it significant?

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

Why is it significant?

It is of local historical significance for its role in serving travellers and workers in the Southbank area. Its history is notable for the association with the nearby Queens Bridge and its precursor, the Falls Bridge, after which the hotel was named and then renamed. It is also notable for its associations with architects Peck & Kemter. (Criterion A & H)

As a major focus for workers from the Southbank area, as well as travelling salesmen visiting the districts businesses, it reflects the former historical makeup of the Southbank area.

The hotel is aesthetically significant for its stripped Classical style and Egyptian motifs, as well as its prominent corner position giving it a landmark status on one of the main entries from the city into the Southbank area. (Criterion E)
Sources used for this assessment

The following sources and data were used for this assessment:

SBCS V1 FOOTNOTES
18. Queens Bridge Hotel
1. Cole Collection (SLV)
2. MMBW, 17727
3. (a) ibid 
(b) photograph, 1925, (MUA)
4. Cole Collection (State Library of Victoria)

Rate books
1-7 Queens Bridge Street

Ratebooks
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1920 8117 James Dwyer of 1/3 Queens Bridge Licensed Victualler (LV) James Dwyer  20 Bedrooms £300 £30
1920 8118 Shanks & Cox Pty Ltd of 5/7 Queens Bridge Merchants James Dwyer  Brick store £240 £24
1921 8146 James Dwyer of 1/3 Queens Bridge LV James Dwyer  20 Bedrooms etc £350 £39.76
1921 8147 Shanks Co. Pty Ltd of 5/7 Queens Bridge Merchants Borthwick AJ Bros. Brick Store $260 £29.50
1923 3587 Ellen Dillon of 1 Queens Bridge LV J. Dwyer  45 Bedrooms £800 £100
1923 3586 Shanks Pty Ltd of 3 Queens Bridge Merchant Borthwick AJ Bros  Brick Store £260 £32.10
1925 8365 Shanks Pty Ltd of 3 Queens Bridge Merchant Borthwick AJ Bros  Brick Store £260 £32.10
1929 8353 Mildred Cass of 1/3 Queens Bridge LV Carlton Breweries Ltd  33 Bedrooms + Bar £1200 £150
1929 8354 Shanks Pty Ltd of 5/7 Queens Bridge Merchant Borthwick AJ executors  Brick store £260 £32.10
1934 8373 Mildred Cass of 1/3 Queens Bridge LV Carlton Breweries Ltd Queens Bridge Hotel 33 Bedrooms + bar £900 £112.10
1934 8374 Shanks Pty Ltd of 5/7 Queens Bridge Merchant Shanks Pty Ltd Brick store £200 £25

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.

Newspapers
LICENSING COURT: Hotels to be Reconstructed.
The Licensing Court, sitting in the Court of Marine Inquiry, yesterday considered the cases of further hotels in the Emerald Hill subdivision of the Port Melbourne Licensing District, in connection with its deprivation proposals.

One of the hotels concerning which evidence was taken was the Queen's Bridge Hotel, Queen's Bridge, of which A. V. Scott is the licensee.
Licensing-inspector Brown said that the existing hotel building was of unsatisfactory construction in view of the possibility of fire, and it should be rebuilt.

Mr. Wilson (Messrs. Pavey, Wilson, and Cohen), appearing for the owners (the Carlton and United Breweries Pty. Ltd.) and also for the licensee, said that the owners were prepared, in the event of the hotel being permitted to remain, immediately to pull down the structure, and erect a thoroughly modern building, at a cost of £17,000, independently of the value of the land. The Court reserved its decision.

When the Main Point Hotel, Moray Street, the owner of which is Mrs. Rubira, was under consideration, Mr. J. Rubira, husband of the owner, said that if this hotel were permitted to remain he contemplated erecting an establishment for the south side of the river on the lines of his Bourke street cafe. The serving of meals would be properly carried out in trading hours, and would not be limited to half an hour. He owned extensive properties on both sides of the site of the Main Point Hotel. Mr. Lewers (Instructed by Messrs. Snowden, Neave, and Demonic) appeared for Mrs Rubira.

Concerning the Castlemaine Hotel, Moray street, the Court was informed that if the hotel were not delicensed it was proposed to add an additional storey to the building and to reconstruct the interior at a cost of £6,000.

Decision was also reserved in these two cases.

The Age, 11 November 1927, p.6, ‘THIEVES BREAK INTO HOTEL’. Breaking into the storeroom of Queen's Bridge Hotel, Queen's Bridge Street, South Melbourne, between 7 and 11 o'clock on Wednesday night, thieves stole a quantity of spirits, including two cases of gin, to the value of £16. The hotel is in course of being rebuilt, and the entrance was gained by forcing a street door with a jemmy.

Queens Bridge Hotel recently rebuilt.

Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Robur Tea Company factory/warehouse. 107-127 Queens Bridge Street, Southbank.

**City of Melbourne property number:** 108050

**Type of place:** warehouse

Images of place 2016-2017

**Historical associations:**

**Creation or major development date(s) of place:** 1904, Edwardian-era

**Major owners or occupiers:** W. Train (1881), Robur Tea Company

**Designer:** Barnet, Nahum

**Heritage Gradings:**

Individually significant, Contributory to a precinct

**Alphanumeric system (building A-E, streetscape 1-3):**

Existing: D1  Proposed: C2

**Heritage values:**

Aesthetic, Historical

**Heritage status:**

Heritage Overlay Proposed

**Thematic context:**

5.3 Developing a large, city-based economy
5.5 Building a manufacturing industry

**Description**

The building appears to have been built in two stages and later refurbished, making both additions and modifications to the two upper storeys. Nevertheless, much of the original warehouse character remains. The building is noteworthy for its tall-arched Romanesque revival facade derived from North American sources, cement mouldings, multi-pane glazing and an ornate string line derived from Greek sources on the first floor and along the windows. The building's red brick rear and side elevations along City Road are very well preserved and typical of multi-level warehouse construction. The warehouse greatly enhances the adjoining Castlemaine Brewery complex, and both combine to form a significant streetscape within the warehouse precinct. Notable features include an elaborate/high standard design of cement rendered surfaces. This warehouse has been extensively modified. The building has been refurbished as commercial premises which has included modifications to the upper two storeys. Nonetheless, much of the original, warehouse character remains. The building is noteworthy for an ornate string line derived from Greek sources at the first floor and for windows derived from American sources above.

**History**

Its proximity to the Port Melbourne and Southbank wharves as well as the city made Queens Bridge Street an advantageous location for the numerous warehouses and trading companies located there in the late-19th century. Originally known as Moray Street North, by the 1890s, both sides of the road were densely developed, with foundries, timberworks, stores, warehouses and the Castlemaine Brewery. The largest of the warehouses erected was for the Robur Tea Company, in 1904 (MMBW Plan).
W. Train purchased lot 32 in 1881 in an area of the south of Melbourne that had yet to be developed. The Robur Tea Company already had a presence in Queens Bridge Street from as early as 1900, when the manager, J. H. Thompson, gave it as the company address in newspapers (The Age, 29 November 1900, p.8).

The earliest references to the Robur Tea Company are in the mid-1890s, when articles began to appear in the papers. In June 1900, new owners acquired the brand and embarked upon an aggressive advertising campaign, expanding the firm's sales considerably. The Robur Tea Company grew into one of Australia's largest suppliers of packet tea, operating out of a large six-storey red brick building in South Melbourne. Robur Tea Company was one of a number of business interests of James Service (1823-1899) and his firm James Service & Co., one of the larger trading firms in Melbourne. The Robur Tea Company Ltd was registered in Victoria in 1928 and from its inception, was one of the larger tea firms, taking over Griffith Bros. in the 1960s. It was, in turn, acquired by D. & J. Fowler Ltd in 1974.

By 1903, the Robur Tea Company was advertising its warehouse at Queens Bridge Street, South Melbourne (Brisbane Courier, 1 August 1903, p.13). However, two years later they give their address as 28-34 Clarendon Street, South Melbourne (Emerald Hill, 7 October 1905, p.3). It would appear that Robur Tea Company occupied both buildings for some time, with listings for ‘Robur Tea Company, James Service, Proprietor, tea stores & blending warehouse’ at 107 and 109 Queens Bridge Street. By 1910, however, C. Hall, C. 3., perambulator manufacturers, are at 107-109 Queens Bridge Street, Robur Tea Store is at 111 Queens Bridge Street, and McIntyre Bros. tea warehouse is at 117 Queens Bridge Street. These occupants are the same in 1909 and 1915, with the addition of the ordnance store of the Defence Department at number 115. By 1925, the occupants along this stretch are Newnham & Roberts, engineers, at 109; Service, Jas., & Co, bulk store, at 111-113; and the Austral Canning Co Pty Ltd, butter exporters, at 115-117 (Sands & McDougall Directory of Victoria).

The Mahlstedt Plan in the 1920s indicates that Disher & McBrien, pram-makers, were occupants of the three-storey building at 107-109, with Eclipse Radio Pty Ltd in the five-storey building at 111-115, as well as in the two-storey section and rear yard behind.

Over the years, numerous fires broke out in the buildings, each causing extensive damage to stock. Fortunately for the buildings, however, the fire brigade appears to have been able to contain the fires. Employees of C. J. Hall in the lower levels and James Anderson, furniture-maker, on the third floor, alerted the brigades on 14 December 1907, The fire on 11 April 1908 affected Hall and the Standard Chemical Company; this fire was noted as being the third to occur within 12 months (The Age, 13 April 1908 p.8). Another fire occurred in 1935, gutting the second floor of the three-storey building occupied by Disher & McBrien and Eclipse Radio (The Age, 3 Oct 1935, p.13).

Comparative analysis

Victorian- and Edwardian-era warehouses are now uncommon in Southbank, though they were once more numerous. The tall-arched American Romanesque form, while more common in the CBD in areas such as Flinders Lane, is uncommonly seen in Southbank. Maurice Artaud & Co. at 71-75 City Road and Crown Chemicals at 63-65 City Road compare closely in style to the Robur Tea Company factory/warehouse.

Statement of Significance

What is significant?
The Robur Tea Company factory/warehouse, 107-127 Queens Bridge Street, Southbank.

Contributory elements include:
- multi-storey form with Romanesque and Classical facade elements;
- cement moulding details;
- multi-paned glazing;
- exposed red brick utilitarian industrial rear and side elevations; and
- rear loading doors.

How is it significant?

The factory/warehouse is historically and aesthetically significant to Southbank and to the city of Melbourne.

Why is it significant?

It is of local historical significance as it is one of the largest warehouse buildings in the Southbank area, comparable with the Jones Bond Store and the Clarendon Street Teahouse. It represents the important mercantile activity that developed along the south bank of the Yarra River around the turn of the 20th century, and as such, is representative of the major industrial development that occurred in the Victorian-era and Inter-war periods in the area. It is also significant for its association with James Service & Co., one of Melbourne's most successful import and trading firms. (Criterion A)

The factory/warehouse is aesthetically significant for its well-developed architectural treatment and its tall-arched fenestration of the facade, demonstrating the style's interest in medieval architectural sources as well as arts & crafts detailing observed in the Edwardian-era warehouse design. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:

- **i-Heritage**
  Image used from i-Heritage c1997, 107 to 127 Queens bridge Street, Southbank, 3006.

- South Melbourne Conservation Study 1997 – Bryce Raworth.


- **Building Identification Form 1997 (BIF)**
  Graded D/1
Built c1910, has ‘elaboration/high standard design of cement rendered surfaces.’

**COMM 2016**

Building Details: Three refurbished older buildings. At 107-115 Queens Bridge, a five-storey former Victorian warehouse. At 117 Queens Bridge, a two-storey brick office building built in 1888. At 216 (sic) City Road a two-storey brick building built in the mid 1930s. Consolidated, refurbished and subdivided in 1988 with a further subdivision in 2004.

**Mahlstedt & Son** c1928 (MUA)

shown as 107-109 (3 storey, Disher & McBrien), 111-115 (five-storey Eclipse Radio Pty Ltd) with 2 storey (Eclipse Radio P/L) covering rear yard.

**Rate books**

<table>
<thead>
<tr>
<th>Year</th>
<th>No. on Roll</th>
<th>Occupier</th>
<th>Occupation</th>
<th>Owner</th>
<th>Occupation</th>
<th>Description of Property</th>
<th>Rate Detail (N.A.V.)</th>
<th>Rate Detail (Paid)</th>
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</thead>
<tbody>
<tr>
<td>1902</td>
<td>7275</td>
<td>James Ormond Randall Alcock</td>
<td>107/109 Queens Bridge Street</td>
<td>Tea Merchants</td>
<td>The Australian Deposit and Mortgage Bank Ltd.</td>
<td>Brick store £213</td>
<td>£21.6</td>
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<tr>
<td>1902</td>
<td>7276</td>
<td>James Ormond Randall Alcock</td>
<td>111/113 Queens Bridge Street</td>
<td>Tea Merchants</td>
<td>The Australian Deposit and Mortgage Bank Ltd.</td>
<td>Brick store £127</td>
<td>£12.14</td>
<td></td>
</tr>
</tbody>
</table>

**Sands & McDougall Directory of Victoria**

1904

107 Robur Tea Co; Service, J., & Co, proprietors
109 Service, Jas., & Co, tea strs & blending warehouse

1910

107 Hall, C. 3., perambulator. etc., mfr
111 Robur Tea Store
SUN ACETYLENE COMPANY, Queen's Bridge St., opposite Castlemaine Brewery, South Melbourne
117 McIntyre Bros. tea wrehse

1915

107 Hall, C. J., perambulator, etc. mfr
111 Robur Tea Store —Service, Jas. &
115 Ordnance store, Defence Dept
117 McIntyre Bros. tea wrehse
117 Moran Loftus, tea merch

1920

107 Hall, C. Z., perambulator. etc. mfr
111 Robur Tea Store —Service, Jas. & Co
115 Bond Manfg Co, salt merchts

1925

109 Newnham & Roberts. encnrs
111-113 Service, Jas., & Co, bulk store
115 Austral Canning Co Pty Ltd

1942
107 Disher & McBrien Pty Ltd, pram manfrs
109 Cosynook Sandwich Shop
111-113 Vacant
115-117 Austral Canning Co Pty Ltd. Butter exporters

Newspapers:


Geraldton Express (WA : 1906 - 1919) Wed 1 Apr 1908 Page 4. Detailed account of operations at Clarendon St warehouse


The Mercury (Hobart, Tas. : 1860 - 1954) Fri 15 Dec 1933 Page 11. FACTORY FOR ROBUR TEA CO.
The erection of additional factory premises for the Robur Tea Co. Ltd. At Clarendon Street, South Melbourne, marks another stage in the growth of a concern which has been little affected in its trading operations by constantly changing fashions. Other factories, however, have rendered it necessary for the company to provide extra facilities, including increased accommodation for employees, improvements in the general lay-out, and the introduction of special methods. The plans contain provision for the construction of a brick, steel and concrete two-storey building. The main structural items specified for the work, which will be put in hand immediately, comprise a steel roof of saw-tooth design, an unusually large number of windows, taking up about half the area of the walls, and a well for a goods lift.

The erection of additional factory premises for the Robur Tea Co. Ltd. at Clarendon-street, South Melbourne, marks an other stage in the growth of a concern which has been little affected in its trading operations by constantly changing fashions. Other factories, however, have now rendered it necessary for the company to provide extra facilities, including increased accommodation for employees, improvements in the general lay-out,' and the introduction of special' methods which will still further attract attention to the various tea blends with their
distinctive labels. Plans prepared by Messrs. Twentyman and Askew, architects, of Bourke-street, contain provision for the construction of a brick, steel and concrete two-storey building oil the area south of land between the present premises and the railway line. The building will have a frontage of only 15 feet to Clarendon street, but will widen out to about 60 feet at the western side, with a depth of 140 feet. An interesting aspect is that the foundations, on account of the site being nil old reclaimed portion along the river, will be carried on a concrete raft. To make way for the new structure an existing building of obsolete type will be removed. The main structural items specified for the work, which will be put in hand immediately, comprise a steel roof of saw-tooth (Resign, an unusually large number of windows, taking up about halt the area of the walls, and a yell for a goods lift.

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as Robur Tea Company factory/warehouse, 107-127 Queens Bridge Street, Southbank, and within City Road industrial and warehouse precinct.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Castlemaine Brewery complex with brewing tower and bottling stores adjoining, 107-127, 129-131 and 133 Queens Bridge Street, Southbank

City of Melbourne property number: 108051

Type of place: brewery

Historical associations:

Creation or major development date(s) of place: 1888, 1892; Victorian-era

Major owners or occupiers: Castlemaine Brewery Ltd.

Designer: R. B. Whitaker

Heritage Gradings:

Proposed new system (C258): Individually significant, Contributory to a precinct

Alphabetic system (building A-E, streetscape 1-3):

Existing: A1 Proposed: A2

Heritage values:

Aesthetic, Historical, Social

Heritage status:

Heritage Overlay Proposed
Thematic context:

5.3 Developing a large, city-based economy

Description

The Castlemaine Brewery complex comprises a five-storey brew tower flanked by identical two-storey storage warehouses. Notable features include unpainted decorative bi-chrome brickwork surmounted by a tiled, mansard roof. The 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. These stores were a coherent group of three buildings, each built in polychrome brickwork.

The mansard roof of the brew tower is punctuated by two rows of dormer windows. The flanking buildings have decorative rendered parapets, however they have had their original bi-chrome brickwork rendered over, resulting in a loss of coherence over the group. The facade has projecting brick pilasters and arched windows, all originally trimmed in cream brick. Low, shallow-arched vents were set below the ground floor windows. The north wing had a wide door at the ground level of the central bay, while the south wing contained windows matching those on either side, now opened into a new entrance.

The sandblasting of the brickwork of the central tower has been detrimental to its fabric. A large, double-sided advertising sign that surmounts the building significantly detracts from its appearance.

Internally, the south wing retains the cast iron columns and riveted beams that support the first floor, along with the majority of the original timber-lined ceiling. The walls of the ground floor are brick face, with deep arched recesses aligned with the window openings of the adjacent
tower. Granite blocks are built into the north and south walls to support the floor beams which don't sit on the blocks at the north end (the wall of the central tower) but have been packed. The Conservation Management Plan notes that slopes in the floors and packed beam ends suggest that the brew tower has sunk on its foundations by 500-600 millimetres due to the 'notoriously unstable Cooe Island silt that underlies the area during construction.' This suggests that the building probably has substantial piled or timber raft footings, as are known to exist under the Jones Bond Store and Robur Teahouse nearby.

The ground floor was 450 millimetres lower than the present floor level, made up of brick laid over a concrete base. A layer of cork with a 50-millimetre thick layer of concrete overtop indicates that part of the area was used for cool storage. The first floor of the bottle store at 133 Queens Bridge Street is of timber and slopes notably. A brick wall enclosing a yard runs along the City Road boundary, where a former brick structure once abutted this wall, probably comprising lean-to sheds or stables (1895 MMBW plan).

To the south was the rear wall and yard of the former Castlemaine Hotel. Gates, visible in a photograph taken in 1905 provided access to the yard. The wall originally extended for the full length of the City Road boundary of the property, but the sections at the rear of 129 and 131 Queens Bridge Street have now been demolished.

History

The south bank of the Yarra River was only partially-developed in the mid-19th century, with a series of shipping-related structures – including wharves, warehouses and engineering works – along the river bank. Sandridge Road ran up to the Falls Bridge and St Kilda Road, where the first private bridge was erected in 1844-1845 (Balbirnie's Bridge), followed by Lennox's Princes Bridge which opened in 1851 and the Falls Bridge in 1860. This last was replaced by the Queens Bridge in 1889, which gave its name to Queens Bridge Street, formerly Moray Street North. As a result, the route between Melbourne and the bay-side piers at Sandridge became one of the principal thoroughfares south of the river, along with St Kilda Road. The proximity of initial industry to the wharves also determined the character of the area, notable for the absence of any residential buildings north of City Road.

Beer-brewing was one of the first industries in Melbourne, with brewers and maltsters located around the fringe of the CBD. Thomas Capel was selling locally-brewed beer from the Britannia Brewery near the Yarra wharves by 18438 (Garyowen). Later in the year, John Moss began to manufacture ale at the Ship Inn Hotel in Flinders Lane and by 1839 a third brewery was established. By 1850 there were seven breweries in Melbourne, mostly concentrated in the CBD. By the mid-1850s, breweries were established in Victoria Parade, Carlton, Fitzroy, Collingwood, Richmond, West Melbourne and South Melbourne, such as Thomas Graham's brewery (later the Shamrock Brewery) in Victoria Street, Abbotsford (1852), Thomas Aitken's "fire" brewery (later the Victoria Brewery) in Victoria Parade, East Melbourne (1854) and John Wood's Yorkshire Brewery in Wellington Street, Collingwood (1861) (Allom Lovell 2001).

Lack of cold storage and the demand for fresh beer ensured that breweries were located close to areas of consumption. By 1871 there were 125 breweries in Victoria, 80% of which were located outside Melbourne. One of these local breweries was Fitzgerald's Brewery Bond Store, on Castlemaine-Maldon Road in Castlemaine, established by Nicholas Fitzgerald and his brother Edward, sons of an Irish brewer, soon after they arrived to the colony in 1857. By 1872 they had branches in Melbourne, New South Wales and Queensland.

In 1871 they commenced operations on the north side of Queens Bridge Street (then called Moray Street North) with J. B. Perrins as managing director, and by 1874, erected the malthouse
on the north side of Queens Bridge Street for the company (Butler 1982, p.46). ‘Tenders are
invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray Street,
South Melbourne’ (The Argus, 24 December 1874, p.2). Presumably this was on the west side
of the street.

The site at 115-133 Queens Bridge Street was initially used for the brewery's stables until stores
were built here in 1881 (Sands & McDougall Melbourne Directories). In 1887 Nicholas Fitzgerald
and Perrins were recorded as occupying the property on the south of Queens Bridge Street, 115-
133, for the Castlemaine Brewery Company, and its net annual value (NAV) was listed as £1,500
(Rate Books). In 1888, the property at 115-133 Queens Bridge Street, described as 'Brick Stores',
had a NAV of £4,606, and it is from this dramatic increase in their NAV – several times that of
1887 – that the construction of the standing brewery buildings is inferred. In 1890 the building
was listed as being at Moray Street North, and while it was portrayed as the 'new brewery' and
bottling stores, built originally as a standby in case of fire in the main brewery, at that date the
building was fully utilised. The location of the Castlemaine Brewery buildings to the north and
south of Queens Bridge Street are illustrated in the 1895 MMBW plans. The buildings to the east
and west, at 127 and 133 Queens Bridge Street, were the bottling stores of the complex.

During the 1870s, brewing technology developed, and new gravity-fed manufacturing processes
became the norm, requiring multi-storey brewing tower buildings with improved ventilation to
assist with cooling. These structures, often four to six stories in height, were erected at many
Victorian breweries during the 1870s, including the Yorkshire Brewery in Abbotsford,
McCraeken's City Brewery in Collins Street, the Ballarat Brewery in Ballarat and the Carlton
Brewery in Bouverie Street.

In 1885, Fitzgerald & Co., Brewers, were recorded as the owners and occupiers of a brick and
iron store on the south side of Moray Street North, now occupied by the buildings at 129-133
Queens Bridge Street. This was apparently a smaller structure than what now exist, and had
replaced the original stables with the brewery. In the same year, Fitzgerald is recorded as owner
and John Clark as licensee of a hotel on the triangular allotment adjacent, on the corner of City
Road. This was known as the Castlemaine Hotel and stood until demolished in the 1960s to
make way for the Kings Way overpass.

The site at 115-133 Queens Bridge Street was initially used for the brewery's stables until stores
were built here in c1881, (Sands & McDougall Melbourne Directories). In 1887-8, Nicholas
Fitzgerald and James Perrins (Brewers) were rated as occupying 'Brick stores', owned by the
Castlemaine Brewery Co. In the next year the N.A.V increases to £4606; having increased 4½
times. By 1890, these stores were portrayed as the 'new brewery and bottling stores' built,
originally as standby capacity, in case of fire in the main brewery, opposite, but now were fully
utilised.

The Castlemaine Brewery expanded in the 1890s, thanks to its ability to use the extensive trail
system to distribute its products; at the same time, the number of breweries in Melbourne
reduced from 26 in 1871 to only 13 in 1890. The Castlemaine Brewery was described in 1890 as
being one of the most extensive, most prosperous breweries existing in Australia (Garyowen). In
1892, a new, larger malthouse was erected for the Castlemaine Brewing Company property on
Sturt Street, South Melbourne.

The brewery became a public company by 1888, with shares worth £75,000, and branches in
Adelaide, Brisbane and Newcastle. Fitzgerald was first chairman of board, and later managing
director between 1892 and 1906, when the company amalgamated with the Carlton Brewery.
The buildings at 129-133 Queens Bridge Street, along with the adjacent Castlemaine Hotel,
continued to be in the ownership of the Castlemaine Brewery until 1907 when the company
joined with five other brewers to form a new entity, the Carlton and United Brewing Company (Allom Lovell, 2001). This was a period of cartel operations by brewers, which saw the closure of large numbers of the smaller companies.

Production was centralised north of the Yarra at the Carlton Brewery in Bouverie Street, and the other breweries, such as those in Queens Bridge Street, were initially retained for use in emergencies, but were progressively redeveloped or sold off.

A fire occurred in part of the Queens Bridge Street premises in 1907, gutting a store, although it is unclear whether this was one of the surviving buildings (Bendigo Advertiser, 17 July 1907, p.5). Fire occurred again in 1924 when the site was described as 'Scales Bond stores, formerly the premises of the Castlemaine Brewery' (The Adelaide Register, 30 June 1924, p.13).

The 1920s Mahlstedt Plans depict the brewery building occupants as The Austral Canning Company (115-127 Queens Bridge Street), McIntyre Bros Tea Merchants (131 Queens Bridge Street) and Herbert Walker Factory (133 Queens Bridge Street). Following the amalgamation of the Carlton and United Brewery the property at 115-133 remained within possession of the Castlemaine Brewery until the 1930s, when the buildings on the east side of Queens Bridge Street were sold off by the Carlton and United Brewing Company. Herbert Walter & Company Pty Ltd was then listed as owner of 133 Queens Bridge Street, with the tenant being the Bacchus Marsh Milk Company (Rate Books, 1930).

The 1936-1938 South Melbourne rate books show that the property had been purchased as three separate lots, with the Austral Canning Company purchasing 115-127 Queens Bridge Street, Loftus Moran Pty Ltd purchasing 129-131 Queens Bridge Street, and Thomas McClave purchasing the property at 133 Queens Bridge Street, the building being described at this time as a factory (Rate Books, 1936-1938).

The Castlemaine Hotel continued to operate and was now owned by Henry Stokes of the Commercial Hotel, Fitzroy.

Comparative analysis

Victoria's extensive brewing industry of the 19th century is represented today by a number of buildings of varying degrees of intactness. Those most akin to the Castlemaine Brewery include the former Victoria Brewery in East Melbourne, the former Yorkshire Brewery in Collingwood, and the former Carlton & United Brewery in Carlton

Former Yorkshire Brewery, 8 Wellington Street, Collingwood.

Established in 1858 by John Wood, the Yorkshire Brewery became a major Melbourne brewing enterprise and remains probably the most significant brewing complex in Victoria. The most prominent feature of the complex is the six-storey brew tower, completed in 1877 to the design of John Wood's architect son, James. The tower is made of polychromatic brick with a slate-clad mansard roof. More elaborate than the tower of the Castlemaine brewery, it has full-height bays to all elevations, defined by pilasters with cream brick quoining with arched windows surmounted by a parapet. The mansard roof has round-arched dormer vents and is capped by a wrought-iron balustrade 'widow's walk'. Other surviving buildings have survived in the complex, providing a notable example of a 19th century brewery.

Former Victoria Brewery, 416-442 Victoria Parade and Powlett Street, East Melbourne.

Founded in 1854, the former Victoria Brewery is the oldest surviving brewing complex in the state. It is an extensive complex and, although recently redeveloped, retains many of the original structures from different periods. One of the earliest buildings on the site is the old brew tower,
originally four stories tall, constructed in 1858 with an additional floor added in 1879. At the same time, the tower was refaced in polychrome brickwork. The old brew tower is not only visible from within the development. A number of buildings on the site, including the distinctive 1895 Lager Bier Cellar building on the corner of Victoria and Powlett streets, were designed by the notable architect William Pitt. Pitt’s pilastered and castellated design was continued in later buildings extending along both Victoria and Powlett streets, giving the complex a distinctive character.

*Former Carlton and United Brewery, Bouverie and Swanston streets, Carlton.*

Replacing an earlier brewery business established on the site in 1858, the Carlton Brewery began operation on this site in 1864 and, under various owners, developed rapidly through the 1870s and 1880s until, by 1897, it was the second-largest brewery in Melbourne. In 1905 the company bought the Victoria Brewery, and in 1907, amalgamated with McCracken’s City Brewery, Foster’s Brewery, the Shamrock Brewery and the Castlemaine Brewery to form Carlton and United Breweries. Most of the buildings on the property have now been demolished, with the exception of the bluestone buildings along Bouverie Street, which date from 1883 to 1925, and the 1904 malthouse in Swanston Street. The mansard-roofed brew tower on Bouverie Street has been demolished.

*Other surviving brewery buildings.*

A single-storey building is all that remains of McCrackens City Brewery of Collins Street, Melbourne.

Two buildings of the Foster Lager Brewing Company in Rokeby Street, Collingwood, remain on the site: a four-storey building and a detached single-storey building.

A malt tower and one other building survive from Burton’s Brewery in Stanley Street, West Melbourne.

The former Volum brewery in Geelong is largely demolished, with only three walls of a bluestone store remaining.

The Carlton & United Breweries operation at Abbotsford is very extensive, but a mostly modern complex.

Much of the former Ballarat Brewery has been demolished, however a brewing tower and chimney stack remain.

Like the brew towers of the Yorkshire Brewery and the Victoria Brewery, the tower at Castlemaine Brewery and its flanking wings were built of polychromatic brick, with vertical bays defined by pilasters surmounted by a cornice and parapet. However, the Castlemaine Brewery is more restrained in design with a relatively plain cornice and parapet. The use of mansard roof was a popular element at the time, also appearing on the brew towers of the Carlton Brewery (1872), the McCracken Brewery (1870s) and the Victoria Brewery (1879), giving what was arguably a Lombardic Romanesque style, with overtones of French Second Empire style.

At this time, it has not been possible to establish an architect for all of the buildings, although architects known to have completed similar projects include George Wharton (1822-1891), who redesigned the brew tower of Victoria Brewery (1879), and James Wood (1854-1897), the architect for the Yorkshire Brewery buildings of 1876. The notable architect William Pitt (1855-1918) completed several projects from about 1895 onwards.

The surviving buildings of the Castlemaine Brewery, despite the facade being altered, still predominantly retain their original form. Whilst significant for this reason, architecturally the complex is of lesser significance than the Yorkshire and the Victoria breweries. The complex is,
however, significant as a surviving example of the boom in Melbourne breweries during the late-19th century, and unlike many others, the Castlemaine Brewery complex still substantially retains its original form. The two-storey building at 133 Queens Bridge Street and the former bottling stores of the Castlemaine Brewery are significant as being part of the wider complex.

Statement of Significance

What is Significant?

The Castlemaine Brewery complex (bottling stores and brewing tower at 117-127, 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 the tower.

The Castlemaine Brewery Company was established in 1859 by the brothers Edward and Nicholas Fitzgerald. The company's brewery at Queens Bridge Road, South Melbourne, was first established on the west side of Queens Bridge Street in 1871, and the 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 they were initially intended to be used as 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-20th century when its beer was affected by a bacterial contamination. The company was also in poor financial shape when it became one of the six breweries that amalgamated to form Carlton & United Breweries in 1907, at which point the Castlemaine Brewery as its own entity ceased to operate. The once-extensive brewery complex on the west side of the street has now been demolished. The former stores are now used as offices.

The bottling stores of the former Castlemaine at 117-127 and 133 Queens Bridge Street are two-storey buildings, originally of polychrome brick with a parapet and a central, arched pediment above, which has now been rendered and painted. The arched windows are divided by brick pilasters. The ground floor openings were altered in the post-WWII period, and new arched openings similar to the originals were reinstated in 2003. The former yard at the rear has been built over. It's said that the building retains the cast-iron columns and riveted beams that support the first flood, 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 by a cast-iron widow's walk balustrade. 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 facade. The tower is visible from across the Yarra River as a landmark, at one point facing another major brewing complex – McCracken's in Little Collins Street West, since demolished.

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.
Nearby, an associated building in the complex is the former Castlemaine Brewery malthouse designed by Richard Buckley Whitaker and built in 1892. It was converted into a theatre complex in 1989, with three main buildings of two and three storeys, refurbished in 2006.

How is it Significant?

The Castlemaine Brewery complex is historically, socially, technically and aesthetically significant to both 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 both historically and socially, as:

- representative of the boom in Melbourne's brewing history during the late-19th century, and in particular, as one of South Melbourne's largest industries during a period of substantial growth in the area;
- being acknowledged, in 1890, as one of 'the most prosperous breweries at present existing in Australia'; and
- having a connection with the Fitzgerald Bros. and their managing director, J. B. Perrins, who, from their earliest establishment in Castlemaine and then in South Melbourne, went on to develop breweries in Newcastle, NSW, and Brisbane – eventually becoming one of Australia's major brewing operations, under the name, Castlemaine Perkins. (Criterion A)

Aesthetically, it is significant as:

- being 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 rare and large;
- being an architectural landmark in the area;
- having a multi-storey brewing tower form, an innovation in local brewing technology which greatly enhanced the company's prosperity, but is not so rare in Victoria; and
- a well-preserved example of a 19th 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 CBD. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study

Other heritage studies
Southbank Heritage Study 1982, 129-31 Queens bridge St. Graded A; 127,133 Queens bridge St Brewery Co. Graded C
Building Identification Form 1997 (BIF)
#527208 115-117 Queens Bridge Street Graded A/1
#108051 129-131 Queens Bridge Street Graded A/1
#108052 133 Queens Bridge Street Graded A/1

Other References


Jubilee History of South Melbourne, 1905.

The Australian Brewers’ Journal, 20 January 1890, p.50.

Plan prepared by City of Melbourne, dated 27.9.1932, to record changes in street numbering held in Local History Collection at Port Melbourne Library, City of Port Phillip.

**COMMAPS**
115-117 Queensbridge Street
Retail/Office/Residential/Carpark
At 117 Queens Bridge a two-storey brick office building built in 1888.

129-131 Queens Bridge Street
Offices
Formerly the brew tower of what was the Castlemaine Brewery. A six-storey polychromatic brick building built in 1888. Refurbished and converted to offices in 1980. There is a rooftop sign.

133 Queens Bridge Street
Retail
Part of the former Castlemaine Brewery. A two-storey brick building built in 1888. Refurbished and converted into a retail building. It was extended in 2006. There is a rateable sign on the southern wall of this extension.

The property contains one shop and one food and drink outlet.

**Lewis, M. Australian Architecture Index:**
Argus 24.12.1874 p 2
Tenders are invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray St., South Melbourne. Mahlstedt & Son Fire Insurance Plans (MUA) 1928. Shown as 115-127 (2-storey Austral Canning Co, ground floor shown as concrete, 1st floor wood), 131(5, 1 storeys, McIntyre’s Tea), 133 (2-storey, Herbert Walker Factory). Castlemaine Hotel on corner, 2-storey. Index to Defunct Hotel Licences, VPRO VPRS 8159 Castlemaine Hotel - see download of index cards
Newspaper Articles and Advertising

Tenders are invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray Street, South Melbourne.

"THE CASTLEMAINE BREWERY, SOUTH MELBOURNE." *Record*, 22 February 1890, p.2.

*The Age*, 27 April 1911, p.8.
CASTLEMAINE BREWERY CO.
The half yearly meeting of the shareholders in the Castlemaine Brewery Company, Melbourne. Ltd. was held yesterday at Scott's Hotel; Mr Edward Fanning presiding. The Chairman stated that the meeting was purely statutory. The six months of the united breweries had been as satisfactory as that of the six months ended 31st December, 1910. This would enable them to make the usual distribution amongst the other breweries, and the direction of the Castlemaine Brewery could thus declare the 6 per cent. dividend for the half year. Mr Fanning announced that the offices of the company were about to be moved to the South-British buildings in Queens Street. The directors had been successful in letting the whole of the old brewery premises at South Melbourne.

Mr F. G. Whitby: To what extend will the land taxes interfere with the profits of the company?

The Chairman: I don't think it will be to any extraordinary extent. I think we will still be able to declare dividends. (Laughter.)

*Record*, 22 February 1890.
THE CASTLEMAINE BREWERY, SOUTH MELBOURNE
The Castlemaine Brewery is one of the most extensive, as it is also one of the most prosperous breweries at present existing in Australasia, and while being but one of many similar establishments owing to their origin to the parent brewery established at Castlemaine in the year 1856 by Mr Fitzgerald, it is the largest of any trading under that time-honoured name. It was in November of the year 1871 that the Castlemaine-Brewery was started by the Hon. Nicholas Fitzgerald, a member of the Legislative Council of Victoria, and his brother Mr. Edward Fitzgerald, in conjunction with Mr J. B. Perrins. These three gentlemen were the original proprietors, trading as "Fitzgerald and Perrins". The first brewer was Mr. White, and their output for the first year averaged from 30 to 40 hhds for the first few weeks to 100 to 150 hhds for the later part of the year. This will appear to our readers ridiculously small when compared to their present trade, which averages no less than 1,400hhds and from 4,000 to 6,000 dozen bottles ales per week.

So great was the prejudice existing in favour of beers brewed in the Castlemaine district a the time this enterprise was started that it was a matter of difficulty to induce customers to extend their patronage to beers of local brew. As an illustration of this may be mentioned the following, communicated to our reporter by an old hand, who claim the honor of having been connected with this establishment since its foundation. Speaking of the difficulty experienced in introducing their locally-made beer to those who had been accustomed to obtain their supplies from Castlemaine, he said 'As an illustration of prejudice, soon after we started a customer of some years' standing with the old brewery, called and asked for a sample of our best brew. I supplied him with a glass of the best in the cellar, which after having critically tasted, he condemned as comparative rubbish, assuring me at the same time that, in his opinion we would never be able
to brew anything approaching in quality to the Castlemaine ales, and being a publican of some thirty years' standing he ought to know something about it". Our friend added: "I did not tell him the beer he had just tasted had only arrived that morning from Castlemaine, and was in fact, a sample of the very beer of which he had spoken with so much regard, fearing that any such insinuation of thirty years' experience might prove detrimental to his future patronage". Such was the prejudice that the founders of the Castlemaine Brewery, had to contend with – they have done so with the utmost success our readers will readily see.

Among the various gentlemen who have acted as brewers in this establishment may be mentioned Messrs Kirby, H.B. Godby and E. T. Moulden. This responsible position is at the present time occupied by Mr Edmund Baron, and it has been during this latter gentleman's term of service that the trade has thrown such a remarkable increase.

It was on 1st March 1885, that the business was floated into a public company, the proprietors receiving £20,000 as goodwill. The trade done at that time was from 400 to 500 hhds per week. The shares of the company, which were originally 20s, are not valued at from 58s to 60s each, at which figure sales are effected daily, and for the past two years the dividend has been 25 percent on the paid-up capital.

The brewery premises and the Malthouse are situated in Moray-Street South Melbourne, where they cover an area of rather more than two acres – a valuable property; indeed, when we consider that they are within five minutes walk of the centre of the city. To give our readers a further evidence of the enviable position commanded by this company at the present time, thanks mainly to the untiring zeal and energy at all times shown by its managing director (Mr. James B. Perrins), and the judgement displayed by the chairman of its director (Mr. Nicholas Fitzgerald), we would quote the following statements which fell from the lips of the latter gentleman at the half-yearly meeting of the shareholders of this company, held at Scott's Hotel on the 19th inst: - "The directors felt justified in declaring an interim dividend at the rate of 15 per cent per annum and a bonus of 1s per share, which was equal to a dividend at the rate of 25 per cent per annum. The business continued to be as prosperous as the best wishes for its success could desire, and had grown beyond anything they had reason to expect". It is a matter of congratulations that this brewery is locally owned, and not the property of English capitalists, as is the tendency for all such prosperous concerns to become, and while the business is in the hands of such competent men as its present board and indefatigable managing director, it is quite possible that its present results will appear as insignificant in the near future as the results of the previous satisfactory position of to-day.

Ovens and Murray Advertiser, 30 April 1892, p.2.
A MAN DROWNED AT SOUTH MELBOURNE
The dead body of a man, apparently of the labouring class, aged about 56, was found in about two feet of water at the rear of the Castlemaine Brewery, South Melbourne, on Saturday afternoon. The corpse was removed to the Morgue by the police, and on the clothing being searched, an out-patient's ticket for the eye and Ear Hospital, bearing the name of William Trow, was found in one of the pockets. A stone weighing about 2lb. was found in another pocket, also a newspaper dated the 18th inst., a cake of tobacco, and a sum of one shilling and four pence. There is a bruise on the dead man's face, which was probably caused by a fall, for there is no suspicion of foul play.

Newcastle Morning Herald and Miners' Advocate, 2 August 1897, p.5.
DROWNED IN BEER
Joseph Hartley, 68 years of age, a night watchman employed at the Castlemaine Brewery, South Melbourne, met his death in a peculiar manner early this morning. At the brewery, a large vat of beer was brewed yesterday, and it was a part of Hartley’s work to attend to this during the night and skim the waste off it. At 3 o’clock this morning he was seen by two men employed at the brewery, and about an hour afterwards was missed. As he did not return, and the search of the building for the man was unsuccessful. They went round the different beer vats, in one of which Hartley was found floating, face downwards. The body was removed, and the matter reported to the coroner. The beer was allowed to run into the drain under the supervision of a customs officer. The vat full was valued at £140.


COMPANY MEETINGS CASTLEMAINE BREWERY CO LEASING THE OLD PREMISES
Following the leasing of the old brewery premises in South Melbourne, profits of the Castlemaine Brewery Co. (Melbourne) Ltd. had increased to the figure at which they stood three years ago, said the chairman of directors (Mr. Raynes W. S. Dickson) in moving the adoption of the annual report and balance sheet at the 82nd ordinary general meeting of shareholders yesterday. Even with the increased rents, however, the directors felt that it was a pity to allow the frontage to Queen’s Bridge street, between the most easterly portion of the brewery premises and that street, to remain idle, and three months ago arrangements were made under which the company agreed to build on the frontage, and on the southern portion of Hanna street, for Austin Distributors Pty. Ltd. That company had taken a lease of the building for five years, and intended to use it as a showroom for motor-cars and as a general repair station. The building, which would consists of only one storey, and would contain 6,600 square feet, would be completed next week.

It had also been decided, the chairman continued to extend the old brewery premises to Hanna street, and a building was being erected on the west side of the premises, which would be occupied by the Austin Distributors Pty Ltd for use as a factory. It would comprise about 6,450 square feet on the ground floor, and about 6,500 square feet on the floors above. It was hoped that a lease on the building would be arranged on satisfactory terms. Profits from other portions of the company’s business had remained well up to the average...

*Australian Business Records*
Castlemaine Brewery Company Ltd, Melbourne (1885-1959)
Registered in Victoria in 1885, the company joined with six other brewers in 1907 to form Carlton United Breweries Ltd.

Details: Edward Fitzgerald, from Galway, Ireland, started a brewery in Castlemaine Victoria in 1857; he was joined by his brother Nicholas in 1859. In 1871 the name The Castlemaine Brewery was adopted. The brewery moved to Melbourne to cope with the demand for its product. Castlemaine Brewery Co (Melbourne) Ltd was registered in Melbourne on February 26, 1885.

The brothers went on to establish breweries in Sydney, Brisbane, Newcastle, Daylesford and Newbridge. The various Castlemaine companies split and went their own way. Nicholas formed the South Melbourne Brewery with J. B. Perrins. Fitzgerald and Perrin sold out in 1885 to form a public company, with Perrin as the first managing director.

In August 1903 the society of Melbourne Brewers was formed of which the Castlemaine Brewery Co (Melbourne) Ltd, was a member. The society help fix the price of beer. In April 1906, to make
themselves more competitive, it was announced that the members of the Society of Melbourne Brewers: Carlton Brewery Ltd, McCracken's City Brewery Ltd, Castlemaine Brewery Co (Melbourne) Ltd, Shamrock Brewing and Malting Co. Ltd, The Foster Brewing Co. Pty Ltd and the Victoria Brewery Pty Ltd, would amalgamate into one company.

The new company, Carlton & United Breweries was registered on 8 May 1907 and all the parties signed the agreement on 30 June 1907. Nicholas Fitzgerald, as the representative from Castlemaine Brewery Co (Melbourne) Ltd was one of the directors on the new board.

Castlemaine received 1/8 of the shares distributed for the new company. After the amalgamation Carlton & United was to make the beer, while the other companies were to be brewers in name only: they became holding companies for CUB shares.

Castlemaine Brewery Co (Melbourne) Ltd, continues to be a holding company until March 1973, when in a restructure of the capital structure of the Carlton United Breweries Ltd group, shareholders in Castlemaine were reissued with Carlton United Brewery shares.

(Sources used to compile this history): Original date from D. Teriwiel, S. P. Ville and G. A. Fleming, Australian Business Records: An Archival guide, Canberra: Australia National University, Faculty of Economics and Commerce, Department of Economic History 1998. Subsequent information provided by RMIT, MBIT student, Catherine Nolan)

**Australian Dictionary of Biography**

Fitzgerald, Nicholas (1829-1908) – by D. J. Dwyer

Published in Australian Dictionary of Biography, Volume 4, (MUP), 1972

Nicholas Fitzgerald (1829-1908), politician, brewer and pastoralist, was born on 7 August 1829 in Galway, Ireland, the eighth son of Francis Fitzgerald, brewer, and his wife Eleanor, nee Joyce: a brother, Sir Gerald Fitzgerald, K.C.M.G., became accountant-general of the Navy in 1885-96. In 1845 Nicholas entered Trinity College, Dublin, studied law in 1848 at the King's Inn and in 1849 won a scholarship to the new Queen's College in Galway. In 1852 he turned to commerce, partly in Ceylon and India, and arrived in Melbourne in 1859. He joined his brother Edward who had just started the Castlemaine brewery. In 1875 they opened a brewery in South Melbourne. In 1885 they converted to a public company, the Castlemaine Brewery Co. Melbourne Ltd, selling for £75,000; in 1888 it paid a dividend of 25 per cent. They extended business to Newcastle and Brisbane in 1887 and to Adelaide the next year. Nicholas was managing director from 1892 till 1906 when, in the great amalgamation of breweries, he became a director of Carlton and United.

In 1863 Fitzgerald was appointed a magistrate and in 1864 was elected for North-Western Province to the Legislative Council after a close contest. As a councillor until 1906 he until 1906 he never accepted office though offered the ministry of defence in the Patterson government. According to (Sir) John Davies, Fitzgerald 'preferred to do his duty as a private member rather than join a Government which did not agree with him on the education issue'. He was a brilliant orator with clear ideas on important political issues. He was a member of the National Australasian Convention in Sydney in 1891 and in 1894 represented Victoria at the Colonial Conference in Ottawa, Canada, where he was staunchly imperialistic. In 1903 he became the Legislative Council's chairman of committees.

With large pastoral interests in the 1880s and 1890s in New South Wales and Queensland, Fitzgerald's main station was Fort Bourke on the Darling but drought forced him to sell many of his holdings. In 1887 he helped to found the National Trustees Executors and Agency Co., planned largely to meet the needs of the Irish Catholics; Fitzgerald was managing director and
associated with him were William Cain and Walter Madden. He was chairman of the Dunlop Pneumatic Tyre Co. in the 1890s and a director of the Manchester Fire Assurance Co. and the Bellambi Coal Co.

A prominent Catholic layman, Fitzgerald was awarded the papal knighthood of St Gregory by Pope Leo XII. He often spoke at public gathering connected with the Church and was an enthusiastic for completing St Patrick's Cathedral. He presented the laity's address when his friend Archbishop Thomas Carr was welcomed to Melbourne and again at his jubilee. His commonest theme was Catholic education. 'Justice', he said, 'has been put aside for power, but no wrong can be sanctified by success... The sense of that injustice will never be removed until the law is altered'. He was at his best when speaking to his fellow countrymen on subjects appealing to their native sympathies.

In 1863 Fitzgerald married Marianne, the eldest daughter of John O'Shanassy; they had seven sons. He died at this home, Moira, Alma Road, St Kilda, on 17 August 1908, survived by his widow. He left an estate valued at £5318.

**Recommendations**

Include as an individual significant place in the heritage overlay.

Revise Heritage Places Inventory.

Include adjacent Castlemaine Hotel site on Victorian Heritage Inventory.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Kraft factory, 162 Salmon Street (Vegemite Way), Port Melbourne

City of Melbourne property number: 110590
Type of place: factory

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1945, 1957, Post-WW2

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A3
Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed
Thematic context:
3.2 Expressing an architectural style
5.5 Building a manufacturing industry
**Boundary of heritage place**

**Description**

The Kraft complex comprises a range of sawtooth and pitched-roof factory buildings fronted by a glass curtain walled office building of two stories, featuring red, ceramic glass in horizontal panels. The facade of the office section is articulated in a series of interlocking glass-walled rectangular forms on several planes, with the main entrance demarcated by an overhanging block. These forms are mirrored by the smaller section of the factory entrance buildings to the west, executed in concrete and brick but with the same complex interlocking rectangular forms. Behind are a complex array of production buildings with the tall boiler house and truncated brick chimney on the east side, a range of single-storey steel-framed and corrugated fibre cement sheet clad, sawtooth-roof buildings across the middle of the site, and several functionally-specific buildings, such as elevated storage tanks, ventilation towers and process rooms.

**History**

Fred Walker was an Australia entrepreneur who had been experimenting with the processing of cheese while working with J. Bartram & Sons, produce and export merchants, in 1899. In 1910 he began to can meats, butter, dripping and Red Feather-brand cheese, which was preserved in sulphite, for export to South Africa and Asia, and, during World War I, to England. In 1918, he was manufacturing Bonox, and in 1923 he came up with a major innovation: Vegemite spread.

Walker had learnt about the process that had been developed and patented by J. L. Kraft of Chicago, and travelled to the States to obtain the Australian rights for Kraft cheddar processed cheese. In 1926, he formed the Kraft Walker Cheese Company in Melbourne, the parent company for Kraft Foods Ltd.

These companies were amalgamated in 1935 following the death of Fred Walker, with the American Kraft Company taking a controlling interest. Around this time a new, large premises
was erected on Riverside Avenue in Southbank, which later became the location of W. L. Allen's confectionary works.

In 1950, Kraft Foods Ltd was formed and continued the production of a range of – by then – well-known food products, including Vegemite, Bonox and Kraft Cheddar Cheese. Outgrowing its Southbank site, a new factory was built in Port Melbourne in 1951. It is likely that an earlier wartime factory had operated on this site prior to 1945, as a series of sawtooth-roof buildings are shown on aerial photos of the period, and records include images of potato dehydration at the ‘Kraft Walker Cheese Company factory in Salmon Street’.

The Port Melbourne factory is listed in Sands McDougall for the first time in 1956. At this time, the general sales and registered offices are located at the corner of Salmon and Cook streets. The factory was still recorded as being located on Riverside Avenue, South Melbourne. In 1957, the company was listed as Kraft Foods Ltd, on the corner of Salmon and Cook streets, Melbourne. Presumably the factory was now located here as well.

A range of sawtooth-roof factory buildings are shown on the northeast corner of Salmon and Cook streets in the 1945 aerial photos. Comparisons with current aerial photos indicate that the buildings in the older images match the central-range sawtooth-roof buildings still present, although a new structure cuts through the middle. It is evident that the company had occupied some existing buildings prior to the 1957 listing on this site.

**Comparative analysis**

The glass curtain wall with ceramic glass panels is highly reminiscent of the roughly contemporary GMH Dandenong Factory and ETA factory in Braybrook and other Modernist style industrial designs.

In the immediate surrounds but outside the Melbourne city boundaries, the Johns & Waygood office, designed by Bates Smart & McCutcheon and built in 1960 in City Road, provides a comparable industrial application of the glass curtain wall.

**Statement of Significance**

What is significant?

The Kraft factory and office buildings, Cook Street, Port Melbourne.

Contributory elements include:

- glass curtain wall office facade to Cook Street (Vegemite Way);
- brick and concrete factory facade and sawtooth and pitched roofline;
- tall, brick boiler house and chimney; and
- rendered and cream brick facades facing Salmon Street and Douglas Street.

How is it significant?

The Kraft factory is historically and aesthetically significant to Fishermans Bend, the city of Melbourne in general, and to the state of Victoria.

Why is it significant?

The Kraft Factory is of historical significance as the continuing presence of a major Australian food manufacturer who was innovative in the area of processed food; specifically, inventing and manufacturing the iconic Vegemite. While reflecting the influence of the American Kraft Corporation, the buildings also demonstrate the important role of the food manufacturing
industry in the post-war years, as well as its effect of capital and commercial systems imported from America under the new globalised company. (Criterion A)

The buildings are of architectural significance for their expression of a design philosophy influenced by the international Modernist style, specifically in the use of reinforced concrete structural systems paired with lightweight aluminium-framed glass curtain walls, comparable to the contemporary General Motors Holden factory at Doveton, designed by Stephenson & Turner. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Sands McDougall

Listed for the first time in 1956. At this time the General Sales Office and Registered Office is located at the corner of Salmon and Cook. The Factory was located on Riverside Ave, South Melbourne. In 1957, this was listed as Kraft Foods Limited on the corner of Salmon and Cook Streets, Melbourne. Presumably the factory was now located here as well.


Australian War Memorial Collection, item 111138.


Recommendations

Revise Heritage Places Inventory.

Proposed heritage overlay as Kraft Factory, 91 Cook Street, Port Melbourne.

Apply external paint controls with policy to maintain original finishes and colour schemes.

The Kraft factory should be nominated to the Victorian Heritage Register.
SEC electricity substation, 224 Salmon Street, Port Melbourne

City of Melbourne property number: 110592
Type of place: substation

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1936, Inter-war (WW1-WW2)
Major owners or occupiers: State Electricity Commission, City Power

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: C3
Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed
Thematic context:
5.3 Developing a large, city-based economy
6.3 Providing essential services
Boundary of heritage place

Description

The Salmon Street State Electricity Commission (SEC) substation is a plain, concrete, single-storey structure on rectangular plan, with parapets extending above the pitched roof and high, steel-framed strip windows. The smooth external surfaces are broken only by shallow pilasters along the sides and recessed vertical lines in the parapets. The surrounding switch yard is largely a more recent installation and a non-contributory cream brick building from the 1970s is located to the east.

History

Fishermans Bend's development in the late-1930s focused primarily on large-scale manufacturing. The General Motors Holden (GMH) factory put down its foundations in 1935, and various government and commercial aircraft industries soon followed, between 1936 and 1939.

The area was previously undeveloped, but there was already a main transmission line that existed, constructed through the area to the Yarraville Terminal station, while other services – including water, drainage and roads – were under government jurisdiction. However, the SEC was required to supply electricity.

It was a joint decision to establish Fishermans Bend as an industrial area, at a ‘...conference of representatives of the State and Federal governments' defence department, Civil Aviation Board, Harbour Trust, State Electricity Commission, Melbourne and Port Melbourne City Councils, and representatives of the aircraft factory, to be established in the Commonwealth, with an issued capital of £600,000' (The Age 4 November 1936).

A site on Salmon Street was chosen as the location for a centralised substation for distributing power to the nearby factories. This was in place by 1936, when GMH commenced its operations, and was supplied with its own water tank for cooling, probably as a consequence of the
reticulated supply not being available. A requirement of this new substation facility was that overhead wires could not interfere with operations of the nearby airfield.

By 1939, the new aircraft factories had been completely electrified with the contemporary press noting that the SEC in Fishermans Bend was gaining favour as an energy supplier because of its flexibility, convenience and reliability, particularly at the outbreak of war when energy security was of concern.

Comparative analysis

The moderne-style of the substation, although minimal, distinguishes it from other substations in the study area. It is most comparable with the modernist Cross Street Substation in Footscray, but more directly complements the nearby GMH offices.

Statement of Significance

What is significant?
The Fishermans Bend SEC substation, 224-226 Salmon Street, Port Melbourne.

Contributory elements include:

- rectangular plan and parapeted form;
- moderne-style cement motifs; and
- brick and render finishes.

How is it significant?
The Fishermans Bend SEC substation is historically and aesthetically significant to both Southbank and the city of Melbourne.

Why is it significant?
The Fishermans Bend SEC substation is of historical significance as it is an important element in the development of industrial capacity in the Fishermans Bend area immediately before and during World War II. Accessible electricity was essential to the manufacturing industries, and was necessary for the establishment and operation of the private GMH factory immediately before World War II, and then during the war, for production at GMH, the Commonwealth Aircraft Corporation, the Government Aircraft Factory and other manufacturing works. The building’s location, form and scale demonstrate its central role in distributing power to the newly-developed area. (Criterion A)

The building has aesthetic significance for its moderne-style architecture, reflecting both the styles of the period as well as functional modernism as it was applied to utilitarian buildings. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:


**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as SEC Electricity Substation, 224 Salmon Street, Port Melbourne.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
General Motors Holden Nos. 3 & 5 plants, 241 Salmon Street, Port Melbourne

City of Melbourne property number: 110509

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1945, Inter-war, (WW1-WW2)? Yes Post-WW2

Major owners or occupiers: General Motors Holden

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: B3

Heritage values:

Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:
5.3 Developing a large, city-based economy

![Boundary of heritage place]

**Description**

General Motors Holden (GMH) Nos. 3 & 5 plants is made up of a range of steel-frame sawtooth-roof factory assembly buildings with ancillary structures around them, including amenities, ventilation equipment, electricity supply and stores. The buildings have south-facing sawtooth roofs, clad in corrugated iron (with some small sections of the original corrugated fibre cement sheeting) and steel-hopper sash windows around most elevations.

The factory is divided into three sections, with Plant 3 attached to the modern tech centre (built on the site of the former tennis courts) to the east of the Social Centre, and Plant 5 to the west of the social centre. Plant 5 has been cut in two, forming two separate buildings connected by a service-pipe bridge.

The earliest part of the group of manufacturing buildings, and the oldest surviving sawtooth roof building from GMH’s Fishermans Bend factory is the section of Plant 3 between the Social Centre and the modern tech centre. This structure was in place in 1945, and is believed to have been part of the works used for munitions production during the war, and where the first production of the 18 120 and FJ Holdens after the war. The Number 5 plant was added around the late-1940s or early-1950s to provide additional capacity for the manufacture of the new Holden car.

Note that the social centre, head office, administration building and engine plant all have separate citations in this study. The following is a key map to the various GMH elements.
History

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, which expanded into coach building before Holden's sons transitioned into motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908, repairing car upholstery, then into full-scale production of vehicle body shells. Throughout the 1920s, Holden supplied tramcars for Melbourne, but became more prominent as a motor body builder and assembler of various models, particularly the imported General Motors chassis. In 1931, Holden merged with General Motors to become General Motors Holden Limited (GMH), and in 1936, the firm opened a new headquarters and assembly plant in Salmon Street in Fishermans Bend.

The national significance of the endeavour was recognised by the attendance of the state premier and the prime minister at the official ceremonies. The commencement of construction was marked by an official ceremony for the laying of the foundation stone on 23 February 1936, attended by then-Victorian premier A. A. Dunstan. The factory was officially opened by Prime Minister J. A. Lyons on 5 November 1936.
Production initially involved the continued assembly of locally-made bodies on imported mechanical components. However, the advent of the World War caused works to shift production to military equipment under Commonwealth contracts.

During World War II the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided the Australian government with studies into creating an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention required.

Holden's managing director Laurence Hartnett favoured development of a local design, while GM preferred to see an American design as the basis for 'Australia's Own Car'. Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the FX, with the second version the more famous FJ.

The factory was expanded at the end of World War II in recognition of the company's future role in civil society, and as part of post-war reconstruction. The Social Centre was constructed as part of this expansion. Plant No. 3 was completed prior to 1945, with the whole of Plant No. 5 added shortly after the war.

The launch of the Holden 48-215 was an event of national significance, with Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plan in Dandenong in the late-1950s ending complete vehicle construction at Fishermans Bend in lieu of concentrating on component manufacture with a focus on substantial engine manufacturing.

The earliest part of the plant was at the corner of Salmon and Lorimer streets, with reinforced concrete art deco office buildings fronting large areas of steel-framed sawtooth-roof factory space. The factory was designed by a team of four: L. H. Hartnett, managing director; E. J. L. Gibson, construction engineer; J. S. Storey, director of engineering and N. A. Pointer, equipment engineer.

The 1950s saw major expansion to the south and west, including the construction of the engine plant (now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden began to sell off sections of its 38-hectare manufacturing plant in more recent years, with the original office now occupied by Boral, and the earliest assembly buildings demolished to make way for an industrial park. The 1950s boiler house, which featured an early glass curtain wall design, was demolished in 2011.

The Social Centre was recognised for its important role within the factory worker community and the social history of the industry sector. In 1996 a major refurbishment was undertaken, and in 2009 it was renamed JC's Café in recognition of long-standing employee John Connell. A time capsule was placed behind a plaque outside the Social Centre by Prime Minister John Howard on 29 November 1998 to recognise the 50th anniversary of the FJ Holden, to be opened in 2048 (Commemorative plaques).
Comparative analysis

The Holden Nos. 3 & 5 plants comprise the earliest surviving large-scale automotive manufacturing plant employing a sawtooth-roof design. The site compares with the Ford Geelong plant of the same era (VHR H2305) and the later GMH Dandenong plant, Ford Broadmeadows plant and Martin & King Motor Producers Ltd in Clayton. Plants 3 & 5 are the oldest surviving parts of the manufacturing section of the Holden Fishermans Bend works.

The Government Aircraft Factory and small parts of the Commonwealth Aircraft Corporation and Aeronautical Research Laboratories have steel-framed sawtooth-roof industrial buildings of a similar style and period as GMH, while part of the Kraft factory may also retain a few bays of 1945 sawtooth-roof buildings. Some of the PMG workshops in Sturt Street may also date from the WWII period. Overall, however, pre-war sawtooth-roof factory buildings have become increasingly rare. Timber-framed versions of factory sawtooth roofs are nearly extinct.

Statement of Significance

What is significant?

General Motors Holden Nos. 3 & 5 plants, Salmon Street, Fishermans Bend.

Contributory elements include:

- corrugated iron-clad sawtooth-roof form;
- steel-framed windows;
- red brick ventilation structures; and
- brick masonry office section elevations.

How is it significant?

General Motors Holden is historically significant to Fishermans Bend, the city of Melbourne and to Victoria in general.

Why is it significant?

This place is historically significant as it is a major surviving component of the original 1936 works of GMH, established in response to government initiatives to ensure Australian manufacturing in preference to imported motor vehicles, in partnership with General Motors Canada and the Holden motor body builders.

The factory is also significant as the place where the first Holden vehicles were manufactured, known as ‘Australia’s Own Car’, a nationally-significant manufacturing endeavour which was promoted as part of the independent economic and political revival of the country after World War II, and later seen as a precursor to the post-war boom. (Criterion A)

The factory is significant in its scale and form, being the largest surviving part of the original pre- and immediate post-war production areas. It is also significant in its association with Sir Laurence John Hartnett CBE, an engineer who made several important contributions to the Australian automotive industry, who is often called ‘The Father of the Holden’. (Criterion H)

Sources used for this assessment

The following sources and data were used for this assessment:


**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden Nos. 3 & 5 plants, 251 Salmon Street, Fishermans Bend.

Nominate to Victorian Heritage Register.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Recommend a Conservation Management Plan be prepared for all GMH sites prior to any future development.
General Motors Holden engine and manufacturing plant, 241 Salmon Street (61-85 Cook Street), Port Melbourne

City of Melbourne property number: 537568

Type of place: factory

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1950, Post-WW2
Major owners or occupiers: General Motors Holden

Heritage Gradings:
Proposed new system (C258):
Individually significant
Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: C3

Heritage values:
Historical

Heritage status:
Heritage overlay Proposed

Thematic context:
5.5 Building a manufacturing industry
General Motors Holden engine and manufacturing plant comprises a range of steel-frame sawtooth-roof factory buildings with ancillary structures around them, including amenities, ventilation equipment, electricity supply and stores. The buildings have south-facing sawtooth roofs, clad in corrugated iron – with some small sections of the original corrugated fibre cement sheeting – and with steel hopper sash windows around most elevations. On the western side are the tall, functionally-determined forms of the automated foundry and moulding plants, some of which have had the cladding removed.

History
The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854 and expanded into coach building, before Holden's sons took to motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908 repairing car upholstery, then into full-scale production of vehicle body shells. Throughout the 1920s, Holden supplied tramcars for Melbourne, but was more prominent as a motor body builder and assembler of various models, particularly the imported General Motors chassis. In 1931, Holden merged with GM to become General Motors Holden Ltd (GMH) and, in 1936, the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend.

The commencement of factory construction was marked by an official ceremony and the laying of the foundation stone on 23 February 1936, attended by then-Victorian premier A. A. Dunstan. The factory was officially opened by Prime Minister J. A. Lyons on 5 November 1936.
Production initially involved the continued assembly of locally-made bodies on imported mechanical components. However, the interruption of war caused works to shift production towards military equipment under Commonwealth contracts.

During World War II the factory produced more than 30,000 vehicle bodies for the Australian and United States forces, and manufactured a wide range of equipment including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies including Buick, Chevrolet, Pontiac and Vauxhall.

Before the end of World War II, the Australian government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided the government with studies into building an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention required.

Holden's managing director, Laurence Hartnett, favoured the development of a local design, while GM preferred to see an American design be used as the basis for 'Australia's Own Car'. Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the FX, followed by a second version, the more famous FJ.

At the end of World War II the factory was expanded, in recognition of the company's future role in civil life, and as part of post-war reconstruction efforts. The Social Centre was constructed as part of this expansion.

The launch of the Holden 48-215 was an event of national significance, with Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating, on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plant in Dandenong in the late-1950s, ceasing complete car construction at Fishermans Bend. Instead, the Fishermans Bend began to concentrate on component manufacture, including a substantial engine manufacturing plant.

The earliest part of the plant was at the corner of Salmon and Lorimer streets, with reinforced concrete art deco office buildings fronting large areas of steel-framed sawtooth-roof factory space. The factory was designed by a team of four: L. H. Hartnett, managing director; E. J. L. Gibson, construction engineer; J. S. Storey, director of engineering and N. A. Pointer, equipment engineer.

The 1950s saw major expansion into the south and west, including the engine plant (now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the remaining vacant land. Holden began to sell off sections of its 38-hectare manufacturing plant in recent years, with the original office now occupied by Boral, and the earliest assembly buildings demolished to make way for an industrial park. The 1950s boiler house, which featured an early glass curtain wall design, was demolished in 2011.

The Social Centre was recognised for its important role within the factory worker community, and the social history of the works. In 1996 a major refurbishment was undertaken, and in 2009 the Centre was renamed JC's Café in recognition of long-standing employee John Connel. A time capsule was placed behind a plaque outside the Social Centre by Prime Minister John Howard on 29 November 1998, to recognise the 50th anniversary of the FJ Holden, to be opened in 2048 (Commemorative plaques).
Comparative analysis

The Holden engine and manufacturing plant is among the largest expanses of sawtooth-roofed factory spaces in Victoria. At over 200 metres by 400 metres, it compares with the later GMH Dandenong plant, the Ford Broadmeadows plant and the Martin & King Motor Producers Ltd space in Clayton. It is more than twice as large as its contemporary, Olex Cables in Sunshine Road, Tottenham.

The Government Aircraft Factory and small parts of the Commonwealth Aircraft Corporation and Aeronautical Research Laboratories have steel-framed sawtooth-roofed industrial buildings from a similar period to GMH, while part of the Kraft factory may retain a few bays of its 1945 sawtooth roof. A small part of the PMG workshops in Sturt Street may also date back to the World War II period. Overall, however, pre-war sawtooth-roof factory buildings have become increasingly rare, and even the 1950s-1970s welded-steel sawtooth-roof factories are becoming rare. Today, timber-framed versions of factory sawtooth roofs are nearly extinct.

Statement of Significance

What is significant?

General Motors Holden factory engine and manufacturing plant, 241 Salmon Street (61-85 Cook Street), Fishermans Bend.

Contribution elements include:

- corrugated iron clad sawtooth-roof form;
- steel-framed windows; and
- the specialised form of the tall foundry buildings.

How is it significant?

General Motors Holden factory engine and manufacturing plant is historically significant to Fishermans Bend, as well as the city of Melbourne.

Why is it significant?

This place is historically significant as a demonstration of the later expansion of the GMH factory in the 1960s, at a time when local manufacture of motor vehicles was increasing dramatically and Holden was becoming the largest car-maker in Australia. The expansion and modernisation of the plant reflected the great prosperity Australia enjoyed during the 'Long Boom' of the post-war period. (Criterion A)

The factory is also significant as it is the place where engines and other components were manufactured for Holden cars for over 50 years.

Sources used for this assessment

The following sources and data were used for this assessment:

Directories
Salmon Street appears in the Port Melbourne Rate Book for the first time in 1942 and first appears in Sands McDougall in 1938 in Port Melbourne West. 1945 lists GMH as works on 50 acres. Caprice Avenue and Cook Street aren't mentioned before 1949.

Rate books
General Motors Holden
Year No. on Roll | Occupier | Occupation | Owner | Occupation | Description of Property | Rate Detail (N.A.V.) | Rate Detail (Paid)
--- | --- | --- | --- | --- | --- | --- | ---
1936 | 3336 | General Motors Holden Ltd on Fishermans Bend | B, G, I works | £1618 | £2022.10


**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden Engine and Manufacturing Plant.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Recommend that a conservation management plan be prepared for all GMH sites prior to any future development.
General Motors Holden Social Centre, 241 Salmon Street (Caprice Avenue, Port Melbourne)

City of Melbourne property number: 537568

Type of place: amenities building

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1945, Post-WW2

Major owners or occupiers: General Motors Holden

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A3

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed

Thematic context:
5.5 Building a manufacturing industry
9.1 A working class
9.3 Working in the post-war city

Boundary of heritage place

**Description**

The General Motors Holden Social Centre is a brick masonry hall in streamlined moderne style with art deco decorative detailing. The building is situated between two factory buildings – Plants 3 and 5 – and surrounded by internal factory roadways with a small tree plantation at the front. The recently created Bayside Avenue passes the front (northern) elevation of the building but does not provide access as the building is still within the GMH property.

The facade is in the form of progressively-projecting bays rising in steps in a ziggurat form, with the central bay in cement render surmounted by an attached flagpole with fins, flanked by cream brick bays. Windows in the facade are multi-pane steel-framed, the central bay having glass bricks that decrease in size towards the outer bay. Side windows are similarly steel-framed with opening casements.

An upper outdoor terrace has cross-pattern metal railings.

Internally, the building features a large dining hall with parquetry floor, side aisles and a stage with a proscenium arch. On either side, painted murals depict the ‘History of Transport’. Behind the stage is a large commercial kitchen and above this the executive dining room with strap-panelled ceiling timber joinery cupboards, benches and stairs. A dumbwaiter is connected to the kitchen below and there are built-in upholstered benches around the walls.

**History**

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, and expanded into coach building, and then his sons developed motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908, repairing car upholstery, then the full-scale production of
vehicle body shells. Throughout the 1920s Holden had supplied tramcars for Melbourne, but was more prominent as a motor body builder and assembler of various models, particularly for the imported General Motors chassis. In 1931, Holden merged with GM to become General Motors Holden’s Limited (GMH), and in 1936, the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend in Port Melbourne.

The national significance of the endeavour was recognised by the attendance of Premiers and Prime Ministers at official ceremonies, and extensive media coverage. The commencement of construction was marked by an official ceremony and laying the foundation stone on 23 February 1936 attended by then Victorian Premier A.A. Dunstan. The factory was officially opened by the Prime Minister J.A. Lyons on 5th November 1936.

Production initially involved the continued assembly of locally made bodies on imported mechanical components. However, the intervention of war caused the works to shift production to military equipment under Commonwealth contracts.

During World War Two the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment, including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian Government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided studies to the Australian Government for an Australian-designed car. Although Ford’s proposal was the government’s first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention.

Holden’s managing director, Laurence Hartnett, favoured development of a local design, while GM preferred to see an American design as the basis for “Australia’s Own Car”. Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the FX, with the second version being the more famous FJ.

The factory was expanded with at the end of World War Two - in recognition of the future civil role and as part of post war reconstruction. The Social Centre was constructed as part of this expansion.

The launch of the Holden 48-215 was a event of national significance with the Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plan in Dandenong in the late 1950s, so that complete construction of cars ceased at Fishermans Bend, and would concentrate on component manufacture including a substantial engine manufacturing plant.

The earliest part of the plant was at the corner of Salmon Street and Lorimer Street, with reinforced concrete ‘Art Deco’ office buildings fronting large areas are steel-framed saw-tooth roof factory space. The factory was designed by a team of four (L H Hartnett, Managing Director; E J L Gibson, Construction Engineer; J S Storey, Director of Engineering and N A Pointer, Equipment Engineer).

In the 1950s, major expansion to the south and west occurred, including the engine plan (which is now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden started selling off sections of its 38-hectare manufacturing plant in the last few years, with the original office now occupied by Boral, and the
earliest assembly buildings having been demolished to make way for an industrial park. The 1950s Boiler House, which featured an early glass curtain wall design, was demolished in 2011.

The Social Centre was recognised for its important role in among the factory workers and the social history of the works. In 1996 a major refurbishment was undertaken, and in 2009 it was renamed JC's Café in recognition of long standing employee John Connell. A time capsule was placed behind a plaque outside the Social Centre by Prime Minister John Howard on 29 November 1998, to recognise the 50th anniversary of the FJ Holden, to be opened in 2048 (commemorative plaques).

Comparative analysis

The moderne elements of the Social Centre complement the slightly-older GMH office buildings on Salmon Street. The Rootes Factory a little further south on Salmon Street is also a notable example of a similar style in the nearby area.

Elsewhere in the study area, the Streamlined moderne style that was once common in the automotive industry buildings is now rare. The 1936 Mitchell House in the CBD is an example of the style as it was applied to office buildings, while the Relova Redressing Laundry on Hoddle Street shows the use of prominent architectural expression of a modern industrial activity. This was a well-established direction in industrial architecture by the 1930s with several examples to be found in the industrial northern and western suburbs, such as with Olympic Tyres, Pilkington Glass, the Southern Can Company and Hopkins Odlum, all in Footscray.

Statement of Significance

What is significant?

The General Motors Holden Social Centre, constructed in 1945 off Salmon Street, Fishermans Bend.

Contributory elements include:

- moderne styling with prominent facade treatment;
- attached flagpole and fins, glass brick and steel-framed windows;
- upper outdoor terrace and metal railings;
- internal fittings and finishes including parquetry floor and stairs;
- 'History of Transport' murals;
- stage and proscenium arch; and
- internal panelling, joinery, dumbwaiter and built-in benches to executive dining room.

How is it significant?

The General Motors Holden Social Centre is historically, socially and aesthetically significant to Fishermans Bend, the city of Melbourne and to Victoria more broadly.

Why is it significant?

The Social Centre is historically significant as it was the focus for workers' amenities and social activities for over 70 years, and has been an integral part of the overall GMH Fishermans Bend plant. Its construction at the end of World War II reflected the optimism for the future commercial success of the company, particularly as the manufacturer of the Australian FJ Holden, highlighted by the site being used in 1948 to launch the 48-215 Holden, known as 'Australia's Own Car'. (Criterion A)
The Social Centre is of aesthetic significance for its finely-detailed and decorative streamlined moderne styling and its intact interior, which includes the ‘History of Transport’ mural. (Criterion E)

Sources used for this assessment
The following sources and data were used for this assessment:


Directories
Salmon Street appears in the Port Melbourne Rate Book for the first time in 1942 and first appears in Sands McDougall in 1938 in Port Melbourne West. 1945 lists GMH as works on 50 acres. Caprice Avenue and Cook Street aren't mentioned before 1949.

Rate books
General Motors Holden
Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)
1936 3336 General Motors Holden Ltd on Fishermans Bend B, G, I works £1618 £2022.10

Recommendations
Revise Heritage Places Inventory.
Proposed heritage overlay individually as General Motors Holden Social Centre, 241 Salmon Street (Caprice Avenue, Port Melbourne.
Nominate to Victorian Heritage Register.
Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Apply internal alteration control to murals, original joinery and parquetry floor.
Recommend that a conservation management plan be prepared for all GMH sites prior to any future development.
General Motors Holden head office administration buildings, 251 Salmon Street, Port Melbourne

City of Melbourne property number: 110593

Type of place: office

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1935-6, Inter-war (WW1-WW2)
Major owners or occupiers: General Motors Holden

Heritage Gradings:
Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A3

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed

Thematic context:
3.2 Expressing an architectural style
5.3 Developing a large, city-based economy

**Boundary of heritage place**

**Description**

The General Motors Holden (GMH) administration building is a reinforced two- and three-storey building with symmetrical projecting central and end bays surmounted centrally by a tower. The building is in a streamlined modern style with art deco decorative detailing. It faces onto Salmon Street with a small garden plantation at the front. The corners on the buildings feature groups of five raised vertical strips which were originally painted in contrasting colours to provide highlights with incised vertical sections between the steel-framed windows. The exterior design, with its art deco styling and motifs, reflects the predominant industrial style of the period and is clearly the work of a competent architect, although who this was has not yet been determined. The buildings bear some resemblance to the 1928 GM assembly plant in Regina, Canada, so it is possible that the design came from another GM office in North America. (The private road adjacent to the building and known as Central Boulevard still remains, but the ‘gate posts’ in the central median are a recent addition and do not have heritage significance.)

**History**

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, and expanded into coach building, and then his sons developed motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908, repairing car upholstery, then the full-scale production of vehicle body shells. Throughout the 1920s Holden had supplied tramcars for Melbourne, but was more prominent as a motor body builder and assembler of various models, particularly for the imported General Motors chassis. In 1931, Holden merged with GM to become General Motors...
Holden's Limited (GMH), and in 1936, the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend in Port Melbourne.

The national significance of the endeavour was recognised by the attendance of Premiers and Prime Ministers at official ceremonies, and extensive media coverage. The commencement of construction was marked by an official ceremony and laying the foundation stone on 23 February 1936 attended by then Victorian Premier A.A. Dunstan. The factory was officially opened by the Prime Minister J.A. Lyons on 5th November 1936.

Production initially involved the continued assembly of locally made bodies on imported mechanical components. However, the intervention of war caused the works to shift production to military equipment under Commonwealth contracts.

During World War Two the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment, including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian Government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided studies to the Australian Government for an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention.

Holden's managing director, Laurence Hartnett, favoured development of a local design, while GM preferred to see an American design as the basis for "Australia's Own Car". Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the FX, with the second version the more famous FJ.

The factory was expanded with at the end of World War Two - in recognition of the future civil role and as part of post war reconstruction. The Social Centre was constructed as part of this expansion.

The launch of the Holden 48-215 was a event of national significance with the Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plan in Dandenong in the late 1950s, so that complete construction of cars ceased at Fishermans Bend, and would concentrate on component manufacture including a substantial engine manufacturing plant.

The earliest part of the plant was at the corner of Salmon Street and Lorimer Street, with reinforced concrete art deco office buildings fronting large areas are steel-framed saw-tooth roof factory space. The factory was designed by a team of four (L H Hartnett, Managing Director; E J L Gibson, Construction Engineer; J S Storey, Director of Engineering and N A Pointer, Equipment Engineer).

In the 1950s, major expansion to the south and west occurred, including the engine plan (which is now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden started selling off sections of its 38-hectare manufacturing plant in the last few years, with the original office now occupied by Boral, and the earliest assembly buildings having been demolished to make way for an industrial park. The 1950s Boiler House, which featured an early glass curtain wall design, was demolished in 2011.
Comparative analysis

The GMH Fishermans Bend plant compares with Geelong's Ford factory as another likely-American-imported design. (The Geelong Ford factory was almost certainly an off-the-shelf design by Albert Kahn.) The nearby Rootes factory also demonstrates the moderne style as applied to a car factory, although in this case, executed in fibre cement sheeting. Finally, the GPO workshops in Sturt Street reflect the contemporary government application of the moderne style.

Statement of Significance

What is significant?

General Motors Holden head office administration buildings, 251 Salmon Street, Fishermans Bend.

Contributory elements include:

- wide, symmetrical plan and elevations;
- reinforced concrete structural form;
- streamlined moderne style; and
- steel-framed windows.

How is it significant?

The broader General Motors Holden site is historically and aesthetically significant to Fishermans Bend and the greater city of Melbourne.

Why is it significant?

GMH is historically significant as a major surviving component of the original 1936 General Motors Holden works, which was established as a response to government initiatives to ensure Australian manufacturing of motor vehicles would be preferred to imports, but in partnership between General Motors Canada and the Holden Motor Body Builders. (Criterion A)

The factory is also significant as it is the place where the first Holden vehicles were manufactured, known as 'Australia's Own Car', a nationally-significant manufacturing endeavour which was promoted as part of building the nation's independence economically and as a sort of political revival after World War II; these efforts would later be seen as precursor to the post-war boom.

The building is significant for its strong public presentation, demonstrating the scale and importance of the post-war endeavour. It is also significant in its association with Sir Laurence John Hartnett CBE, an engineer who made several important contributions to the Australian automotive industry, and is often called 'The Father of the Holden'. (Criterion H)

The site is aesthetically significant for its fully-resolved moderne architectural style, executed on a grand scale. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:


**Directories**

Salmon Street appears in the Port Melbourne Rate Book for the first time in 1942 and first appears in Sands McDougall in 1938 in Port Melbourne West. 1945 lists GMH as works on 50 acres. Caprice Avenue and Cook Street aren't mentioned before 1949.

**Rate books**

<table>
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<td>3336</td>
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<td>B, G, I works</td>
<td>£1618</td>
<td>£2022.10</td>
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**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden head office administration buildings, 251 Salmon Street, Fishermans Bend.

Nominate to Victorian Heritage Register.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Apply tree controls to mature palms in front of building on Salmon Street.

Recommend that a conservation management plan be prepared for all GMH sites prior to any future development.
General Motors Holden administration building, 261 Salmon Street, Port Melbourne

City of Melbourne property number: 110594

Type of place: office

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1935-1936, Inter-war (WW1-WW2)

Major owners or occupiers: General Motors Holden

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A3

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed

Thematic context:
3.2 Expressing an architectural style
5.3 Developing a large, city-based economy

**Boundary of heritage place**

**Description**

The General Motors Holden administration building is a reinforced, two-storey building with symmetrical projecting central and end bays. The building is in a streamlined moderne style with art deco decorative detailing. It faces onto Salmon Street with a small garden plantation at the front. The corners on the buildings feature groups of five raised vertical strips, which were originally painted in contrasting colours to provide highlights with incised vertical sections between the steel-framed windows. The exterior design, with its art deco styling and motifs, reflects the predominant industrial style of the period and is clearly the work of a competent architect, although who this was has not yet been determined. The building bears some resemblance to the 1928 GM Assembly Plant in Regina, Canada, so it is possible that the design came from another GM office in North America. (The private road adjacent to the building and known as Central Boulevard still remains, but the ‘gate posts’ in the central median are a recent addition and do not have heritage significance.)

**History**

The Adelaide coach-building firm of James Alexander Holden started as a saddlery business as early as 1854, and expanded into coach building, and then his sons developed motor body building, eventually erecting a large factory at Woodville. The firm evolved over the years, moving into the automotive field in 1908, repairing car upholstery, then the full-scale production of vehicle body shells. Throughout the 1920s Holden had supplied tramcars for Melbourne, but was more prominent as a motor body builder and assembler of various models, particularly for the imported General Motors chassis. In 1931, Holden merged with GM to become General Motors
Holden's Limited (GMH), and in 1936, the firm opened a new headquarters and assembly plant in Salmon Street, Fishermans Bend in Port Melbourne.

The national significance of the endeavour was recognised by the attendance of Premiers and Prime Ministers at official ceremonies, and extensive media coverage. The commencement of construction was marked by an official ceremony and laying the foundation stone on 23 February 1936 attended by then Victorian Premier A.A. Dunstan. The factory was officially opened by the Prime Minister J.A. Lyons on 5th November 1936.

Production initially involved the continued assembly of locally made bodies on imported mechanical components. However, the intervention of war caused the works to shift production to military equipment under Commonwealth contracts.

During World War Two the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment, including field guns, aircraft, aero and marine engines. After the war, Holden returned to producing vehicle bodies, including Buick, Chevrolet, Pontiac and Vauxhall.

Before the war ended, the Australian Government had already taken steps to encourage an Australian automotive industry. Both GM and Ford provided studies to the Australian Government for an Australian-designed car. Although Ford's proposal was the government's first choice, financial costs saw the government choose the GM proposal due to the low level of government intervention.

Holden's managing director, Laurence Hartnett, favoured development of a local design, while GM preferred to see an American design as the basis for "Australia's Own Car". Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the F X , with the second version the more famous FJ.

The factory was expanded with at the end of World War Two - in recognition of the future civil role and as part of post war reconstruction. The Social Centre was constructed as part of this expansion.

The launch of the Holden 48-215 was a event of national significance with the Prime Minister Ben Chifley and GM Managing Director Harold Bettle officiating on 29 November 1948. The Social Centre was chosen as the venue for the launch.

Expansion of production saw Holden establish a second Victorian assembly plan in Dandenong in the late 1950s, so that complete construction of cars ceased at Fishermans Bend, and would concentrate on component manufacture including a substantial engine manufacturing plant.

The earliest part of the plant was at the corner of Salmon Street and Lorimer Street, with reinforced concrete art deco office buildings fronting large areas are steel-framed saw-tooth roof factory space. The factory was designed by a team of four (L H Hartnett, Managing Director; E J L Gibson, Construction Engineer; J S Storey, Director of Engineering and N A Pointer, Equipment Engineer).

In the 1950s, major expansion to the south and west occurred, including the engine plan (which is now mostly abandoned). In the 1990s, the new V6 engine plant was constructed towards Todd Road, filling the last remaining vacant land. Holden started selling off sections of its 38-hectare manufacturing plant in the last few years, with the original office now occupied by Boral, and the earliest assembly buildings having been demolished to make way for an industrial park. The 1950s Boiler House, which featured an early glass curtain wall design, was demolished in 2011.

The Social Centre was recognised for its important role in among the factory workers and the social history of the works. In 1996 a major refurbishment was undertaken, and in 2009 it was
renamed JC's Café in recognition of long standing employee John Connell. A time capsule was placed behind a plaque outside the Social Centre by Prime Minister John Howard on 29 November 1998, to recognise the 50th anniversary of the FJ Holden, to be opened in 2048 (commemorative plaques).

**Comparative analysis**

The GMH Fishermans Bend plant compares to Geelong's Ford factory as another likely-American-imported design. (Ford was almost certainly an off-the-shelf design by Albert Kahn.) The nearby Rootes factory also demonstrates the moderne style as applied to a car factory, although in this case executed in fibre cement sheeting. Finally, the PMG workshops in Sturt Street reflect the contemporary government application of the moderne style.

**Statement of Significance**

What is significant?

The General Motors Holden administration building, constructed in 1936 at 261 Salmon Street, Fishermans Bend.

Contributory elements include:

- two-storey symmetrical form;
- moderne styling with prominent facade treatment;
- attached flagpole and fins, glass brick and steel-framed windows; and
- upper outdoor terrace and metal railings.

How is it significant?

General Motors Holden is historically, socially and aesthetically significant to Fishermans Bend, to the city of Melbourne and to Victoria as a whole.

Why is it significant?

The GMH plant is historically significant as a major surviving component of the original 1936 works of GMH, which was established in response to government initiatives intended to ensure a preference for Australian-manufactured vehicles in preference to imports, but in partnership between General Motors Canada and the Holden Motor Body Builders. (Criterion A)

The factory is also significant as it is the place where the first Holden vehicles were manufactured, known as 'Australia's Own Car', a nationally-significant manufacturing endeavour which was promoted as part of building the nation's independence economically and as a sort of political revival of the country after World War II; these efforts would later be seen as precursors to the post-war boom.

The building is significant for its strong public presentation, demonstrating the scale and importance of the endeavour. It is also significant for its association with Sir Laurence John Hartnett CBE, an engineer who made several important contributions to the Australian automotive industry, and is often called 'The Father of the Holden'. (Criterion H)

It is aesthetically significant for its fully-resolved moderne architectural style. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:


**Directories**

Salmon Street appears in the Port Melbourne Rate Book for the first time in 1942 and first appears in Sands McDougall in 1938 in Port Melbourne West. 1945 lists GMH as works on 50 acres. Caprice Avenue and Cook Street aren’t mentioned before 1949.

**Rate books**

General Motors Holden

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**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay individually as General Motors Holden administration building, 261 Salmon Street, Fishermans Bend.

Nominate to Victorian Heritage Register.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Apply tree controls to mature palms in front of building on Salmon Street.

Recommend that a conservation management plan be prepared for all GMH sites prior to any future development.
St Kilda Road Boulevard

City of Melbourne property number:

Type of place: road/landscape

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1860s, Victorian-era

Major owners or occupiers: colonial government

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A1

Heritage values:
Aesthetic, Historical, Scientific

Heritage status:

Heritage Overlay  Proposed

Victorian Heritage Register: H2359

Thematic context:
6.6 Street making, drainage and river works
6.7 Transport

7.2 Cultivating the ‘Garden City’ aesthetic

**Description**

The part of St Kilda Road within the City of Melbourne is approximately four kilometres in length, extending from Princes Bridge to High Street, just short of St Kilda Junction. It is a tree-lined boulevard which includes the road reserve to a point close to the intersection with Henry Street, Windsor, near the St Kilda Junction. It includes a wide carriageway, comprising a central roadway with tram tracks, flanked by medians, outer traffic lanes and wide footpaths. St Kilda Road has offers a valuable view towards the Shrine of Remembrance, and the 1908 memorial to Edmund Fitzgibbon is located on a median near the intersection of St Kilda Road and Linlithgow Avenue.

For much of the length of St Kilda Road between Linlithgow Avenue and High Street, the central roadway and outer traffic lanes are separated by median plantings of plane trees (Platanus × acerifolia). Various elms are planted to form a border along the east and west edge of the outer traffic lanes: Ulmus procera (English elms), Ulmus × hollandica (Dutch elms) and Ulmus × hollandica, ‘purpurascens’ (purple-leaved Dutch elms). Plantings along St Kilda Road vary in age, with most trees either mature to over-mature.

The boundary of the heritage area should be the same as that for the Victorian Heritage Registered Place (H2359 St Kilda Road).

**History**

St Kilda Road developed from an 1830s track known as Baxter’s Track, a bush track which led southwards to the St Kilda Hill and Baxter's Stockyard at the corner of Robe and Acland streets. As early as the 1840s, the east side of St Kilda Road was chosen as the location of public institutions. In the early 1840s the first Immigrants Home was established near the Yarra River, and Governor La Trobe reserved a site for a Government House on an elevated location on the Domain by 1840. In 1842, the first sales of Crown land in St Kilda took place, and an 1843
advertisement made an early mention of a track to St Kilda from Melbourne. By 1847, residents of St Kilda and the Melbourne Corporation had agreed to donate £25 each towards improving the ‘highway’ from St Kilda to Melbourne, although little was done before the 1850s. St Kilda Road was also known as the Brighton Road in this period, with the growth of Brighton also influencing the road’s use and development as coach services connected both localities to Melbourne.

The first stone bridge across the Yarra River was opened in 1850. In 1853, the Melbourne Central Road Board instructed an engineer to survey St Kilda Road from Princes Bridge to St Kilda Junction with a view towards improvements. The Roads Act of 1853, which provided for wide roadways for a number of radial routes from Melbourne, indicates that then-Surveyor-General Robert Hoddle envisaged the growing town as a future city. St Kilda Road was a main thoroughfare by the early-1850s, and the 1853 Roads Act designated it to be of a three-chain (60 metres) width. The line of the road can be seen on an 1858 plan and broadly reflects the existing alignment. Further institutions were established along St Kilda Road in the 1850s and 1860s, including the Military Barracks (1854), Melbourne Grammar School (1856), the Observatory (1861), Wesley College (1865), and the Deaf and Dumb Institute and School for the Blind (both 1866). Government House was constructed off St Kilda Road in the Domain parklands between 1871 and 1875, and the Jewish Almshouses near St Kilda Junction were established in 1870. Likewise, the Domain parklands were developed at the northern end of the road throughout the 19th century. In 1867, the northern end of St Kilda Road was used as part of the ceremonial route from Sandridge (Port Melbourne) to Melbourne for the arrival of the Duke of Edinburgh.

Historian Judith Buckrich recounts how the procession had 50 carriages, and as it wound into St Kilda Road it was met by a group of schoolboys, including a contingent from Wesley College who presented arms. Closer to the bridge, the women at the Immigrants Home were standing on raised benches specially erected so they could see easily the prince and procession. In the mid-1870s, the first allotments along St Kilda Road, near Fawkner Park, were auctioned off for residential development. (VHR citation)

**Comparative analysis**

Other grand avenue or boulevard-type roads in Melbourne have their roots in the same early planning started under Governor LaTrobe and William Hoddle. Royal Parade and Flemington Road to the north of the city present the same form of multiple rows of trees dividing separate carriageways, while Wellington Parade and Victoria Parade do the same for east-west travel. Dandenong Road continues the southern approach to the southeast. Queens Parade and Alexander Parade form narrower and later avenues, thanks to landscaping and improvement schemes instigated in the early 20th century.

The development of these boulevards was shaped by the 1853 Roads Act, which provided for a number of wide (three- or four-chains' width, approximately 60 or 80 metres) main radial routes from Melbourne, which Surveyor-General Robert Hoddle envisaged as being important for the growth of Melbourne as important thoroughfares and transport routes. The roads deemed ‘main’ under this legislation included St Kilda Road, Royal Parade, Wellington Parade, Hoddle Street, Victoria Parade, Queens Parade, Flemington Road, Dandenong Road east of Chapel Street, Brighton Road south of Carlisle Street and Geelong Road.

By the late-19th century, a number of Hoddle’s main radial roads had been improved through the planting of trees and the use of central medians, which would ultimately development into boulevards. The extent and success of these improvements varied, particularly when multiple councils held responsibility for the roads. The improvement of these roads related both to a desire to create ‘picturesque’ thoroughfares, and a recognition of the increasing diversity in
traffic types, particularly with the introduction of trams and motor vehicles. In recent years, bicycle lanes have been added to Melbourne's boulevards to further separate traffic types and increase commuter safety.

**Statement of Significance**

**What is significant?**

St Kilda Road, the boulevard leading south from the city, being the road reserve commencing at Princes Bridge, Melbourne, to a point close to Henry Street, Windsor, near the St Kilda Junction. This includes the roadway, medians, garden beds, kerbing, footpaths, trees, the Edmund Fitzgibbon Memorial and a single lamppost on the east median, south of High Street.

**History Summary**

St Kilda Road developed from Baxter's Track which led from Melbourne to Baxter's Stockyard in St Kilda from the 1830s.

As early as the 1840s, the east side of St Kilda Road was chosen as the location of public institutions, such as the first Immigrants Home, and Governor La Trobe had reserved a site for a Government House in the nearby Domain by 1840. By the early 1850s St Kilda Road was a main thoroughfare and more institutions were built along it, such as Victoria Barracks (1856-72), Melbourne Grammar School (1856), the Observatory (1861) and the School for the Blind (1866).

In the mid-1870s, the first allotments along St Kilda Road, near Fawkner Park, were auctioned for residential development. Improvements were undertaken to St Kilda Road in the late 1880s, prompted by the introduction of cable tramways along the length of the road in 1888. The road was soon after referred to as a ‘boulevard’.

The ceremonial and symbolic importance of St Kilda Road was enhanced with the construction of the Shrine of Remembrance in 1934 which incorporated the vista along St Kilda Road and Swanston Street. With the 1950s rezoning of land along St Kilda Road to allow for non-residential development, the character of the built form along St Kilda Road began to change, with the demolition of nineteenth century residences and construction of commercial and office buildings.

The road itself has remained a boulevard, and community appreciation of it continued into the late twentieth century. St Kilda Road continues to be the southern gateway to Melbourne and an important thoroughfare connecting the southern suburbs with the city, and it retains its role as a location for public ceremonies, such as the annual Anzac Day parade, and gatherings.

**Description Summary**

St Kilda Road, Melbourne is approximately four kilometres in length. It is a tree-lined boulevard which includes the road reserve commencing at Princes Bridge, Melbourne to a point close to the intersection with Henry Street, Windsor near the St Kilda Junction. It includes a wide carriageway, comprising a central roadway with tram tracks, flanked by medians, outer traffic lanes, and wide footpaths.

St Kilda Road has important views to the Shrine of Remembrance, and the 1908 memorial to Edmund Fitzgibbon is located on a median near the intersection of St Kilda Road and Linlithgow Avenue.

For much of its length between Linlithgow Avenue and High Street the central roadway and outer traffic lanes are separated by median plantings of Plane Trees (Platanus × aceriflolia). There are border plantings of Elms: Ulmus procera (English Elms), Ulmus × hollandica (Dutch Elms) and Ulmus × hollandica ‘purpurascens’ (Purple leaved Dutch Elms) along the east and west edge of the outer traffic lanes. Plantings along St Kilda Road vary in age with most trees either mature to over-mature. This site is part of the traditional land of the Kulin Nation.

**How is it significant?**
Heritage Assessment of

St Kilda Road is of historical and aesthetic significance to the state of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A: Importance to the course, or pattern, of Victoria's cultural history.
Criterion D: Importance in demonstrating the principal characteristics of a class of cultural places and objects.
Criterion E: Importance in exhibiting particular aesthetic characteristics.

Why is it significant?

St Kilda Road is historically significant as one of Melbourne's longest and grandest major thoroughfares. For over a century this European-style boulevard has had an iconic status as the southern gateway to the city.

Dating from the 1850s, St Kilda Road was developed into a magnificent tree-lined boulevard during the late-19th century and was the location of some of Victoria's major public institutions. From the 1880s, Melbourne's wealthy constructed impressive residences at this prestigious address, and from the 1950s it became a centre for commercial activity. St Kilda Road has been used for ceremonial and celebratory processions including those associated with the Duke of Edinburgh's visit to Melbourne in 1867, the opening of the International Exhibition of 1880 and the opening of the Australian Federal Parliament in 1901. It remains the site of Victoria's annual Anzac Day march, Moomba parades and political protests. (Criterion A)

St Kilda Road is significant as a fine and representative example of a boulevard. It was one of the first of Melbourne's main roads (along with Royal Parade, Flemington Road, Dandenong Road and Queens Parade) to be laid out in boulevard-style around 1889, and is the longest metropolitan boulevard in Melbourne. Boulevards are wide, tree-lined roads which often separate traffic types with medians strips. They are a form of urban design that characterised the development of European cities from the 1750s onwards, and first appeared in Australia from the mid-19th century. St Kilda Road demonstrates many characteristics of a boulevard, with consistent medians and trees extending almost the whole length of the road – approximately four kilometres in length – although there is variation in the intactness of some of the plantings. St Kilda Road has developed over time to safely accommodate many different modes of traffic, including trams, cars, bicycles and buses. (Criterion D)

St Kilda Road is of aesthetic significance as an iconic boulevard which has been recognised as a place of beauty and a visually outstanding element in Melbourne's urban landscape. A broad and stately thoroughfare, its intact and impressive plantings of mature elm and plane trees beautify the southern access to the city. The overarching tree canopies are of considerable visual appeal, providing a sense of enclosure and exemplify the aesthetic use of trees as a road design device. The sweeping views between the Shrine of Remembrance, St Kilda Road and Swanston Street are significant for their emphasis on St Kilda Road as a processional route between the Shrine and the city. There are also important visual associations with the Queen Victoria Garden and Domain parklands to the east. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study
Bryce Raworth – South Melbourne Conservation Study 1997. (no specific mention)

Other heritage studies
South Melbourne Conservation Study 1987. (no specific mention)
Heritage Assessment of

Building Identification Form 1997.

Other References

Victorian Heritage Register:


Lovell Chen, Nomination Of St Kilda Road to The Victorian Heritage Register, Supporting Documentation, Prepared for Melbourne Metro Rail Authority December 2015.

St Kilda Road VHR Number H2359 Heritage Council Determination 26 August 2016.

Maps

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.


The City of Melbourne CoMMap.

Recommendations

Include as an individual significant place in the heritage overlay.

Revise Heritage Places Inventory.

Consolidate parts of HO5 and HO6, as well as VHR-registered area into new heritage overlay.

Apply tree controls to mature street trees.
Repatriation Commission Outpatients Clinic, part of Victoria Barracks, 256-310 St Kilda Road, Southbank

City of Melbourne property number:

**Type of place:** Hospital

Images of place 2016-2017

**Historical associations:**

**Creation or major development date(s) of place:** 1937, Inter-war (WW1-WW2)

**Major owners or occupiers:** Repatriation Commission, Australian government, Commonwealth Department of Defence

**Designer:** George Hallendal, under Commonwealth Works Department Director, H. L. McKennall

**Heritage Gradings:**

**Proposed new system (C258):**
Individually significant

**Alphanumeric system (building A-E, streetscape 1-3):**
Existing: A2, Proposed: A1

**Heritage values:**
Aesthetic, Historical, Social

**Heritage status:**
Heritage Overlay Proposed

**Thematic context:**
4.8 Defending the city
11.1 Improving public health
11.2 Providing welfare services

Boundary of heritage place

Description

A distinctive streamlined moderne-style corner building using manganese brick and pressed cement mouldings. The Outpatients Repatriation Clinic is a parapeted two-storey form with a symmetrical facade opening onto St Kilda Road. The building addresses the corner site with stylised neo-classical cemented colonnades on both frontages and a stepped-plan form along Coventry Street, accentuating the modern jelly-mould theme. A grand terracotta faience portico-in-antis faces St Kilda Road with fluted reveals, keystone, roundels, metal grilles, vertical beading and an urn. Metal-framed windows set in full-height recesses act as implied colonnades in the brick walls. There are significant moderne-style wrought-iron gates, basement and wall grilles as well as pressed-metal rainwater heads, and a brick-paved approach and entry with cemented flow boxes either side, all of which contribute the integrity of the place.

Internally, the art deco style influences continue, with terrazzo and jarrah parquetry floors (now partly removed), decorative mouldings on the walls and ceilings, ribbon windows and fine detailing on vents. The staircase is particularly ornate with terrazzo steps and finally-turned timber handrails. A large plaster crest has been removed from the end wall of the main hall, presumably souvenired or transferred to a museum collection.

The terracotta faience has been painted over and a ramp added, reducing the integrity of the place.
The clinic is adjunct to the Victoria Barracks with its mainly Victorian-era bluestone construction, but also a visually-related Moderne-style brick wing from 1940 to the west along Coventry Street.

History

The former Repatriation Commission Outpatients Clinic was designed for the Commonwealth Repatriation Commission by noted Melbourne-based architect George Hallandal, acting under H. J. Mackennal of the Commonwealth Department of the Interior, and built by Blease McPherson & Co. of Queen Street. The clinic opened in 1937.

The clinic was part of a million-pound repatriation program undertaken by the Commonwealth Government across Australia, and widely reported upon during its planning stages and upon completion. It was one of a large number of military buildings developed by the Commonwealth Works Department in Victoria as part of strategic preparation for World War II. The clinic replaced an earlier galvanised structure at the southeastern corner of the site. Lieutenant Colonel White, acting minister for repatriation, announced the proposal to build an outpatients’ clinic for returned soldiers in 1936 at a cost of £10,000. The building was purpose-built for outpatients in order to reduce congestion in the facilities available at the Caulfield Repatriation Hospital at the time (The Argus, 1936).

The design met some controversy, with well-known artist Sir Arthur Streeton condemning the contrast of the brown brickwork with the existing bluestone structures of Victoria Barracks. Streeton wanted the clinic built in bluestone to match the barracks as well as Melbourne Grammar, feeling that this would be a fitting addition to the great boulevard that was St Kilda Road. Director of the Commonwealth Public Works Department, Mr. H. J. Mackennal, replied that the brick was chosen to make the building ‘unpretentious’, and that the cost of building in bluestone would have been four times the final contract price of £16,000 (The Argus, 1937).

The building housed an outpatient clinic that included medical examination rooms, operating theatres, a massage section and a dispensary. A canteen was located in the basement, with accommodation for staff on the first floor above the clinic. It was considered to be a thoroughly modern art deco design and was one of the first public buildings in Victoria to have mechanical air conditioning. A major extension to the rear (fronting Coventry Street) was built in compatible materials and style during the 1940s. The original Barracks’ bluestone wall had to be rebuilt closer to B Block to enlarge the site for the Repatriation Centre (Godden Mackay Logan, 2011a, p. 22).

George Hallandal was responsible for the design of many of the other Defence buildings, with notable buildings from the same period including the Royal Australian Army Medical Corps Training Depot and the Royal Melbourne Regiment Drill Hall. Hallandal worked with the Commonwealth Works Department from 1923 to 1966, and had a long and distinguished career.

New matching wings were added in 1946-1947, designed by another noted Commonwealth architect, D. B. Windebank. Many ex-servicemen received invaluable treatment there over the years.

The clinic was administered by the Repatriation Commission as part of its healthcare role for veterans, as it was specifically built to manage demands on existing facilities (The Argus, 1936). The Repatriation Commission was established in 1920 by proclamation of the Australian Soldiers’ Repatriation Act 1920 (Department of Veterans’ Affairs, 2014). The Repatriation Commission was intended to manage returned soldiers, and encompassed healthcare, settlement, pensions and vocational training. This was an unusual example of a federal approach to healthcare, with most healthcare institutions at the time being managed by the state (Sax, 1984, pp. 15-42). The clinic is also an unusual example of a centre being built specifically to manage healthcare controlled by
the Repatriation Commission. Most hospitals used by the Commission were typically former field hospitals managed by the Services that had now been handed over to the Commission, generally after World War II; for example, the Heidelberg Repatriation Hospital was formerly the 115th Heidelberg Military Hospital (Austin Health, 2015).

The role of the Repatriation Commission shifted after the introduction of Veterans’ Entitlements Act of 1986 and the establishment of the Department of Veterans’ Affairs, after which Repatriation Hospitals were gradually transferred to state control. The length of use of this Repatriation Centre as a clinic is unknown, but it was temporarily used as a store for Defence, and also used by the Maintenance Engineering Agency for a time during the 1990s. In 1999, it was described as unoccupied and in 'disrepair', and has been vacant since. All asbestos material is recorded as having been removed in 2005, and the exterior was refurbished in 2006 (Godden Mackay Logan, 2011a, p. 22), however the absence of asbestos material is currently unconfirmed.

Comparative analysis

The clinic is typical of the late-1930s Commonwealth government architecture, erected in the lead-up to the World War II in the form of drill halls and other military structures. Two drill halls in the Melbourne CBD are on the Victorian Heritage Register, both designed by the same person, and both highly-significant, although one has been altered.

The streamlined moderne-style used for the clinic fits the corner site and purpose of the building, and detailing such as the terracotta, wrought-iron grilles and gates is notable, as is the building's condition and integrity.

Statement of Significance

What is significant?

The former Repatriation Outpatients Clinic, designed for the Commonwealth Repatriation Commission by noted Melbourne-based architect George Hallandal acting under H. J. Mackennal of the Commonwealth Department of the Interior, built by Blease McPherson & Co. of Queen Street, and opened in 1937.

New matching wings were added in 1946-1947, designed by another noted Commonwealth architect, D. B. Windebank.

The use of manganese brick differentiated the design from the adjoining barracks, as was its function. This approach attracted criticism from the artist Sir Arthur Streeton who wanted bluestone, but otherwise the clinic was heralded across Victoria as a modern, much-needed facility. The construction was part of a million-pound repatriation program undertaken by the Commonwealth Government across Australia.

At the time, St Kilda Road was regarded as one of the 'Great Streets of the World'.

Contributory elements include:

- streamlined moderne-style, parapeted two-storey form;
- symmetrical facade to St Kilda Road;
- salt-glazed manganese brickwork and pressed cement detailing;
- corner site with stylised neo-classical cemented colonnade addressing both frontages, rounded corners and stepped-plan form along Coventry Street;
- grand terracotta faience portico-in-antis facing St Kilda Road with fluted reveals, keystone, roundels, metal grilles, vertical beading and an urn;
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- metal-framed windows set in full-height recesses, acting as implied colonnades in the brick walls;
- significant moderne-style wrought-iron gates, basement and wall grilles, also pressed metal rainwater heads; and
- brick-paved approach and entry with cemented flow boxes on either side.

The terracotta faience has been painted over and a ramp added, reducing the integrity of the place.

How is it significant?

Outpatients Repatriation Clinic part of the Victoria Barracks is historically, socially and aesthetically significant to Southbank, the city of Melbourne and to greater Victoria.

Why is it significant?

Historically and socially, the Outpatients Repatriation Clinic is significant for its association with an important phase of major building activity in Melbourne, prior to the commencement of World War II. (Criterion A)

Aesthetically, the clinic is a fine and well-preserved example of the moderne-style phase of Commonwealth government architecture that existed in the late-1930s in the lead-up to World War II. The use of brickwork, terracotta, wrought iron grilles and gates is notable, as is the building's condition and integrity. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

**Victorian Heritage Database**
National Trust of Australia (Vic)

Statement of Significance:

The Outpatients Repatriation Clinic, built in 1936-37 and thought to be the design of George Hallendal under Commonwealth Works Department Director, H L McKennall, is of regional historical and architectural significance. Hallendal designed many buildings and several fine drill halls in a long and distinguished career with the Commonwealth Department of Works. Additions in the mid-1940s were designed by another prominent architect, D B Windebank. Architecturally, the clinic is typical of 1930s Commonwealth government architecture. The use of wrought iron grilles and gates is notable, as is the building's condition and integrity. Historically, the Outpatients Repatriation Clinic is significant for its association with an important phase of building activity prior to the Second World War which included various barracks and several notable drill halls. Classified: 03/06/1996 - See more at: http://vhd.heritagecouncil.vic.gov.au/places/65672#sthash.HSdooBCb.dpuf.


Department of Veterans' Affairs. (2014, October 23). Functions and powers. Retrieved December 02, 2015, from Australian Government Department of Veterans' Affairs:


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Newspapers


New Soldiers' Clinic. OUT-PATIENTS' CLINIC.

New Building for Soldiers. £10,000 TO BE EXPENDED.

The Federal Government has decided to build a new out-patients' clinic for returned soldiers at the corner of St. Kilda-road and Coventry-street. Plans have not yet been prepared, but the clinic will be one story of brick, and will cost £10,000. Making this announcement yesterday, Mr. White, Acting Minister of Repatriation, said that as there had been a considerable growth in the number of outpatients under treatment at the existing clinic and to avoid congestion, it had been necessary to extend the period between visits of out-patients, though such had not been done with potential inpatients, who were kept under close observation. Such a state of affairs was neither satisfactory to the out-patients, nor to the medical staffs, and as the accommodation had been of a temporary nature and was now overcrowded and unsuitable, it was proposed to erect a more suitable and substantial structure where the whole of the out-patient clinic would be housed. When completed, the more adequate accommodation and improved facilities provided would add to the comfort of patients and bring the clinic into line with present requirements, and be thoroughly up-to-date. The Minister pointed out that 200 ex-soldiers daily attended me out-patients' clinics. Wounds were dressed, massage was given, and eye and nerve cases were dealt with.

*The Argus*. 1937, March 5, p.12.

Brick Clinic in St. Kilda Road Condemned.

The brown brickwork of the new outpatients' clinic being erected in St. Kilda road for the Repatriation Commission will contrast sharply with the massive bluestone buildings of Victoria Barracks, which it adjoins. "A building in this part of St Kilda road in anything but bluestone will ruin this magnificent boulevard " said Sir Arthur Streeton yesterday. In condemning the proposal to erect a new clinic for the Repatriation Commission in brown brick and terra-cotta
tiles alongside Victoria Barracks. The barracks, he added, was one of the finest buildings in Melbourne, and was in complete harmony with the Melbourne Grammar School and other imposing structures on the tree-lined road. If the new clinic were to be built of brick one might as well think of demolishing the other structures and rebuilding them of brick also. The director of the Commonwealth Public Works Department (Mr. H. J. Mackennal) has explained that brown brick was chosen for the new building to make it "unpretentious." To erect the clinic in bluestone, he said, would have cost four times as much as the contract price for the brick building—£ 16,000.

**Recommendations**

Include as an individual significant place in the heritage overlay.

Revise Heritage Places Inventory.

Apply external paint controls with policy to maintain original finishes and colour schemes.

Apply internal alteration controls to retain configuration of main hall, examination room, internal fittings, stairs and wall panelling, and original heating and air conditioning units, ducts and vents.
Victoria Barracks, 256-310 St Kilda Road, Southbank

City of Melbourne property number: 

**Type of place:** defence

*Images of place 2016-2017*

**Historical associations:**

**Creation or major development date(s) of place:** 1860, Victorian-era, Edwardian-era

**Major owners or occupiers:** Victorian government, Australian Government

**Designer:** Gustav Joachimi and J. Duncan, Royal Engineers

**Heritage Gradings:**

**Proposed new system (C258):**
Individually significant? Yes

**Alphanumeric system (building A-E, streetscape 1-3):**
 existing: Proposed: A1

**Heritage values:**
Aesthetic, Historical, Social

**Heritage status:**
Heritage Overlay Proposed

**Thematic context:**
4.8 Defending the city
The Victoria Barracks comprises a 5.7-hectare site bound by St Kilda Road, Wadey Street, Wells Street and Coventry Street, Melbourne. The site contains a number of substantial bluestone and brick buildings including:

**A Block** – a relatively unadorned Victorian Italianate-style block, with three storeys in the central section, flanked by two-storey wings, reflecting a Second Empire massing style. It is executed in finely-axed, rock-faced Lethbridge basalt. The roof is hipped – with iron ridge-crested to the central section, eaves have paired brackets, and the several chimneys are corbelled. Openings to the main elevation are a mixture of round-arched and segmentally-arched windows and doors. Features include oval windows on the west elevation, unusual buttressed rear entrances and finely-dressed stone on the main elevation. Internally, the stairway is of fine design, as is the adjoining cornice and skirting work, and many original internal features remain intact. Iconic columns and pedimented door-cases add a monumental aspect to the interior of the main entrance.

**B Block: The Guardhouse** – a rectangular (originally L-shaped), single-storey building with bluestone walls and a hipped roof clad with slate. The veranda is also slate-roofed, and there are iron wall brackets fixing the veranda to the wall plates. There are early-20th century glazed roof-lights to the veranda.

**C Block: The Armoury** – a two-storey basalt wing, and The Ordnance, a single-storey and basalt structure which was enlarged in 1912.

**F Block** – two-storeyed bluestone with hipped roof clad with corrugated iron, and a parapet with a bluestone cornice below. The front facade is symmetrical and there is a central timber door with double-hung sash windows on either side. Windows have picked basalt surrounds with drafted margins and simple sills. A porch stands to the rear with slate flooring and a wrought-
iron balustrade. Internally, the building is divided into offices, retaining many of the original beaded architraves and skirtings, angled timber window reveals, incised dado mouldings and fireplaces. The first floor rooms have timber floors and lathe-and-plaster ceilings. A basalt stair leads to the first floor and there is an original glazed skylight above it.

**G Block** – a large, long, rectangular building constructed of rock-faced, squared, coursed rubble bluestone, with quoins of various finishes. The building is two storeys plus a basement. The hipped roof, now clad in iron but originally slate, is set behind a parapet. Originally the building was designed as separate units, with a separate roof to each unit. The facade is simple and marked by the repetition of the units, giving the building an austere look. Windows are generally 12-pane double-hung sashes, and there are top-lights above the doors. At each entrance there is a flight of stairs leading to a bridge – with balustrades – which connects to the door. The western, rear elevation has a series of two- and three-storey projecting towers with basements.

**J Block** – a part of the Victoria Barracks' axial plan, and very similar to F Block except for the veranda. J Block is a two-storey bluestone with tooled and picked detailing, hipped slate roof, two-storey veranda to the south and east, and clad with corrugated galvanised iron. There is a low bluestone parapet. The south and east facades, in keeping with the Victorian Georgian style of the building, are symmetrical, with a central door flanked by double-hung six-pane sash windows. Windows and doors are decorated with quoins.

**The Keep** – the central embrasure of the perimeter wall, part of the original axial planning of the complex. It is built of rock-faced basalt and was given prominence with quoins emphasised by fine-drafted margins and fine dressings to openings. Capping is freestone. There are slit windows and a crenellated parapet. Various sections of the perimeter wall survive as well. The wall and Keep have rougher stonework than the other buildings in the complex, designed to convey an impression of impregnability.

### History

Dates for construction of the Victoria Barracks are contradictory, but a newspaper account from 1862, referring to their commencement five years previous, suggests 1857 as the date of initial construction. This is backed up by other sources as well. The Barracks were built for the British Imperial Garrison, including the 12th and 40th Regiment of Foot, who were involved in putting down the armed Eureka Stockade rebellion in Ballarat, Victoria, and later the Colony of Victoria's colonial forces (*The Age*, 24 June 1862, p.6).

The Barracks first appear on a map of the military reservation dated in 1859. The progress of the construction of A Block was dependent on available funding, although its completion was clearly a priority of many of those in command. In March 1860, the Deputy Adjutant General's office wrote to the Honorary Commissioner of Public Works stressing its importance: '...it is desirable that the Officers Quarters should be proceeded with without delay, both as a matter of convenience and discipline.'

The earliest building, G Block, was built by soldiers of the 40th Regiment under the supervision of a royal engineer officer. Later, building was undertaken by civil contractors. A large extension – A Block, New Wing – was added in 1917 to accommodate the headquarters of the Department of Defence, designed in the style of the original A Block building, although the construction method and interior were completely modern for the time. The art deco M Block was added in 1939, and the floor was the first continuous concrete pour in Australia. The Barracks were named in honour of Queen Victoria.

From 1901 to 1958 this was the site of the Commonwealth Department of Defence headquarters.
During World War II, the Victoria Barracks housed the Australian War Cabinet Room. The War Cabinet comprised senior members of parliament from the Government and Opposition parties. The Defence Secretariat occupied the second floor of A Block New Wing, which also contained the offices of senior military staff, the Secretary of the Department Defence Sir Frederick Shedden, visiting Ministers of State and their secretaries and support staff. The wartime prime ministers, Robert Menzies and later John Curtin, also had offices near the War Cabinet Room throughout the world wars. It is believed that the American general Douglas MacArthur had an office at the Barracks, however this is not likely as his headquarters were at the Hotel Australia in the Melbourne CBD. It was, in fact, General Sir Thomas Blamey who had his headquarters at the Barracks while serving as Commander-in-Chief, Australian Military Forces, and simultaneously in international command as Commander-in-Chief, Allied Land Forces in the South-West Pacific Area under MacArthur (Department of Defence 2013).

**Comparative analysis**

The Victoria Barracks present a unique classically-derived bluestone facade to St Kilda Road, which is complemented by the nearby painted Police Barracks and the bluestone gothic style of Wesley College down the road. The Queenscliff and Point Nepean defence installations also reflect the same combination of austere classically-derived architecture and massive stone defensive forms. Elsewhere in the City of Melbourne, the Old Melbourne Gaol provides a relevant architectural comparison.

**Statement of Significance**

What is significant?

Victoria Barracks, 256-310 St Kilda Road, Southbank.

Contributory elements include:

- classically-derived bluestone facades;
- finely-detailed masonry with carved mouldings;
- hipped slate roofs;
- landscaped grounds with mature exotic trees;
- cannons in the forecourt;
- composite timber-and-iron verandas;
- The Keep's fortified wall remnants; and
- entrance gates with flanking bluestone pillars and guard house.

How is it significant?

The Victoria Barracks are significant for historic, social and aesthetic reasons to Southbank, the city of Melbourne, greater Victoria and Australia as a whole.

Why is it significant?

The Victoria Barracks are historically significant as being the earliest and most substantial colonial military facility in Victoria, representing the initial British military presence in the colony, the early Victorian colonial forces and the Commonwealth Department of Defence. (Criterion A)

It is also notable for its association with major phases of Australia’s defence and military history. The site was integral in the imperial defence of the colonies and was used increasingly for offices, as defence administration was concentrated at Victoria Barracks. Following Federation, key defence figures were accommodated in the buildings. During World War I, Block A housed the headquarters for Australia’s defence administration and remained associated with defence
headquarters until the move to Canberra in the late-1950s. A1 Block, along with the flanking J and F blocks, are significant historically for their direct association with the War Cabinet and Advisory War Council during World War II, where major wartime decision-making activities took place. (Criterion A)

The buildings have strong associations with key individuals in Australia's military, political and architectural history. These people include wartime prime ministers – Sir Robert Menzies, John Curtin and Ben Chifley, ministers and departmental secretaries, senior military officers – Major Generals Hoad and Bridges, architects – J. S. Murdoch and G. Joachimi, and Allied military and political leaders. (Criterion H)

The buildings are of architectural significance as they are outstanding examples of the Victorian Public Works Department’s work during the period of Victorian Italianate style and Second Empire massing, displaying highly-skilled workmanship in basalt and refined detailing. Other notable features include oval windows to the west façade of A Block and the unusual buttressed rear entrances. (Criterion E)

A Block is a key element of the axiality that is a central part of the Victoria Barracks design. Further, fronting St Kilda Road – a major Melbourne thoroughfare – it is the public face of the complex and presents a formal and imposing military presence towards the streetscape. The spaces around A Block (and A1 Block especially) facing St Kilda Road are also significant to the buildings' aesthetic value. (Criterion E)

As buildings associated with Australia's defence administration for many decades, and as major edifices in inner Melbourne and key parts of the central city's military complex, the buildings have social significance both within the military community and the public at large.

Sources used for this assessment

The following sources and data were used for this assessment:


Nigel Lewis and Associates, for the 'Masterplan, Victoria Barracks : Melbourne' prepared by the Department of Housing and Construction for the Department of Defence in February 1984.


National Trust of Australia (Victoria), file 204.


Newspapers


THE MILITARY BARRACKS.

The military barracks on the St. Kilda road, the building of which was commenced some five years ago, have lately been made considerable progress with. Structures of this character are seldom distinguished by beauty of design, nor can those we are alluding to be considered an exception to the rule. Utility has certainly not been sacrificed for ornament, nor comfort for display. The most recent erections are, however, for more pleasing to the sight than the earlier
portions, and when the buildings are completed, and the plantations adjacent are grown up, we may expect that a further improvement in external appearances will be effected. The barracks consist, not of one, but of a series of detached edifices, situated upon a reserve of 150 acres, and ending at the parade ground, 520 feet long by 200 feet width. Pacing the St Kilda road are the officers’ quarters, at the rear are the barrack houses for the men, and to the left lie the hospital, the arsenal, the gun sheds. On the right the square is open, the buildings to be erected there having yet to be commenced. The design of the barracks is for a regiment of 800 men, and there is now accommodation for 400. To provide this more than half of the buildings have had to be erected, us much of the accommodation is common to all. The officers’ quarters, which, being the most prominent portion of the buildings, claim first attention, have but just been completed. Without possessing claims to architectural merit, the dressed stone, tho large windows, and the deeply recessed entrance, combine to give the edifice of a handsome appearance, and one suitable to the purpose for which it is designed. The entrance is into a spacious hall, 48 feet long, and both wide and lofty. To the right hand lies the officers’ mess-room, 60 feet in length by 22 feet in breadth, and 10 feet high. The fittings of the rooms are of cedar wood, and handsome and substantial, according well with the large dimensions of the apartment and the manner in which it is furnished. To the right of the hall is the ante-room, and also the reading room, and the remainder of the accommodation on the ground and first floors is devoted to private apartments for officers. Of these a subaltern is entitled to one, and a captain to [...]. The Government contribute a table and two chairs towards the furniture of these apartments, and aught else that may be thought desirable has to be supplied by the officers themselves. The central building has a second door, and here a billiard room is provided, [...] entrance is obtained to the observatory on the roof, from which there is a fine view of the Bay and the country surrounding Melbourne. The handsome railing round the observatory is an ornament to the building. The staff officers occupy the rooms to the extreme left of the quarters. The accommodation provided for them is of the same commodious character as that we have already noticed. In the basement of the building are situated the kitchen offices, the wine cellar, larder, pantries, etc. The cooking ranges and every thing here is complete, and having been erected to meet the requirements of a regiment, go quite beyond the wants of the present garrison. When finished the length of tho building will be 274 feet. The length of the central portion and the left wing, which are now erected, is 108 feet, with an elevation for the central portion of 55 feet. The soldiers’ quarters in the rear constitute the structure which have long formed an eyesore to travellers between Melbourne and the southern suburbs – a long, uniform flat range, destitute of the slightest relief, and built in the plainest manner. If a moderate expenditure would mitigate the severe ugliness of the building the money could scarcely be grudged by the most parsimonious. Fortunately for the casual observer the quarters are now nearly hidden from sight, as they are concealed by the more pretentious structure just adverted to, and, fortunately for the soldiers, the defects of the building are of the exterior only, the accommodation being of a superior order. The quarters contain live houses, classified according to the letters of the alphabet, A house, B house, C house, & c. Each house contains eight rooms and accommodates eighty men. Five of the rooms are sleeping apartments, well ventilated, lofty, and large, the dimensions of each being 44 feet long, 21 feet wide, and 13 feet high. There are twenty beds in each room, and these, through having no double debt to pay, being beds by night and nothing more by day, are neatly stowed away in the day time, so as to leave the room clean and clear until night. The mess-room is situated in the basement story of the building, and here the men, when not otherwise engaged, sit during the day, many of them employing their spare time in making cabbage-tree hats, boots and shoes, or adopting other methods of eking out their income. The regimental sergeants have their rooms in the back portions of the houses. The apartments are comfortable in appearance, and are about twelve feet square. The various out-offices — the kitchens, the ablution rooms, etc. — are situated in a detached building at the rear.
Southbank and Fishermans Bend Heritage Review

of the quarters. To a stranger, their most striking characteristic is the scrupulous cleanliness everywhere observable and to a stranger, also, every convenience seems to have been provided. The Yan Yean is not yet laid on to the barracks, but is speedily to be so. When the work is accomplished, the ablution rooms are to have shower baths constructed in them, and in the hot weather they will doubtless be found of great utility in preserving the health of the men. All the woodwork about these buildings, we may remark, is painted a dark blue, on account of the mosquitoes and flies. The canteen accommodation, which adjoins the quarters, is wretched, and ought to be immediately improved. A sum of money for the erection of a proper building has been already appropriated by Parliament, the Commissioner of Public Works has not thought fit to sanction its expenditure, and has thus caused much dissatisfaction to be felt among the persons interested. On the left side of the barrack-square, are situated the armoury, store-rooms, powder magazine, and gun sheds, all of which it is proposed to keep apart from the remainder of the building B as an arsenal, and the hospital. The hospital was the first building erected, and was commenced by the soldiers of the 40th themselves. It was original intended for a library and school rooms, but there being no accommodation for the sick, it had to be converted into the hospital. However, not having been built for an establishment of this kind, it is found to be rather unsuitable, and not some future time it will probably be used, as was intended, for educational purposes. The building contains twelve rooms, and there are at present 50 men in them on the Bick list. The percentage of sickness in the troops hero is about the army average. At the rear lie a long range of gun sheds, recently constructed, and which derive a special interest from being the habitation of the battery of six 12-pound Armstrong guns which arrived a short time ago from England. The sheds are substantially constructed, and well fitted up. They are 176 feet long, 9 feet high in the clear, and 30 feet wide. The width is sufficient for the guns to stand in with their carriages, be that the doors can be thrown open and the battery run out without delay. The sheds include a blacksmith's room, a harness room, and the necessary workshops, and these have been so constructed that upon an emergency arising, they could be made available for the housing of a Second battery. The armoury, the store rooms, and the military offices are situated in one building, which like all the others, is of solid bluestone structure. The store room is fitted up with racks, so as to admit of a classification of the goods, and consequently everything looks systematic and business like. The armoury contains nearly 6000 stand of arms, including the Brown Bess's originally issued to the volunteers the Lancaster, and the breech-loading Westley Richards' Whitworth's, just arrived. A portion of these arms belong to the Imperial Government, but the majority, together with the Armstrong battery, are the property of the colony. The armoury and its contents are well worthy of a separate description, and on the present occasion we need but mention that the arms are kept in beautiful order, the guns in racks and the swords and pistols hung in devices round the rooms. The only building to the right of the square is the staff Sergeants' house, which calls for no particular comment; it is very similar both in construction and accommodation to the other portions of the barracks. This completes the list of edifices already erected. Guard rooms and stabling are now being proceeded with, and it is intended next to construct quarters for married couples, and a suitable canteen, both of which are urgently required. The number of men at the barracks at the present time is small. The Artillery muster about 90 men, the 40th Regiment, 140, and the Royal Engineers, 20. As it is not probable that the Imperial forces in the Colony will be numerous or at least, for some time to come, there is no great prospect of the barracks being soon completed, according to the original plan. The officers' and [...] quarters were designed by Captain Pasley and the remaining portions of the barracks have been executed by Captain Scratchley, R. E., through the Public Works Department. The method of proceeding favours of the Circumlocution Office, as though Captain Scratchley superintends the works, the contractors cannot receive instructions from him. Every trivial matter has to form the subject of a communication with the Public Works Department, and as may be easily imagined no little delay
is caused, while it would be difficult to say who would be actually responsible should a fault be discovered. The cleanliness and good order of the existing accommodation are such as to reflect great credit upon the men and upon the Barrack Master, Captain Pitt, and the energy and skill displayed by Captain Scratchley in the constitution of the works are very obvious. The soldiers' quarters have cost £25,000, the officers' quarters £16,000, and the outer buildings £10,000 in addition — making a total cost, up to the present, of about £51,000.

City of Melbourne maps
Victoria Barracks Melbourne:
Defence complex of 5.7 ha. Established on this site in 1856 and first built for the British Imperial Garrison. From 1901 to 1958 it was the site of the Headquarters for the Commonwealth Department of Defence. During World War Two it housed the Australian War Cabinet. Noted for its many Colonial era structures. Of note is A Block facing St Kilda Road. A three storey bluestone structure originally built as officers' quarters in 1876 with the South Wing added in 1917. The earliest structure is G Block a two storey bluestone building and built between 1856 and 1858 as a barracks. At one stage in the 1890's it was an industrial school and used to accommodate destitute children. J Block, originally the Staff Sergeants' quarters, a two storey bluestone building was designed in the Georgian style by the Public Works Architect Gustav Joachimi and built in 1860. It was used later as a police hospital. The Guard House, known as B Block, is a single storey bluestone building and built in 1862. C Block is a three storey building and built around 1870. F Block a two storey bluestone building was built in 1867 as a hospital and is the earliest surviving hospital building in Victoria. M Block designed in the art deco style was built in 1939. It is thought to be the first continuous concrete pour in Australia. Also of note is the remnant of a bluestone wall on the Western Boundary. This is known as The Keep and is part of the original fortification built in 1860.

City of Melbourne i-Heritage
The Victoria Barracks extends over a large tract of land and comprises many buildings, a number of which are already recognised as of cultural significance by their having been listed on statutory registers. It has been beyond the scope of this study to expand on the research on the Barracks undertaken by the Dept of Housing and Construction. That work has been most comprehensive in identifying sites and buildings of consequence on the site, and particularly the work by Nigel Lewis and Associates for the 'Masterplan, Victoria Barracks : Melbourne' prepared by the Department of Housing and Construction for the Department of Defence in February 1984."

Description/Notable Features: The Victorian Barracks comprise a number of buildings constructed over a long period of time in a variety of architectural styles. The buildings are generally in good condition although their integrity varies from structure to structure.

Statement of Significance: The Victoria Barracks site as a whole is of significance for having been a major influence on the development and planning of South Melbourne since the formation of the suburb. The significance of the individual buildings within the barracks has been researched by the Department of Housing and Construction and has not been expanded on in this study.

Other Comments: Many of the individual buildings and the group itself are of extremely high significance.
Recommendations

Revise Heritage Places Inventory.

Include as an individual significant place in the heritage overlay in the event that the place is sold or divested by the Commonwealth, and if so:

- Apply external paint controls with policy to reintroduce original finishes and colour schemes.
- Apply tree controls to mature palms in front of main building on St Kilda Road and to other mature trees within compound.
- Investigate interiors for original fittings and joinery with a view of inclusion on future internal controls.
General Post Office (GPO) garage, stores & workshops, 45-99 Sturt Street, Southbank

City of Melbourne property number: 537125, 567774 and others

Type of place: factory

Historical associations:

Creation or major development date(s) of place: 1930-1937: Inter-war (WW1-WW2), 1940-1944: Post-WW2

Major owners or occupiers: Commonwealth Government

Designer: J. S. Murdoch, chief architect for the Commonwealth of Australia; H J Mackennal, Works Director, Victoria

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: C2

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed HO1203

Victorian Heritage Register: HO1203

Thematic context:

3.7 Establishing and maintaining communications

Boundary of heritage place

Description

The first major workshop wing of the General Post Office (GPO) complex at the corner of Dodds and Grant streets was built in 1930 using a form of modern classicism, the favoured style of then-Director of Works and Chief Commonwealth Architect, John Smith Murdoch.

Two facade bays front Dodds Street where this part of the complex has two storeys, with walls of red brick and rendered continuous lintels in reinforced concrete over the ground- and first-floor openings. Window sills and parapet panels are also cement-rendered. Projecting brick pilasters correspond to structural bays of the steel framing, with brick spandrels and glazing between. A gabled, pitched roof form is evident, with projecting eaves and guttering trimmed by gabled parapet end-walls and corbelled cement brackets.

The windows are typically steel-framed, multi-pane glazing – some with wire-framed glazing – with hopper sashes, and applied as regular fenestration between piers. Ornamental elements include the stylised Georgian exaggerated cemented keystones set into moulded architraves at one major entry while at the corner of Dodds and Grant streets, the main entry is marked by a raised parapet, a small, corbelled porch and cement panelling. The upper floor is surmounted by a rendered panel proclaiming the construction date as ‘1930’.
The one-storey Sturt Street workshop wing is in a simple modern style, with a parapeted sawtooth-roof form, presumably constructed under Works Director Mackennal in 1937 and 1940, coinciding with the significant drill hall complexes designed in that era under Mackennal. A cemented parapet panel has a cavetto cornice, cement streamlining with lozenge medallion, and soldier-course brickwork to the panel and the parapet capping. Otherwise, the elevations share the fenestration and trabeation of the 1930 wing. A cavetto mould is also placed over window openings while elegant sheet-metal-clad doors are set into a recess. A matching sawtooth-roof internal wing is from 1944, since re clad.

The Sturt Street elevation is broken by the added 1970s Amenities Block infill wing, which replaced part of the former workshop wing, featuring bands of vertical windows and a recessed entrance with a small, similarly-glazed first floor on the north end, but continues as the PMG Garage (45 Dodds Street) at the north end. A new break in the facade also allows entry into the courtyard where a new wing has been added to the former PMG Department Workshop wing with new visually-unrelated internal structure. In Dodds Street, openings have been also created to allow for courtyard access.

The complex has been modified internally to create a gallery – which opened in 2001 – and studio spaces for the Victorian College of the Arts, typically with the addition of partitions, but retention of the rolled steel-joist framing, concrete ground floor, timber upper-level flooring and general plan form.

An brick, Edwardian-style electricity substation is located at the corner of Sturt and Grant streets, probably having been built specifically to serve the PMG site. This is a small, pavilion-style building with a gambrel roof and ventilator surmounted by a finial, and clad in asbestos cement tiles.

The former General Post Office Garage, Stores & Workshop complex is located opposite the similarly-designed former Victoria Police stable and hospital complex and not far from the Victoria Barracks, marking the area a public building precinct.

The important government architect John Smith Murdoch employed variations on the modern classical style, with his significant High Court Building (modern Georgian), Little Bourke Street (1928, Victorian Heritage Register) and the earlier and grander Melbourne Mail Exchange, 1917, as a seven-storey, steel-framed red-brick-clad building (Victorian Heritage Register). His imposing telephone exchanges in Melbourne (City West Telephone Exchange 1929, 1937) and Sydney (City South Exchange) provide other more sophisticated examples of his style.

Local Commonwealth government designs under Mackennal during the 1930s were typically moderne-style with significant drill hall complexes included among them, such as A’Beckett Street (Victorian Heritage Register). This complex befits its utilitarian propose with simple but nevertheless stylised elevations. This complex is distinguished and a recognisable Commonwealth of Australia design.

The adjacent Mounted Police stables on Dodd and Grant streets offer a variation on the red-brick-and-cement-bands style that typifies Commonwealth utilitarian architecture of the 1920s-1940s. The RAAF Williams Laverton airbase represents a large complex of such buildings, where rendered and white-painted horizontal bands through red brick walls and steel-framed windows tie together a diverse range of buildings for accommodation barracks, warehouses and aircraft hangars.

A similar effect can be found at the Richmond Airbase in New South Wales. These can be seen as an evolved form of the earlier first wave of Commonwealth industrial buildings types, primarily of red brick and corrugated iron, found at sites such as the Federal Woollen Mills in Geelong, the
Naval Drill Hall in Port Melbourne, and the Royal Australia Field Artillery Barracks in Maribyrnong, all designed by Commonwealth chief architect John Smith Murdoch.

The combination of red brick and white rendered bands can be seen as a signature device in Commonwealth buildings, both in plain utilitarian structures or applied to more elaborate public buildings such as the Richmond South Post Office (1905).

The substation compares with a small group of contemporary Edwardian and Inter-war substations scattered around the City of Melbourne, such as that on the corner of Munro and Johnston streets, South Melbourne (Vines 2007).

**History**

The Australian Commonwealth government took over responsibility for postal, telegraphic and telephone services from the new states at Federation in 1901. All these services came under the control of the Postmaster General, and the need for their formation was a major factor in the unification of the states and strategic defence.

Prior to Federation, individual states were responsible for postal, telegraph and telephone services. With the creation of the Postmaster General, a post first held by the Honourable J. G. Drake, these became centralised Commonwealth services with a uniform penny post and federal postage stamps (both introduced in 1911) substituting for the various colonial systems.

Employees of the postal telegraph and telephone services automatically became federal public servants. The PMG became the largest Commonwealth department with about 10,000 permanent staff and another 6,000 contractors (Lee 2003).

A trunk line link to Sydney was created in 1907, and Australia's first automatic exchange was opened in Geelong in 1912. Airmail was a further development; Australia's first overseas call reached London in 1930, and Victoria was linked to Tasmania by submarine cable in 1935. As the effects of the Depression waned, the Postmaster General's department commenced an extensive building campaign, providing, for example, automatic telephone exchanges at Caulfield (2,000 lines), Brunswick (3,600 lines) and City West (6,000 lines).

In 1935, Caulfield was the first to be completed, coinciding with the start of the City West Exchange building. After a lull, during World War II some millions of pounds were spent on a temporarily-curtailed capital works programme for communications in general. In 1935, 92 telephones per 1,000 people were connected, via 1,650 Victorian exchanges. It took nearly 20 years for this figure to double.

Crown Land in South Melbourne near St Kilda Road was reserved from sale for potential future uses until well into the 20th century. This proved to be beneficial for the establishment of facilities for the new Commonwealth postal service.

The block bounded by Sturt, Dodds, Grant and Nolan streets remained Crown land (Section C, lots 1 & 7-12) until quite late, having been retained as part of a large area for government purposes. Subdivision occurred in 1885, with the block initially divided into 12 allotments. However, of these, only four properties were created. The land was occupied partly by the Victoria Barracks, and progressively, parts were reserved either for government purposes or were gradually sold off. A subdivision by J. H. Reed, Assistant Surveyor, was undertaken by 1885, creating about two dozen allotments on either side of Sturt Street, of one rood and 32 perches each (about 0.18 hectares), as well as some other odd-sized lots.

In 1895, the middle part of the block contained stoncutting yards, with the post office stables at the north end, spanning Dodds and Sturt streets (MMBW Plan). New two-storey masonry workshops for the postal department were built facing Sturt Street at the northern end of the
site in 1899 by Thomas Cockram & Son for £1,943 (NAA). A timber caretaker’s cottage was located at the south end of the site at that time.

By the early-20th century, the block was occupied (from north to south) by Radio Corporation Pty Ltd (lots 11-12), Alcock Thomson & Taylor billiard table manufacturers (Lots 9-10), C. M. Kerr & J. Train (lots 7-8), and the Commonwealth of Australia (lot 1, formerly lots 1-6). The Radio Corporation site became the present-day Recital Centre location. Alcocks continued occupation into the 21st century. The Kerr and Train lot at 43-47 Sturt Street was occupied by Lucy Secor Dressmaker from around 1936 (at 35 Sturt Street) until at least 1957 (Sands & McDougal Directories).

The presence of the PMG garage in Sturt Street, South Melbourne, is recorded in newspapers by at least 1923, when a PMG van driver from the Sturt Street garage was involved in a ‘street fatality’ (The Ballarat Star, 25 September 1923, p.7.). A new gabled masonry workshop wing was planned for the complex in 1926 under J. S. Murdoch’s authority as Director General of Works, located facing Grant, Moore, Power and Macgowan streets; this appears to have since been demolished.

Extensive damage was caused to the motor garage in 1927 when two RAAF aeroplanes taking part in the aerial welcome to the Duke and Duchess of York collided in mid-air, with one crashing into the building, ‘...where it caught fire and destroyed five motor cars...’ (Jerilderie Herald and Urana Advertiser, 28 April 1927, p.3.).

The damage to the buildings was described in detail thus:

"...the interior of the garage of the Postmaster-Generals department in Sturt Street had become a raging furnace. Employees of the garage, none of whom, fortunately, was beneath the portion of the roof through which the aeroplane crashed, had found it quite impossible to approach anywhere near the blazing machine. One side of the garage is one storey, and the other of two stories, so that the roof rather resembles a large step. It was on this "step" that the aeroplane fell. It tore through the sheets of corrugated iron as if they had been paper, smashed the floor of the upper storey of the building, and crashed with a great roar to the stone floor of the garage itself. The upper floor, it is understood, is little used. The aeroplane fell across four large motor-trucks and three motor-wagons, such as are used to collect mail from street pillars. There were many other motor vehicles in close proximity, and much petrol about the place, and but for the prompt action of several postal employees, who drove out as many of the vehicles as they could, much more damage must have been done. Certainly the position would have become exceedingly dangerous owing to the possibility of an explosion..." (The Argus, 22 April 1927, p.16.)

The garage buildings were rebuilt in 1928 with a sumptuous ceremony, perhaps designed to purge the tragic memories of the previous year:

The new Postal Garage was opened with a dance with the building decorated with bunting while the opening ceremony was presided over by the deputy Director of the Postmaster-Generals Department Mr R. N. Partington. Among those present were representatives of many business and State organisations, the P.M.G. being represented by the Chief Inspector of Stores and Transport (Mr. P. C. Cameron), the State superintendent (Mr. W. Packer) and Supt. Salmon (of the Motor Branch). Mr. C. K. Bremen (transport officer) acted as the chairman for the evening, and Mr. R. A. Sullivan as honourable secretary. During the evening a clock was presented to Mr. Bromell, the case of which was made of wood from the original Princes Bridge. After the ceremony some 350 guests joined in the dancing (The Argus, 5 May 1928, p.32.).

The Mahlstedt Plans of the 1920s indicate that only the southern half of the block was occupied by the PMG facilities, with mostly single-storey, corrugated iron buildings – including the motor garage, cable store and open store yard, blacksmith's shop, horse yard and stables. A small, two-storey masonry building on Sturt Street was labelled the 'GPO Workshop'.

Biosis Pty Ltd, Graeme Butler & Associates 2017: Appendix 3
An inquiry was held by the Commonwealth Parliament to debate the need for new buildings ‘...to accommodate the various sections of the telegraph and telephone workshops’ in June 1928. It is apparent that the pressing need from the rapid expansion of the still relatively new technology was causing difficulties in meeting demand. Hansard records the committee's results as follows:

QUESTION POSTAL WORKSHOPS, SOUTH MELBOURNE, Mr HILL: Minister for Works and Railways · Echuca · CP.

– I move -

That, in accordance with the provisions of the Commonwealth Public Works Committee Act 1913-1921, it is expedient to carry out the following proposed work, which was referred to the Parliamentary Standing Committee on Public Works, and on which the committee has duly reported to this House the result of its inquiries: South Melbourne (Victoria) – Erection of Postal Workshops.

This proposal is for the erection at South Melbourne of a building to accommodate the various sections of the telegraph and telephone workshops. The proposed site is Commonwealth property abutting on Sturt, Grant and Dodds streets, South Melbourne. The building has been designed to meet requirements for approximately ten years after the date of erection. The present accommodation is both inadequate and unsuitable. The two main workshops are at present situated in widely separated parts of the city, the telephone workshops being in Spencer-street, adjoining the General Post Office, and the telegraph workshops at Jolimont, over a mile away. This separation of the workshops is an inefficient and uneconomical arrangement. Moreover, the Jolimont workshops must shortly be vacated, when the site will be utilized for recreation purposes. The present accommodation at the Spencer Street General Post Office is also required for other purposes. The proposed site in Sturt-street, South Melbourne, is at present used by the Postmaster-General's Department for the storage of cable, and transport and workshop material. It has a frontage of approximately 462 feet to Sturt Street, 347 feet to Grant Street, and 298 feet to Dodds Street. The proposed building is a simply-designed concrete structure of two floors providing a working space of approximately 53,000 square feet. It will provide better accommodation than that of the existing workshop buildings, which were not designed for the purposes for which they are now being used. The cost of the building is estimated at £56,500. Sufficient ground space is available to enable an extension of the workshop to be made when needed. The proposed building is designed to permit of extensions. The various sections comprising the workshops are - Telephone, telegraph, carpenters and joiners, painters and polishers, installation staff, motor car, cycle and lorry, and coach building. The number of permanent men employed is approximately 360. An additional 200 men are employed in a temporary capacity. The number of telephone stations in Victoria, which in September 1927, was 141,535, is rapidly increasing, about 11,400 stations being added yearly. The repair and renovation work will, in consequence, increase in direct ratio to the number maintained. The following statement comparing the cost of erecting workshops on Commonwealth property at Sturt-street, South Melbourne, with the original proposal to erect workshops alongside the General Post Office, Melbourne, will be of interest to honourable members:

The Sturt Street project represents a saving of about £1,910 per annum. The rental of the existing telegraph workshops at Jolimont is £448 per annum. That amount would be saved under either scheme. As the type of fire protection for the building has not yet been decided the estimated cost of it has not been included in the financial statement. The cost of a sprinkler installation would be £3,500, with annual charges estimated at approximately £270, but having regard to the class of work to be done and the comparatively small fire risk which would be incurred, it is considered likely that an automatic thermostat alarm system, costing approximately £450 to install, and approximately £80 in annual charges, will meet requirements. The distance from the workshops to the nearest fire brigade station is 1,880 yards. The protection offered by a thermostat system, if considered adequate, will be much the more economical arrangement.

As the Postmaster-General regards this matter as urgent, steps will be taken to carry out the work as early as possible.
Question resolved in the affirmative. (Hansard, House of Representatives, 14 June 1928, pg.6125.).

Construction of the buildings was announced soon after, in 1928, although economies were sought to reduce costs by staging the works, and also by only erecting a smaller building than originally planned at the corner of Grant and Dodds streets:

POSTAL workshops:
SECTION TO BE ERECTED. Tenders Early Next Year,
For reasons of economy, the Postmaster General's department has decided not to complete the new workshops which are to be erected in Sturt Street, South Melbourne, in accordance with the original plans. A smaller building will be erected on the site, but, space will be left for extensions. Tenders for the first section will be called early in the new year. The original estimate of cost for a building of two stories covering a site 221ft. by 291ft. was £60,000 (The Argus, 29 December 1928, p.14.).

The designs of the buildings can be ascribed to the Commonwealth Chief Architect, John Smith Murdoch, who was resident in Melbourne (at St Kilda West and later the Commercial Travellers Club), for much of the time he was charged with design work for public buildings at the Australian Capital Territory (Electoral rolls 1909-1940). Other local Commonwealth Government designs were carried out under H. J. Mackennal from the 1930s in typical moderne style.

There was a delay in awarding contracts as approval took another 13 months:

‘POSTAL WORKSHOPS. ERECTION AT SOUTH MELBOURNE. Expenditure of £60,000. CANBERRA - Approval of the proposal of the Postmaster General's department to erect telegraph and telephone workshops on land owned by the Commonwealth in Grant, Sturt, and Dodds streets, South Melbourne, at a cost of about £60,000, is contained in a report presented to the House of Representatives .by the Public Works Committee. The committee states that economy and efficiency justify the erection of the building, which is expected to provide sufficient space for workshop activities for 10 years. The existing accommodation was said in the report to be unsuitable and inadequate. The two main workshops were at present in widely separated parts of the city. The accommodation occupied at Spencer street by the telephone workshops was required for extensions to the General Post-office and the site of the telegraph works at Jolimont was on park land which must be vacated at the first opportunity.

The proposed building would be of two storeys with a frontage of 221ft to Grant Street and 201ft to Dodds Street. The skeleton of the building would be of rolled steel construction’
(Construction and Local Government Journal, 29 Jan 1930, p. 10)

Plans for the new wing were dated 1928 and signed by J. S. Murdoch, Director General of Works, showing the main entrance at the corner leading to a central timber stair set on the diagonal and flanked by the engineer's office on the right, and the clerks' office on the left. The rest was open-plan with one section labelled The Store and Sifting Room, with a hydraulic lift and associated motor room on the north wall. (PROA). Later plans show a locker room, men's lavatory (as on the upper level) and saddlers and coachbuilders room: this configuration was repeated above as a mezzanine. The elevations shop steel-frame 18-pane glazing between piers, with hopper sashes in the centre bay (since replaced with modern multi-pane glazing). Roller shuttering was proposed for most of the workshop entry points with folding timber panelled doors with catheads over on the upper level facing the internal courtyard. Roof framing was steel trusses with RSJ columns and 24-inch-deep (600 millimetres) joists filled in with timber flooring; ground floor was concrete. A similar wing was shown adjoining on the north in Dodds Street as a 'future extension', as existing. Other 'future extensions' were shown at the west end and across the north end of the block, with the centre as a large open yard.
The second level held partitioning along the street facade, including a place for the workshop supervisor at the top of the stairs, a girls' lunch room and lavatories, and coil winding and repair room adjoining. Next to that was the test room: a nickelling room with adjoining men's lavatories and locker room was on the north-west wall. Roofing was corrugated iron, with sky-lighting in what was a generally unceiled space.

Contract plans were signed by Cant & Bennett, builders, dated 1929, and with Mackennal's signature as Works Director added. Cant & Bennet also constructed the 1913 historic Hamilton Uniting Church, as well as a number of Commonwealth contracts in the Inter-war period.

A block plan of 1935 shows the new workshop wing without extensions, the caretaker's cottage at the Sturt and Grant streets corner, the single-storey gabled, timber-framed motor workshops facing Sturt Street, the two-storey 1899 workshop office block, and the stables along the north boundary.

During the 1930s, these substantial new buildings were in use for maintenance of PMG equipment, including the telephone service. It was noted that the readers of The Age could:

‘...obtain old-type telephones at the PMG postal workshops, Sturt Street, South Melbourne.’ (The Age, 13 March 1936 p.2.).

The extent of the works that existed at this time can be seen in the next edition of the Mahlstedt Plan. The PMG Department still occupies only the southern portion of the block, but now buildings cover almost all their land. Lucy Secor dress manufacturer and the RACV occupied the buildings immediately to the north.

The PMG buildings now comprised the new moderne-style Postal Motor Garage of 1936 now in part, at 45 Sturt Street (in place of the stables) and later as the iron shop, two-storey workshops with brick masonry walls and 'corrugated asbestos cement', or 'fibro cement', or 'fibrolite' roofing over most of the buildings, and a timber-framed single-storey workshop covering the central (former) courtyard. The two-storey buildings generally have steel columns and beams, a concrete ground floor and timber upper floors. The motor garage at the north end of the complex had a combination of timber columns and steel beams, with timber-trussed roofs clad in corrugated asbestos cement.

The new garage was announced in 1937, indicating the further expansion of the telecommunication services and the need to upgrade maintenance facilities:

The Commonwealth Gazette contains a notification of the acceptance of Mr. H. P. Brady, of Murray Street, Richmond, for the erection of a garage for the Postmaster-General's Department in Sturt Street, South Melbourne. The tender price is £16,161 and the work is to be completed by May 29 (The Deniliquin Independent 18 January 1937 p.6.).

The Commonwealth Department of Works plans of 1940, signed by Victorian Works Director H. M. Rollands, show the completion of the Sturt and Grant streets' elevation, as existing, in a parapeted moderne style, with saw-tooth profile fibre cement sheet roofing. This was to become the Motor Repair Shop. The workshop offices of 1899 are shown adjoining to the north, but the caretaker's cottage and the old PMG garage were to be demolished. Elevations show 20 pane glazing and roller shutters to openings.

By World War II, the complex we see today was mostly complete. A freestanding electrical substation erected by the Melbourne Electric Supply Co. (later MCC electricity supply) and SEC is located today at the corner of Grant and Sturt Streets. This was almost certainly installed specifically to cater for the power needs of the PMG workshops. This was in place by 1926 when an approval was given for extension (Emerald Hill Record, 25 December 1926. p.6.).
Works for the war-time construction authority, Allied Works Council (Australia) (1942-1945), were carried out in 1943-1944 here, including a new entry to Grant Street and the matching extension to the north end in Dodds Street. The upper level of this wing held a new modern cafeteria added in 1944. Additions to the Machine Shop in 1944 nearly filled in what remained of the courtyard, using the saw-tooth roof form of the adjoining 1940 wing. The open roof for the 1930 wing was sealed with fibrous plaster for better working conditions and concurring with the new adjoining wing.

The PMG took over the Radio Corporation Pty Ltd factory at the north end of the block and Lucy Secor's factory by the late 1950s, but Alcock's Billiards, James Richardson and Witners continued to occupy the small sites in between.

A new amenities block for the PMG workshops was constructed in Sturt Street in the early 1970s, comprising a Modernist-styled brick and glass two-storey structure with bands of windows divided in vertical strips. This replaced the earliest building on the site, the workshop wing of 1899.

The PMG ultimately vacated the site and the Victorian College of The Arts expanded into the existing buildings at 45-99 Sturt Street, Southbank. They were extensively refurbished in 1993 and 1994 to a design by Forward Viney Wallan. The University of Melbourne Theatre Building facing Dodds Street is a modern three-storey concrete building designed by C. S. & T. Pty Ltd, and Edmond & Corrigan and built by Kane Constructions in 2003. There were further refurbishments and additions made in 2007 (CoMMAP). These modern buildings are not considered to be a part of the current heritage place.

Comparative analysis

This simple brick-walled and sawtooth roof building is characteristic of the Inter-war period, with some similarities in its original form to the administration buildings at the Government Aircraft Factory and Materials Research Laboratories.

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, Dodds and Grant streets 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 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.

How is it Significant?
The former PMG postal workshops are historically and aesthetically significant to South
Melbourne as well as to the city of Melbourne.

Why is it Significant?
The former PMG postal workshops garage & stores 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. Mackennal, respectively. It is also significant as
being complimentary to the similarly-styled Victorian Police Mounted Branch. (Criterion E)

Sources used for this assessment
The following sources and data were used for this assessment:

Lee, Robert, 2003, Australia: Our national stories Australian Heritage Commission, Chapter 7:

Vines, G. 2007, Cross Street Electrical Substation, report to City of Maribyrnong (comparative
analysis section).

Newspaper Articles and Advertising


Hansard House of Representatives, 14 June 1928, 10th Parliament, 1st Session p.6125.
https://historichansard.net/hofreps/1928/19280614_reps_10_119/#subdebate-38-0.

TERRIBLE FLYING TRAGEDY FOUR AIRMEN KILLED MACHINES COLLIDE AND FALL ONE CRASHES
THROUGH GARAGE ROOF THOUSANDS WITNESS ACCIDENT', The Argus, 22 April 1927, p.16.


article205255342.

**South Melbourne Rate Books**

Rate book entries for the Sturt Street block are incomplete, partly due to the probably exemption of Commonwealth properties from the requirement of paying council rates.

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**Sands and McDougall Directory of Victoria**

1930
69 G.P.O. Motor Workshops
65 Flynn, Con.

1935
49-83 G.P.O. garage, store and workshop
85 Page, Geo.

1942
45-83 G.P.O. garage, store and workshop
67 Isherwood, A., tea rooms
67 Sturt St

**Maps**

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.

**COMMAPS**

Victorian College of the Arts, 45-99 Sturt Street, Southbank.
Mostly former Telstra workshops. Built in moderne-style in 1930. Now an educational complex of one, two- and three-storey brick buildings. Extensively refurbished in 1993 and 1994 to a design by Forward Viney Wallan. The University of Melbourne Theatre Building facing Dodds Street is a three-storey concrete building designed by C. S. & T. Pty Ltd and Edmond & Corrigan, and built by Kane Constructions in 2003. There were further refurbishments and additions in 2007.

**WEB**

Recommendations

Revise Heritage Places Inventory.
Revise Melbourne Planning Scheme map to include these buildings, as mapped, and revise address to ‘45-99 Sturt Street, Southbank’.
Include as an individual significant place in the heritage overlay.
Apply external paint controls with policy to maintain original finishes and colour schemes.
Commonwealth Artificial Limb Factory, 242-246 Sturt Street, Southbank

City of Melbourne property number:

Type of place: factory

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1918: Inter-war(WW1-WW2), 1940 : Post WW2

Major owners or occupiers: Commonwealth government

Designer: Chief architect, Department of Interior

Heritage Gradings

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: C3

Heritage values:
Historical, Social

Heritage status:
Heritage Overlay Proposed

Thematic context:
4.8 Defending the city

11.3 Caring for the sick

*Boundary of heritage place*
Description
The existing building is a one- and two-storey brick building with sawtooth roof. Elements of the original can still be discerned, including the ground floor fenestration and the sawtooth roof space behind. The corner section appears to have been built around the earlier walls to provide stairs to the upper-level office space, while a large vehicle entrance has been cut through the single-storey section to the south. The original entrance is still in place, although modified.

History
The first proposal for a government-run factory for producing artificial limbs for returned soldiers came from a Mr J. Smith of Ringwood in 1915. In the later years of World War I, the needs of returning servicemen were met by the Caulfield Military Hospital, which employed 24 men (all but four having lost a limb themselves) in the manufacture of artificial limbs for wounded servicemen. An American expert, Mr C. A. Aunger, was brought to Australia by the Commonwealth to assist in establishing a factory. Manufacture of limbs began at Caulfield in November 1917, and was transferred to a new factory in Sturt Street behind the Victoria Barracks in March 1918, initially under the control of the Defence Department, but transferred to the Repatriation Department by December 1920. Five Commonwealth Artificial Limb Factories were established by 1919, employing 40 men, most of whom were also amputees.

Major Charles Morley was appointed assistant manager in 1918, and by August 1919 the South Melbourne factory was turning out 80 limbs a month. There were, however, complaints about the distance that men had to walk on crutches from the tram for fittings and repairs. Meanwhile Melbourne also had to serve Tasmanians who had to make the journey to Victoria to be fitted. The tramline was eventually extended down Sturt Street and a shelter constructed near the factory at the request of the Returned Servicemen's Amputees Association.

Alterations and additions to the factory were undertaken in 1940, and further additions done in 1978.

Comparative analysis
This simple, brick-walled and sawtooth-roof building is characteristic of the inter-war period, with some similarities in its original form to the administration buildings at the Government Aircraft Factory and Materials Research Laboratories.

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; and
- steel-framed windows.

How is it significant?
The Commonwealth Artificial Limb Factory is both historically and socially significant 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 expanding its following during and following World War II. These confirmed the area around the Shrine and the Victoria Barracks as the public centre for defence activities in Melbourne at these times. (Criteria A & G)

Sources used for this assessment
The following sources and data were used for this assessment:

Newspapers:

The Commonwealth Artificial Limb Factory is a little-known enterprise of the Repatriation department, where excellent work is done in equipping maimed soldiers to earn a living. The factory is situated at the rear of the barracks in Sturt Street, South Melbourne. The views depicted show various phases of factory work, including the carving-out of an artificial foot, fixing the thumb to an artificial hand (this work is done entirely by limbless returned men), and finishing off the completed article with emery-paper.

The kia ora coo-ee news Cairo: A.I.F. Headquarters, 18 December 1918 No.18.

Repatriation, Department of Repatriation Issue Volume 1, number 7, 25 September 1919.


‘...The factory, which was originally established at Caulfield Hospital in November, 1917, and was transferred to its present site at the back of Victoria Barracks in March. 1918, was until recently under the control of the ‘Defence Department, but is now in the hands of the Repatriation Department.’

Recommendations
Revise Heritage Places Inventory.
Proposed heritage overlay as Commonwealth Artificial Limb Factory.
Apply external paint controls with policy to reintroduce original finishes and colour schemes.
West Gate Bridge, West Gate Freeway, Port Melbourne

City of Melbourne property number: 638532

Type of place: bridge

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1968-1978

Major owners or occupiers: West Gate Bridge Authority

Designer: Freeman Fox

Heritage Gradings:

Proposed new system (C258):
Individually significant

Alphanumeric system (building A-E, streetscape 1-3):
Existing: Proposed: A3

Heritage values:
Aesthetic, Historical, Scientific, Social

Heritage status:

Heritage Overlay Proposed

Thematic context:
6.7 Transport
Boundary of heritage place

Description

The West Gate Bridge is a cable-stayed, box girder bridge of 28 spans, with five main river spans of steel box girders and 23 approach spans of concrete box girders. Outside the main abutments are two minor spans of steel plate girders at the eastern end and three similar spans at the western end. The main river span is 336 metres. Over 90,000 cubic metres of concrete and 13,000 tonnes of reinforced steel were used. The bridge is supported by concrete and steel piles extending up to 60 metres to solid rock. Specifications of the bridge are as follows:

- Overall length: 2,582.6 metres
- Main river span: 336 metres
- Concrete approach viaducts: 1,505 metres
- Steel bridge: 848 metres
- Minor spans: 192 metres
- East & west abutments (steel): 37 metres
- Maximum width: 37.3 metres
- Minimum navigational clearance to low water: 53.7 metres
- Height from water to road surface: 58 metres (varies)
- Height from low water to top of towers: 102 metres
- Number of lanes: 4, plus a breakdown lane in each direction
- 25 span – main river span 336 metres
- 2 either side at 128
The bridge originally carried two four-lane carriageways, and emergency lanes (increased to five for peak-hour traffic in 2011). Lighting was provided by centrally-placed stanchions with 'mushroom' canopies. The cables and towers were illuminated at night by coloured neon tubes. Red and green navigation markers suspended from the bridge deck to guide shipping in the river channel.

A memorial to the men who died has been erected at the base of Pier 10 off Douglas Parade, Spotswood. This was paid for by the workers who completed work on the West Gate Bridge, and was unveiled on 15 October 1978. The memorial is a polished brown marble plaque inscribed with the names and occupations of the 35 workers who died in the West Gate Bridge collapse.

In 2004, West Gate Memorial Park was established under the western end of the bridge to honour and remember those who died in the accident. It features 35 pillars – one for each of the workers who lost their lives – arranged in a line beneath the span that collapsed.

The bridge is the most prominent landmark on the Lower Yarra River, and is part of the West Gate Freeway, which extends from Kings Way, South Melbourne, to Laverton, where it joins the Princess Freeway to Geelong. The immediate environment of the bridge is formed by the Yarra estuary, which has remained undeveloped in part, with West Gate Park immediately below the bridge on the eastern side, and the Stony Creek Backwash, site of the collapsed span, on the west bank. Industrial development and various wharves and docks surround these parks and the river banks.

History

When Melbourne was settled, an early decision was made to provide a deep-water port at Williamstown, while the upper limit of navigation placed the main settlement on the Yarra. This resulted in a long, circuitous trip between the two points via a ford on the Maribyrnong River at Avondale Heights. A shorter route through Footscray required traversing the West Melbourne Swamp and crossing the Maribyrnong by punt. Eventually road bridges were provided at Footscray, continuing the development of that route as the principal way in and out of the city to the west.

In 1838 a 30-metre stone jetty was built by convict labour where Gem Pier now stands. That same year a ferry service between Melbourne and Williamstown was established aboard the steamer 'Fire Fly'. The ferry carried passengers down the river and across Hobsons Bay.

John Stewart Spotswood, a Van Diemen's Land merchant, arrived in Williamstown with his family in 1839. Shortly afterwards he purchased a block of land fronting the west bank of the Yarra River and covering the suburb, Spotswood, which is now named after him. The land stretched from Melbourne Road to the Yarra River, and from Stony Creek in the north to the current line of Craig and McLister streets.

Until 1848-1849, the overland route between Melbourne and Geelong had been via the punt of Michael Lynch over the Saltwater River at Keilor. Lynch lost his first site through the sale of the approach land and, while he was relocating himself nearer to Footscray, Spotswood seized the chance and set up his own punt which could take vehicles or livestock across the Yarra in the vicinity of Stony Creek, landing on his land. Ham's 'Map of Melbourne and Lands' shows a track from Melbourne across the swamps to Spotswood's punt in 1856, marked 'proposed route to Geelong'. Spotswood died in 1851, but the punt continued to run, being auctioned off in 1857 and recorded in 1864 as being 'out of repair'. By then Lynch's bridge was the preferred vehicle route between Melbourne and the country west of Port Phillip Bay.
On 23 May 1873, Williamstown Council inaugurated a steam ferry service using a rope-driven vessel built at Kennedy's boatyard on the Yarra, with the assistance of a government grant of £500. Named 'The Link', it was designed by William White of White's Boatyard at Williamstown and cost £1,750. As Councillor Clough had fought long and hard to have the ferry service established at Newport, locals gave it the name ‘Clough's Short Road Ferry’. It was destined never to run at a profit, particularly in the early years, because of sand drifts that frequently blocked the Sandridge Road – or ‘Short Road’ – where it crossed the deserted swampland between the river and South Melbourne. Plagued by breakdowns, the old ferry was eventually replaced in 1907 by another steam ferry, built by Baldwin & Gray for £3,700. This second ferry sank in the river in 1931 and was replaced by a sturdy, steel-hulled vessel by Thomson's Engineering & Pipe Works at Williamstown that was equipped with a pair of vertical Tangye steam engines and used a pair of chains to pull itself across the river. It bore the somewhat unromantic name of ‘Newport Steam Ferry No. 3’. The service continued for the next 40 years, and is still fondly remembered by older residents of Williamstown.

In the 1970s the western ferry landing had to be changed, and the new manoeuvres for the craft caused wear and tear which eventually led to a breakdown on 29 January 1974. The ferry had been losing money and the Williamstown City Council could not afford to repair it. It was docked at Newport, and after two years of stripping and other vandalism, eventually sank in May 1976. The remains of the western ferry landing can still be seen on the riverbank near the former Newport power station site.

Proposals for new downstream crossings of the river generally failed because of the development of Melbourne's river wharves and docks meant that any bridge would have to be tall enough to allow the largest ships to pass underneath, or provide a complex opening span.

The MMBW was responsible for metropolitan planning, and developed a Melbourne Metropolitan Planning Scheme in 1954. As part of this strategy, a series of interlinking arterial roads were proposed which appeared to draw to some extent on the 1929 plan, but introduced a series of controlled-access arterial roads with service lanes and divided carriageways, radiating from the CBD and circulating around the city as three ring roads. About 450 kilometres of arterial roads were proposed in the scheme, many of which were subsequently built as freeways, beginning with the Maltby Bypass, the first section of a freeway-standard road to Geelong, as well as the South Eastern Freeway. By 1970 the Tullamarine Freeway had been constructed to link the city to the new international airport (Anderson 1994, p.200-204).

The full transition to a car-based culture can be recognised in the establishment of the Metropolitan Transportation Committee in 1963, which prepared the 1964-1966 Melbourne Traffic Plan. This prescribed a radical freeway-based remedy for Melbourne's transport problems. Within the decade, the South Eastern and Tullamarine Freeways had been constructed, a start made on the West Gate Bridge Crossing and Eastern Freeways, and a network of reserves created in planning schemes for future freeways (Anderson 1994, p.206).

Responsibility for metropolitan roads was transferred from the MMBW to the CRB in 1974 (Metropolitan Bridges, Highways and Foreshores Act 1974) following lobbying by the CRB and the recommendations of the Bland Report.

(Note: Much of the following section is sourced from West Gate, by Melbourne Herald journalist Bill Hitchings who covered the collapse of the bridge, the subsequent royal commission, and all the stormy events leading to the final opening of the bridge in 1978. His book was published in 1979 by Outback Press.)

In 1957 the Western Industries Association was formed by industries in Williamstown, Spotswood, Altona, Footscray and adjacent areas to lobby for a crossing of some description...
across the Lower Yarra. In 1958, discussions between the government, the association and interested municipalities resulted in the Minister for Public Works intimating that at that time there was no money available to build this crossing, suggesting that it might be financed by private enterprise.

In 1961, a company called the Lower Yarra Crossing Company Ltd was incorporated, which took up further negotiations with the government and, in 1962, the government acting through the CRB, carried out considerable sub-surface investigations.

In 1964, a committee was appointed to examine the question of whether a crossing should be made by way of a bridge sufficiently high to keep the river open to shipping, or whether it would be more appropriate to construct a tunnel. The committee failed to agree on an answer, but the government eventually decided upon crossing by way of a high-level bridge rather than by tunnel.

In 1965, the Lower Yarra Crossing Company went into voluntary liquidation and a company was formed called the Lower Yarra Crossing Authority Ltd.

Through the Lower Yarra Crossing Authority Act 1965 (No. 7365), authority was vested with certain powers, and the general scheme of the Act was that that the company would be able to borrow money on debentures to finance the construction of the crossing. It was given the necessary powers for the compulsory acquisition of land, and it was also given power to raise tolls on the bridge so that, when completed and opened to the public, a toll could be charged, with the funds received used to gradually pay off the debenture debt which the company had raised.

In the final result the bridge would be paid for by those using it, and at the stage when all loans had been discharged, the bridge would become the property of the state government.

In 1966, borings were carried out by George Wilmot & Company Ltd, and further information was obtained about the sub-soil and foundations for the proposed crossing. In February 1966, consulting engineers Maunsell & Partners suggested that because of their own limited experience with major bridges of structural steel, that consultants should be called in, in particular, an English consulting and civil engineering firm of worldwide reputation: Messrs. Freeman, Fox & Partners.

In February 1967, 'Preliminary Information to Tenderers' was published by the Authority, inviting prospective tenderers to submit applications for qualification as registered tenderers, supported by information and particulars establishing their capacity and experience.

When the tender documents were issued, only the registered tenderers in respect of each contract were invited to tender. The tender documents for:

Contract F – Bridge foundations;
Contract C – Concrete bridge works; and
Contract S – Steel bridge works
were ultimately issued to registered tenderers in October 1967.

Contract S was awarded to World Services & Construction Pty Ltd (WSC), an international company. Contracts C and F were awarded to John Holland (Constructions) Pty Ltd (JHC), a Melbourne-based company with much experience in concrete work. All of the contracts were formally signed in July 1968.

The bridge's steel spans were to consist of pairs of steel box girders fabricated in two workshops at the bridge site, with each steel box having 21 stiffened plate panels.
From April 1968, work on the foundations under Contract F proceeded satisfactorily, and practical completion was reached on 25 September 1969. Contract C also proceeded satisfactorily, and despite some early loss of time, was expected to reach practical completion in late-March 1971.

With Contract S, specifications were worked out – on the quality of steel needed and which tests should be carried out on it – by WSC in conjunction with the Broken Hill Company Pty Ltd, and approved by the joint consultants. WSC's first steel purchase order was finally submitted to BHP on 16 August, 1968.

When construction commenced in April 1968, it was hoped that the bridge would be finished by the end of December 1970. In February 1970, the Authority gave notice to WSC that under the terms of Contract S, due to slow progress, the company was required to show cause of why certain clauses of the contract should not be enforced against it.

A settlement was reached in which it was agreed that WSC should continue to fabricate the boxes and carry out the work of sub-assembly, but that completed boxes would be handed over to JHC, who would be responsible for all further operations involved in erecting the boxes and completing the construction of the steel portion of the bridge, including all concrete work and the block top for the roadway.

JHC, with no previous experience in box girder construction, transferred responsibility for engineering decisions on erection stresses to Freeman, Fox & Partners via a labour management contract.

The main river span and two spans on either side – numbered 10-11 through to 14-15 – were constructed of steel trapezoidal box girders. The 10-11 span was erected in a previously-unttried method involving fabrication on the ground in two long halves, which were then jacked up into place and bolted together.

Milford Haven Bridge Collapse

On 2 June 1970, one span of the Milford Haven Bridge in Wales collapsed during construction, killing four men. This collapse followed a ‘failure’ along the Fourth Danube Bridge in Vienna in November 1969, but this ‘failure’ went relatively unnoticed (it had sagged up to three feet along parts of its length), and it was only when Milford Haven also collapsed that people began to ask questions about the safety of West Gate Bridge. All three bridges were, in fact, related. They were all built on the box-girder principle, which Freeman, Fox & Partners had pioneered and used in most of its bridge-building projects. They all had the same common ingredient – human error – but Milford Haven and West Gate were even more strongly linked because they were designed and built by Freeman, Fox & Partners, and both collapsed during construction.

When the news of the Milford Haven collapse reached the bridge workers, shop stewards and union officials approached management to inquire if a similar accident could occur here. They were assured that it could not as a different erection procedure was to be used, and that management had a ‘Belt and Braces’ approach to safety, which meant doubling of all safety procedures.

Chief Engineer Jack Hindshaw from Freeman, Fox & Partners informed the workers that he had built bridges all over the world and was a recognised expert. He said he would spend six hours of every day up on top of the bridge with the other workers, and he did not intend to risk his life. The shop stewards insisted Hindshaw address the workforce in company time, which he did, and he answered many questions, again repeating the message of taking a ‘Belt and Braces’ approach. On these assurances, work continued.
After the Milford Haven collapse, certain steps were taken to strengthen the steel spans of the West Gate Bridge. At the time that JHC took over Contract E, WSC had, in fact, assembled the two half-spans on the east side of the river between piers 14 and 15, and had successfully lifted them into position on top of the pier. But the joining of them, and the bolting together had not yet been completed, so that JHC had to complete the joining of those two half-spans. On the west side there had been a certain amount of work done on the northern half-span between piers 10 and 11, and at the time of the changeover, this partly-assembled span was still on the ground.

Jacking up of this north half-span between piers 10 and 11 commenced on 15 May 1970. After delays caused by strikes and bad weather, the rolling beam level was reached by 9 June 1970 and on 19 June, the rolling of the north half-span across the rolling beam commenced. This operation was completed on 22 June.

The jacking of the southern half-span commenced on 17 August. By 28 August, it had reached the rolling beam level. On the 29th, it was rolled across, and the process was completed on 1 September.

The situation immediately prior to the 15 October 1970 was that on the east side, two half-spans – 14 and 15 – had been joined, and cantilevering for the next span reached box 12, where it rested temporarily on a trestle specially-erected for that purpose, about mid-way between piers 11 and 12. On the west side, the two half-spans 10 and 11 had both been elevated and were resting on the rolling beams. They had been brought to their positions, but the longitudinal jointing between the two halves was less than a third completed.

Events Leading up to the Collapse

When the two half-girders on the west side – span 10-11 – were brought into close proximity up in the air, a camber difference of about 4.5 inches existed. It was proposed by JHC that time might be saved if the vertical difference of level could be taken out by using kentledge to push down the north half span relative to its south counterpart. It so happened that 10 cube-shaped concrete blocks, each weighing about eight tons, were on-site from a previous operation, and it was thought that these would give about the right order of load to remove the camber difference, if positioned as a more or less concentrated load near mid-span.

Hindshaw (M.I.C.E, Resident Engineer, Freeman Fox & Partners for the project) discovered that the use of kentledge had caused a buckle to develop. His diary entry for Wednesday 9 September 1970 includes the observation, 'Obvious overstress due to concrete kentledge.'

On Wednesday 14 October, Ward (D. Ward, M.I.C.E., Section Engineer, Freeman Fox & Partners, West Side) gave formal written instructions for work to be done to straighten the buckle on span 10-11 'without further delay'. This involved completing the bolting of the No. 4 diaphragm and unbolting the 4-5 splice. After about sixteen bolts had been loosened, there was significant slipping of the two plates relative to one another, such that the loosened bolts were jammed tightly in their holes and could not be removed. A pneumatic wrench was then used to tighten the bolts until they broke. The shock reaction of the bolts failing in tension dislodged the broken pieces and thus cleared the holes.

Eventually about 30 bolts were removed from the Box 5 side of the splice, and about seven bolts from the Box 4 side. The bulge had flattened from about 3½ inches to about 1½ inches, but adjacent to the longitudinal centre line the sliding movement was said to have been so great that some holes were completely blind. The buckle spread into the adjacent two outer, upper panels, accompanied by the buckling failure of the upper part of the inner web plate.

The Collapse
At about 11.00 am on 15 October, Hindshaw was advised that things were not going according to plan, and he telephoned Gerit Hardenberg (M.C.E., Senior Representative of Werkspoor-Utrecht, Wescon and WSC in Melbourne) to ask advice. Almost immediately after that telephone conversation, at 11.50 am, span 10-11 collapsed. Among those who died were Hindshaw, Crossley and William Tracy (B.C.E, Section Engineer, JHC, West Side). (Extracts from Report of the Royal Commission into the Failure of West Gate Bridge, 1971, Victoria)

The whole 2,000-ton mass plummeted into the Yarra mud with an explosion of gas, dust and mangled metal that shook buildings hundreds of metres away. Homes were spattered with flying mud. The roar of the impact, the explosion and the fire that followed could be heard more than two miles away. The rescue teams found 32 bodies that day.

As news of the crash hit Melbourne the government declared a disaster plan and all available firemen, ambulance officers and policemen were called in. The police threw a cordon around the disaster area, breaking it only for the constant stream of ambulances, nurses, doctors, priests, Salvation Army workers, boy scouts and men among the passers-by who converged on the broken bridge to do what they could.

The nearby ACI factory opened its canteen to supply everyone with food, and the Port Emergency Service and others like the Salvation Army workers helped to clean off the injured and set up hot-drink areas. That night rescue workers used flood lamps to try to find more bodies, and at dawn fresh crews took over from them. Cranes, trucks and bulldozers were brought in and men with oxy-acetylene guns began the long job of cutting through the twisted span to look for more bodies.

On the following morning, 16 October, Sir Henry Bolte (Premier of Victoria) announced that a Royal Commission would be set up immediately to look into the cause of the disaster. Prime Minister John Gorton said, ‘I am sure the whole of Australia is shocked and saddened by the serious accident at West Gate Bridge. Please extend my deepest sympathy to all those families to whom this tragic event has brought such grief.’

The Royal Commission

The Royal Commission into the Failure of the West Gate Bridge, chaired by Mr. Justice Barber, began on 28 October 1970 and concluded on 14 July 1971. The commission completed collecting the evidence from 52 witnesses on May 1971. It had sat for 73 days, broken only for Christmas and Easter, and had listened to more than two million words of evidence.

The commissioners took little more than a month to complete their 120-page report, and it was released in the Victorian Parliament on 3 August 1971.

The introduction of the Report of the Royal Commission begins:

On the 15th October, 1970, at 11.50 am, the 367-ft span of the West Gate Bridge, known as span 10-11, being one of the spans on the western side of the River Yarra, suddenly collapsed. There can be no doubt that the particular action which precipitated the collapse of span 10-11 was the removal of a number of bolts from a transverse splice in the upper flange plating near to mid-span. The bolts were removed in an attempt to straighten out a buckle which had occurred in one of the eight panels which constitute the upper flange. The buckle in turn, had been caused by the application of kentledge in an attempt to overcome difficulties caused by errors in camber.

To attribute the failure of the bridge to this single action of removing bolts would be entirely misleading. In our opinion, the sources of the failure lay much further back; they arise from two main causes.
Primarily the designers of this major bridge, FF & P (Freeman Fox and Partners) failed altogether to give a proper and careful regard to the process of structural design. They failed also to give a proper check to the safety of the erection proposals put forward by the original contractors, WSC (World Services and Construction Pty Ltd). In consequence, the margins of safety for the bridge were inadequate during erection; they would also have been inadequate in the service condition had the bridge been completed.

A secondary cause leading to the disaster was the unusual method proposed by WSC for the erection of spans 10-11 and 14-15. This erection method, if it was to be successful, required more than usual care on the part of the contractor and a consequential responsibility on the consultants to ensure that such care was indeed exercised. Neither contractor, WSC nor later JHC (John Holland & Co), appears to have appreciated this need for great care, while the consultants FF & P, failed in their duty to prevent the contractor from using procedures liable to be dangerous.

In July, 1970, following the collapse of the Milford Haven Bridge in Wales, a substantial program of strengthening was put in hand on the partly built West Gate Bridge. Despite this extra strengthening we are not satisfied that beyond all reasonable doubt that the stresses at all points of the steel bridge, as now designed, will be within safe limits, unless further modifications are made. (See Section 5.1.1) We recommend that before construction is recommenced a thorough check be made of the whole design by an independent authority.

At the time of the collapse, men were working on the span in various capacities, and others were in or near, some lightly-constructed huts which had been placed immediately beneath the span, and onto which the span fell. Of the men on the bridge, or beneath it, 35 were killed outright, or died as a result of their injuries. Many others were injured in various degrees of severity.

Twenty years after the collapse, two engineers from Ballarat University's Division of Engineering & Science, Brian Coles and Trevor Gourley (1990), wrote a case study for engineering students on the incident, based on the evidence presented to the Royal Commission. Coles and Gourley characterised the West Gate Bridge collapse as 'this blot on Australia's engineering history'.

Melbourne engineering firm Vickers Ruwolt Pty Ltd had won a contract to provide structural steelwork for five minor spans that were built outside the main bridge abutments to cross for Todd Road at the eastern end and the Williamstown and Geelong railways at the western end. With considerable experience in fabricating steel bridge work dating back to the 1920s (including the large Bethanga Truss Bridge), they had also tendered unsuccessfully for the fabrication of the main span box girders on the West Gate Bridge. A senior manager with the firm was later to reflect that in light of subsequent events, it was perhaps the most fortunate contract the firm had ever lost.

The bridge construction recommenced in 1972 and took another six years. Ultimately, the bridge took 10 years to complete and cost $202 million. On 15 November 1978 the bridge was officially opened to traffic with a 60-cent one-way car toll.

The bridge toll, introduced as part of the means for paying for construction, was never popular, and because alternative existing routes were still attractive, traffic volumes on the bridge did not meet projections. The Cain Labor government subsequently removed the tolls in 1985.

In 1987 the West Gate Freeway, which had been opened in the 1970s in two sections, on the west side of the river up to Williamstown Road, and on the east side between Todd Road and Lorimer Street, was completed all the way through to Kings Way along a further elevated structure through South Melbourne. In 1997 the Western Ring Road connected to the West Gate Freeway, and in 1999 the Melbourne City Link connected the West Gate Freeway with the
Tullamarine Freeway (via the Bolte Bridge) and South Eastern Freeway (renamed the Monash Freeway, via two tunnels under the Yarra River).

Since 1982, VicRoads has been responsible for the bridge, and approximately $2 million annually is spent on regular maintenance. Recent major works include recoating the cables, replacing lighting, cleaning the painted steel under-surface of the bridge, and resurfacing two lanes on the steel section of the bridge.

A major widening of the West Gate Freeway addressed congestion and safety concerns on the West Gate Freeway between Altona North and the West Gate Bridge, and included sound barriers to reduce the impact of traffic noise. The widening was completed in February 2000 and was funded by the State Government's Better Roads Victoria Program. In 2002 the west side concrete approach span girders were strengthened by application of carbon-fibre reinforcing strips to allow widening of Williamstown Road on ramp by an additional lane.

In 2008, with traffic flows reaching an average of 160,000 vehicles a day, the West Gate Bridge was nearing its maximum capacity and work commenced on a major upgrade of the bridge. The first stage of this project involved a thorough structural analysis of the bridge and a planning and design process. VicRoads has appointed world-renowned UK design specialist, the Flint & Neill Partnership, and local engineering firm, Sinclair Knight & Merz, to undertake this complex phase. Construction partner, JHC joined the project in mid-2008. Changes undertaken under the project included the addition of a fifth traffic lane in either direction to be available for use in peak hour traffic flows, requiring strengthening of the outer edge of the decking. Other work included the installation of ‘anti suicide’ safety barriers and a new traffic management system. As part of the works the entire bridge was closed to all traffic in both directions for eight hours during the night of 16-17 October 2011, for the first time in 32 years since the bridge opened.

**Comparative analysis**

No other bridges in Australia are of a scale or construction form comparable with the West Gate Bridge. Two bridges of the same design and construction method – Milford Haven in the UK and Fourth Danube Bridge in Austria – were also related through the involvement of Freeman Fox & Partners in pioneering the designs. Many later bridges adopted this design, but rarely the same construction method. Examples include the Anzac Bridge in Glebe or the Eleanor Schonell Bridge in Brisbane. In the City of Melbourne, Seafarers Bridge might be seen as taking its cable-stayed form from the West Gate Bridge, as well as referencing the mast stays of sailing ships.

**Statement of Significance**

What is significant?

The West Gate Bridge is a composite, divided-carriageway freeway bridge comprising cable-stayed, welded steel, box-girder main spans, prestressed precast concrete box girder approach spans and steel beam supplementary spans crossing the Yarra River between Spotswood and Port Melbourne. It was designed by Freeman Fox & Partners and erected by a consortium, WSC and JHC. When built, it was the longest road bridge in Victoria by a considerable margin, and had one of the longest cable-stayed girder bridge spans in the world. It is today the second-longest bridge in Victoria (after the combined Bolte Bridge and Western Link elevated tollway), and ranks as the fourth-longest-operating road bridge in Australia. It was constructed between 1968 and 1978 to provide a freeway link over the Lower Yarra between Melbourne and the western suburbs and Geelong. In 1970 it was the site of the worst non-mining related industrial accident in Australia's history, when a span collapsed during construction killing 35 workers and injuring others.
How is it significant?

The West Gate Bridge is significant for aesthetic, historic, social and scientific (technical) reasons at a national level.

Why is it significant?

The West Gate Bridge is of historical significance as a unique achievement in Victorian bridge-building. It was the largest bridge construction project undertaken in Australia at the time of completion and made world headlines as the site of one of Australia’s worst industrial disasters when a partially-erected 112-metre (367.5 feet) span between piers 10 and 11 collapsed on 15 October 1970, resulting in the loss of life of 35 workers. The subsequent royal commission called into question construction and design standards, safety requirements and project management on engineering works, leading to dramatic changes in occupational health and safety measures, the role of workers in site safety committees, and the methods and procedures of constructing large engineering projects. (Criterion A)

The West Gate Bridge is of technical significance as a unique Australian bridge design and, when built, was one of the longest cable-stayed box girder bridges in the world. At 336 metres it has the third-longest span of any bridge in Australia (after the Sydney Harbour Bridge at 503 metres, and the ANZAC Bridge at Glebe Island at 345 metres), and it is the fourth-longest road bridge of any type in Australia. It is twice the length of the Sydney Harbour Bridge.

When completed in 1978, the overall length of the West Gate Bridge, at 2,583 metres, was more than twice as long as the next largest bridge in Victoria, and its three cable-stayed steel centre spans, at 848 metres, were longer than any other steel bridge in Victoria. It was the first cable-stayed bridge in Victoria and incorporated a host of other innovative design features including the first use of precast concrete cantilever arms to provide additional deck width. The West Gate Bridge is of aesthetic or architectural significance for its grand scale and clean lines, determined by the structural design. The sweeping curves of the approaches give the bridge a sinuous form when viewed from a distance, while the triangles created by the cables and towers are a signature feature. The bridge is one of the most prominent and recognisable landmarks of Melbourne. Viewed from below, the combination of central box girder and concrete cantilever arms under the deck of the approach spans create a distinctive impression like the spine and ribs of a giant inanimate serpent. (Criterion A)

The West Gate Bridge is of social significance for the memorial plaque on base of No. 10 Pier, remembering the 35 workers killed in 1970, and a public sculpture installation under the span that collapsed. The collapse is commemorated every anniversary by survivors, family and friends of the victims. (Criterion G)

Sources used for this assessment

The following sources and data were used for this assessment:

Hitchings, Bill, 1979, West Gate, Outback Press, Melbourne.


Lower Yarra Crossing Authority, West Gate Bridge Project, Lower Yarra Crossing Authority.


Adam Carey, Forty years on, the West Gate Bridge collapse still looms large. *The Age* 16/10/2010.

West Gate Bridge Memorial 2017, West Gate Bridge Memorial Committee. 

http://www.westgatebridge.org/

Public Records Office VPRS 24/P3 Inquest Deposition Files, unit 120- Includes the Report on West Gate Bridge Collapse by the Technical Committee set up by the City Coroner, and a Plan of Survey of Portion of the West Gate Bridge (stamped ‘original copy’). Report of the Royal Commission into the Failure of West Gate Bridge (1971, Victoria).


VPRS 2591/P0 and 2591/P1 Transcript of Proceedings. Documents relating to the Royal Commission into the failure of West Gate Bridge, including transcripts of the proceedings, correspondence, the report and newspaper clippings.

VPRS 9310/P1 Classified Subject Index Cards, unit 3. Section on West Gate Bridge Authority contains cards registering file details of Treasury department records in VPRS 1207 and VPRS 9458.

VPRS 9458/P1 General Correspondence Files, Annual Single Number System, unit 154. Includes a Treasury department file containing information about the development of the West Gate Park from 1980–1985.

VPRS 8291/P1 General Correspondence Files, units 341, 353, 367. Footscray municipal records
VPRS 11565/P1 General Correspondence Files, Alpha-Numeric System, unit 59. Williamstown municipal records.

**Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as West Gate Bridge, West Gate Freeway, Fishermans Bend.

Apply external paint controls with policy to maintain original finishes and colour schemes.
Electricity substations group, Southbank

City of Melbourne property number:

Type of place:

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1890s – 1930s: Victorian-era, Inter-war (WW1-WW2)

Major owners or occupiers: Melbourne Electric Supply Company.¹

Heritage Gradings:

Proposed new system (C258):

Contributory to a precinct

Alphanumeric system (building A-E, streetscape 1-3):

Existing: Proposed: D3

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed group

Thematic context:

6.3 Providing essential services

Description

The substation at 99A Sturt Street is a small, rendered brick pavilion-type substation with a gambrel roof surmounted by a louvered lantern. The roof has diamond patter asbestos tiles and wide eaves. The lantern has a small tiled, hipped roof surmounted by a finial. Large metal vents are positioned at the base of the walls, and there are two timber doors on the south side. The building is freestanding, but built very close to the adjacent PMG workshops.

The Fawkner Street substation is a small, brick structure set between modern buildings and flush with lane frontage. A small pedestrian entrance with a segmental brick arch has been blocked in, while the larger entrance has been reformed with steel lintel. The original reinforced concrete lintel of a different length is located in the brickwork above. A single projecting pilaster on the east side hints at the previous form, when it was probably built into an adjacent factory or demolished.

The Hancock Street substation is a small, red brick structure with a gabled end, rendered lintel over the central door and symmetrically-placed cast-iron rain heads and terracotta wall vents. It was built in 1926.
The substation at 7 Moray Street has a moderne style comprising a small, rectangular, brick building with pitched gambrel roof behind a parapet with a cement rendered band intersecting with the entrance door. Fittings include cast iron rain heads and down spots, crane rail, terracotta vents and timber doors.

The electricity substations thematic group includes the following places:

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Recommended Grading</th>
<th>Recommended Streetscape Level</th>
<th>Contributory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity substation</td>
<td>99A Sturt Street, Southbank</td>
<td>1920s</td>
<td>C</td>
<td>2</td>
<td>Yes</td>
</tr>
<tr>
<td>Electricity substation</td>
<td>79 Fawkner Street, Southbank</td>
<td>1900</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Electricity substation</td>
<td>33 Hancock Street, Southbank</td>
<td>1926</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Electricity substation</td>
<td>7 Moray Street, Southbank</td>
<td>1930</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Electricity substation</td>
<td>181 Sturt Street, Southbank</td>
<td>1925</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Southbank and Fishermans Bend Heritage Review

79 Fawkner Street

33 Hancock Street

7 Moray Street
History

Provision of Melbourne's reticulated electricity supply can be traced back to 1880-1881 with the Melbourne Electricity Co. and Victorian Electric Light Company constructing their generators in Melbourne and Richmond. Melbourne was only the third city in the world to construct a public electricity supply system. Substations to step down the high voltage from the distribution network to the consumer lines were required in strategic locations. One of the first, constructed in 1882 below-ground in Russell Place in the CBD for the Victorian Electric Co., still survives.

Competing private companies in the late-19th century included the Australian Electrical Co. Ltd, who had a power station in Russell Place in the city, the New Australian Electric Lighting Company, who built the Richmond Power Station, and Alcock's Electric Light and Motive Power Company, who established a generating station in Corr's Lane, Melbourne. In 1889, Alcock moved to a new site in Neptune Street, Richmond. His company supplied electric light to Richmond, Fitzroy, Collingwood, Kew and South Melbourne.

The inefficiencies and inadequate coverage of competing private electricity companies led to the development of municipal electricity suppliers, and ultimately nationalisation under the State Electricity Commission. Electricity generation in Victoria had started out with a wide array of private companies moving into the emerging market of electric light and power. To regulate these companies in 1896, the first Electric Light and Power Act was introduced, determining which suppliers could operate and establishing municipal electricity undertakings. The City of Melbourne commenced its own electricity supply in 1897 with a power station on Spencer Street.

In 1899, the Brush Electrical Engineering Co. of England took over both the Alcock Company and the New Australia Electric Lighting Company to form the Electric Light and Traction Company of Australia Ltd. It was renamed the Melbourne Electric Supply Co. in 1908 and supplied power to southern Richmond, Prahran and South Melbourne. Their network formed the basis of the State Electricity Commission (SEC) distribution system when the SEC was formed in 1919 and progressively unified the various systems in the 1920s.
**Comparative analysis**

Electrical substations around Melbourne show a variety of architectural treatments, generally reflecting the civic and urban design concerns of municipal-based electricity supply departments rather than the earlier commercial electric companies or the role of the SEC. The City of Melbourne in particular has some fine pavilion-style substations, located in or adjacent to parkland – such as Fitzroy Gardens and Royal Park – and others from a similar period, designed by the Melbourne City Council City Architect in South Yarra, Parkville and East Melbourne. The pavilion types are atypical because of their parkland settings. Other contemporary substations in urban streetscapes tend to reflect more austere modernism, such as an example in Nottingham Street, Kensington, built around the 1920s, which displays red brick all over, but with details such as a projecting cornice and string and soldier courses over the doorways and vents. The more common substations of the period are more likely to be quite plain red brick structures with gabled or hipped roofs, rarely with decorative treatments.

**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 181 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; and
- wide eaves and gambrel roof forms.

How is it significant?

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

Why is it significant?

The Southbank electricity substations are historically significant as they represent the provision of reticulated electricity to 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 99 Sturt Street substation being established adjacent to the PMG workshops in the 1920s. (Criterion A)

The substations are of aesthetic interest for their utilitarian brick, Inter-war style, which was typical of both the period and function. (Criterion E)

**Sources used for this assessment**

The following sources and data were used for this assessment:

**Primary heritage study**

Bryce Raworth South Melbourne Conservation Study 1997 (no specific mention).
**Other heritage studies**

South Melbourne Conservation Study 1987 (no specific mention).

Building Identification Form 1997 (BIF).

**Other references**


**Maps**

MMBW Sewerage Plan, 1 inch to 160 feet, 1897.

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.


The City of Melbourne CoMMap.

**Recommendations**

Revise Heritage Places Inventory.

Include as a thematic group in the heritage overlay.

Apply external paint controls with policy to reintroduce original finishes and colour schemes.
Map of proposed electricity substation thematic group precinct
Bluestone-pitched laneways group, Southbank

City of Melbourne property number:

Type of place: laneways

Historical associations:

Creation or major development date(s) of place: 1870s: Victorian-era

Designer: South Melbourne council

Heritage Gradings:

Proposed new system (C258):

Contributory to a precinct (part)
Alphanumeric system (building A-E, streetscape 1-3):
Existing: --, Proposed: D3

Heritage values:
Aesthetic, Historical

Heritage status:
Heritage Overlay Proposed group

Thematic context:
6.6 Street-making, drainage and river works
Boundary of heritage place lanes shown outlined in black

Description

The bluestone-paved lanes comprise several separate sections of laneway which retain their original pattern of bluestone pitchers, generally with a central surface drain formed from one or more lines of slightly depressed pitchers. The sides of the lanes slope gently to this drain. In

Biosis Pty Ltd, Graeme Butler & Associates 2017: 552
some cases interruptions such as sewer access covers have been paved around in curving patterns of stones, indicating the lanes were constructed or re-laid following the connection of the sewers.

Stone pitchers are generally between 20 to 30 centimetres wide and 30 to 40 centimetres long, and 15 to 20 centimetres deep. They are formed with tapered sides so that the top surface can be fitted closely together, and the smaller base was originally set in sand. This was intentional, as it allowed water to soak through.

The Southbank bluestone-paved laneways group comprises the following sections of laneways:

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Recommended Grading</th>
<th>Recommended Streetscape Level</th>
<th>Contributory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stone-pitched lane, Anthony Lane</td>
<td>Anthony Lane, between Coventry Street and Dorcas Street, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, Blakeney Place, SML639</td>
<td>Blakeney Place, off Clarendon Street, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, off Catherine Street, Sm0477</td>
<td>Between 4 and 8 Catherine Street, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, off City Road, Sm199</td>
<td>Off City Road, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, off Clarendon Street, Sm0337</td>
<td>Adjacent to 54 Clarendon Street, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, Fawkner Street</td>
<td>Adjacent to 11-13 Hancock Street, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, Haig Lane</td>
<td>Haig Lane between Kings Way and Clarke Street, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, off Hancock Street, SN549</td>
<td>off Hancock Street, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, off Power Street, PL5195</td>
<td>Southeast of 76-80 Power Street, Southbank</td>
<td>c1870</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
<tr>
<td>Stone-pitched lane, Wells Place, Sml609, 247</td>
<td>Wells Place, Southbank</td>
<td>c1870s</td>
<td>D</td>
<td>3</td>
<td>Yes</td>
</tr>
</tbody>
</table>
History:
The South Melbourne lanes were created as part of subdivisions during to the Victorian era as service access to the rear of properties. Crown parcels sold at auction from the 1850s, were generally larger blocks that ran from street to street, so the lanes were created by private owners subdividing the Crown allotments as a means of maximising lot yield. Although intended as service lanes in the CBD due to a prohibition of crossovers into the main streets, in some cases, the lanes in the inner suburbs also became access to residential properties built fronting them. In many cases, these became associated with the city’s gold rush and 1890s depression-era slums (Bate, 1994).

Councils were responsible for constructing and maintaining roads and streets. Bluestone pitchers were cut into standard sizes, usually within the quarries in the northern and western suburbs of Melbourne, and either delivered to the site, or excess supplies were stored in council depots around the municipality.

Construction of stone paving, kerbs and channels for streets and lanes began in the 1850s and appears to have been a continuing practice up until the 1930s. The use of concrete for kerb and channel construction began around 1912 in some areas, however it appears that bluestone continued to be used for kerb and channel for many years after this in other parts of the municipality. The South Melbourne City Surveyor Annual Report to the Public Works Committee in 1912-1913 outlined that 1,325 lineal feet of bluestone kerbing and 1,770 lineal feet of concrete kerbing had been used in road construction and maintenance during that year. The Annual Report for South Melbourne in 1927-1928 outlined that 318 lineal feet of bluestone and 1,609
lineal feet of concrete kerbing had been used in road construction in that year (Port Phillip Laneways).

South Melbourne council reported construction of ‘lanes less than 33 feet wide’ in the Record during the 1890s and early-1900s, and also dealt with maintenance, having received legal opinion regarding responsibility (Emerald Hill Record, 16 September 1905, p.4). In some cases, the local board of health gave instruction to councils to pave kerbs, footpaths and laneways in order to remove ‘nuisance’, which generally meant raw sewage and liquid industrial wastes sitting in depressions adjacent to buildings and thoroughfares (Emerald Hill Record and Sandridge Advertiser, 1 May 1873, p.3). This role became in part the responsibility of the MMBW from the 1890s, when the installation of the reticulated sewerage scheme removed much of the nuisance, as well as one of the main purposes of the lanes – access to rear yards by the night carts to empty cess pits and collect toilet pans. The lanes then became vehicle access for factory and warehouse deliveries.

The bluestone laneway formerly known as Phayer Street was also identified as being suitable for inclusion in the group listing. However it is noted that the laneway is already included in HO764 which affects the area around Polly Woodside and the Melbourne Convention and Exhibition Centre. On this basis Phayer Street has not been included as part of the group listing for bluestone laneways.

The current names of Anthony Lane, Wells Place, Haig Lane, Fawkner Street and Blakeney Place are all relatively modern, as the names where historically un-named. Anthony Lane takes its name from Mr. Thomas Anthony, the original owner of most of the adjoining land. The company, T. Anthony and Co. (timber merchants) occupied the site until the 1930s (57/6/SM246). Fawkner Street is named for John Pascoe Fawkner, one of the founders of Melbourne who is believed to have ploughed and cultivated the land in 1837 where the street is now located. Haig Lane is named after nearby Haig Street for Dr. William Haig, an early resident, councillor (1859-1861), magistrate, and then health officer until his death. Wells Place is named after nearby Wells Street for William Elliott Wells, councillor (1883-1886) and lord mayor (1886) (CoMMap).

Comparative analysis

The Southbank stone-paved lanes area is a fragmentary remnant of once more extensive laneways, many of which have been re-laid, or subsumed into new road alignments and widening or private allotments. They compare with the more extensive networks of laneways throughout Melbourne and the inner suburbs, although less intact than the less-developed mostly-residential areas.

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 (Sm199), off Clarendon Street (Sm0337), off Hancock Street (SNS49), off Power Street (PL5195), Street and Wells Place (SMLs 609, 247 & 248).

(Note that ‘Sm’, ‘Sml’ and ‘PL’ are City of Melbourne location designations from its CoMMap system, and variously use upper and lower cases with three- or four-digit numbers. Presumably they refer to ‘South Melbourne Lane’, ‘Private Lane’, or some similar nomenclature.)
The significant fabric comprises all bluestone pitchers, including the arrangement and method of setting, dry-jointing (without mortar or cement), alignment of stones and existing levels and slope angles.

How is it significant?

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

Why is it significant?

They are of historical significance for their representation of the character of 19th and early-20th 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. (Criterion A)

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 assimilated into modern commercial and high-rise residential development. They represent the last fragments of the original road and lane surfaces from the middle-to-late-19th century and were once the standard form for inner-city areas.

The lanes are of aesthetic significance as representing 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 of their makers, and over 100 years of use producing a smoothly-worn patina and fine rutting from steel-wheeled delivery vehicles. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study
Bryce Raworth, South Melbourne Conservation Study 1997 (no specific mention).

Other heritage studies
South Melbourne Conservation Study 1987 (no specific mention).
Building Identification Form 1997 (BIF).

Other references

MMBW Sewerage Plan, 1 inch to 160 feet, 1897.


Newspaper articles and advertising

*Emerald Hill Record*, 16 Sep 1905, p.4, 1 May 1873, p.3.

Maps

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.


The City of Melbourne CoMMap.

Recommendations

Include as a thematic heritage overlay group. (with the exception of Phayer Street, which is already within HO764)

Revise Heritage Places Inventory

Ensure management in accordance with heritage provisions of City of Melbourne operating procedure: ‘Bluestone in Melbourne’s streets and lanes’.
Map of proposed bluestone-pitched laneways group heritage precinct
Appendix 4 Citations for archaeological places
Contents

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South Melbourne Post Office site (archaeological), 229 City Road, Southbank ......................... 565
City Road Park / Castlemaine Hotel (archaeological), 135 Queens bridge Street, Southbank

City of Melbourne property number: 108053
Type of place: archaeological

Images of place 2016-2017

Historical associations:
Creation or major development date(s) of place: 1882, Victorian-era
Major owners or occupiers: John Phillipson

Heritage gradings:
Proposed new system (C258): Individually significant
Alphanumeric system (building A-E, streetscape 1-3):

Existing: no grading
Proposed: D3

Heritage values:
Historical, Scientific

Heritage status:
Proposed for nomination to Victoria heritage Inventory

Thematic context:
13.6 Eating and drinking
**Boundary of heritage place**

**Description**

The Castlemaine Hotel was a two-storey brick structure with a cellar. The site is currently occupied by a small park. Part of the original building footprint, about 15 metres of the western corner, was taken over for road widening when creating the slip lane off Queens bridge Street. The brick wall on the eastern side of the park is a modern construction. MMBW plans show the hotel wrapping around the corner site with a small yard facing City Road, containing a closet (probably originally with a cess pit), sheds and drainage features. Archaeological remains are likely for all of these, including the wall footings and potentially occupation deposits both in the under floor areas and the rear yard.

**History**

The corner lot on Queens bridge Street (Originally Moray Street North) and City Road was originally purchased by W. G. Boyd. John Phillipson erected the Commercial Hotel on this corner in 1882, and the following year Phillipson also opened the Trades Hotel in City Road.

The Commercial was situated opposite the Castlemaine Brewery, which was on the western side of Queens bridge Street and next door to its bottling store. With the expansion of the Castlemaine Brewery to the east side of Queens bridge Street, the hotel was renamed the Castlemaine Hotel.

In 1885, ‘Fitzgerald & Co., brewers’, occupied the bottling store at 129-133 Queens bridge Street, which had replaced the original stables with the brewery. In the same year, Fitzgerald was recorded as owner and John Clark was recorded as licensee of a hotel on the triangular allotment adjacent to the site on the corner of City Road, known as the Castlemaine Hotel.

In the 1930s, the Castlemaine Hotel operated under the ownership of Henry Stokes of the Commercial Hotel, Fitzroy (Rate Books 1936-1938).

The Castlemaine Hotel was de-licensed on 7 March 1958 and then demolished to widen the intersection under the Kings Way overpass.

**Comparative analysis**

Few hotel sites have provided archaeological potential in the South Melbourne Area, although a number have been excavated in the city, such as the Mistletoe Hotel. Like the nearby former South Melbourne Post Office site, this offers opportunities for investigation of the material culture of the late-19th and early-20th century.
Statement of Significance

What is significant?
The Castlemaine Hotel archaeological site, northeast corner of Queens bridge Street and City Road.

How is it significant?
The Castlemaine Hotel archaeological site is of historical and archaeological (scientific) significant to Southgate and the broader city of Melbourne.

Contributory elements include:
- archaeological evidence of structural form and occupation deposit; and
- present grassed open space as indicator of its location.

Why is it significant?
The Castlemaine Hotel archaeological site is historically significant as it is one of a small number of former hotels in the Southbank area that served the predominantly industrial workers of the district and, in particular, workers from the Castlemaine Brewery for the period it was operating from the 1880s to 1920s.

Sources used for this assessment

The following sources and data were used for this assessment:


John Phillipson founded the Commercial Hotel in 1882, (later renamed the Castlemaine Hotel). The following year, Phillipson would go on to open the Trades Hotel in City Road. It was situated opposite the Castlemaine Brewery, which was on the western side of Queens bridge Street, in 1901, and next door to its bottling store. The Castlemaine Hotel was de-licensed on 7 March 1958 and then demolished to widen the intersection under the Kings Way overpass.

Newspapers
Concerning the Castlemaine Hotel, Moray Street, the Court was informed that if the hotel were not delicensed it was proposed to add an additional story to the building and to reconstruct the interior at a cost of £6,000. Decision was also reserved in these two cases...

The Age, 27 April 1911, p.8.
CASTLEMAINE BREWERY CO
The half-yearly meeting of the shareholders in the Castlemaine Brewery Company Melbourne Ltd was held yesterday at Scott’s Hotel; Mr Edward Fanning presiding.

Recommendations

Revise Heritage Places Inventory.
Nominate the site to the Victorian Heritage Inventory as an archaeological place.
South Melbourne Post Office site (archaeological), 229 City Road, Southbank

City of Melbourne property number: 636830  
Type of place: archaeological site

Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1884, Victorian-era

Major owners or occupiers: Colony of Victoria, Commonwealth of Australia

Heritage gradings:

Proposed new system (C258):
Individually significant,

Alphanumeric system (building A-E, streetscape 1-3):
Existing: No grading
Proposed: C3

Heritage values:
Historical, Scientific

Heritage status:
Proposed for nomination to Victoria heritage Inventory

Thematic context:
6.1 Communications
Description

This grassed area is part of the grounds of the former City Road Primary School, now the Boyd Community Hub. The Post Office occupied the corner of the block, but the western part was reclaimed for the widening of Kings Way. It is likely that footings from the Post Office buildings, underfloor deposits and other artefact deposits are present below the current fill and paving. Historic photographs and plans indicate a substantial masonry building with outbuildings and a rear yard. A closet at the rear of the allotment was probably filled when the sewerage system was connected in the 1890s. No later buildings have been on the site.

History

The South Melbourne Post Office was erected in 1884, close to the South Melbourne Primary School, serving a – by then – well-established area of residences and businesses. The Post Office occasionally appears in the public record, either because of holdups or robberies, or to recognition staff for their service. As an inner-city Post Office, it did not require a postmaster's residence. The land, originally a Crown parcel, was transferred to the ownership of the Commonwealth government in 1901.

Comparative analysis

No post office or similar government building has been investigated archaeologically in Melbourne. It is unusual for a former post office site to remain undeveloped following demolition of the original building.

Statement of Significance

What is significant?

The South Melbourne Post Office archaeological site, north-southeast corner of Kings Way and City Road, South Melbourne.

How is it significant?

The South Melbourne Post Office archaeological site is of historical and archaeological (scientific) significance to Southgate and the city of Melbourne.

Contributory elements include:
*archaeological evidence of structural form and occupation deposits; and
*present grassed open space as indicator of its location.

Why is it significant?
The South Melbourne Post Office archaeological site is historically significant as a potentially intact archaeological deposit relating to the late-19th and early-20th century occupation of this location.

Sources used for this assessment
The following sources and data were used for this assessment:

**SBCS, V1 FOOTNOTES**
5. J.H. Boyd Domestic College
   1. Burchell, pps. 149, 153
   2. R. Lapidus in Vision and Realisation, V3 p.383
   3. (a) Ibid
   (b) Air Spy (SLV)
   4. Burchell, p.153
   5. Mahlstedt's South Melbourne Plans, c1928,
   (MUAG)

**City of Melbourne MAPS**

**MMBW**
1895 DP shows Post Office site with building located on City Rd

**Contemporary Photographs**
City Road - South Melbourne Post Office [Year identified: 1960] National Archives B5919, 494
City Road (South Melbourne) - Post Office and related history, 1901 - 1988, Series B5846 NAA: B5846
City Road Post Office, South Melbourne [picture] [1917-1930] State Library Vic. Accession no(s) H89.105/54

**Newspapers**
Portland Guardian (Vic. : 1876 - 1953), Monday 1 February 1897, page 3
Melbourne News (Anglo-Australian Press Agency, MELBOURNE, This Day. ARREST OF BURGLARS. An attempt has been made to burglar the City Road Post Office, at South Melbourne, but which was frustrated through the electric alarm giving information to the police, who were thus able to arrest Thomas Kilrain, a powerful man and a notorious criminal. The police also subsequently arrested Richard Buckley, who has been shadowed for many days, but a third man escaped. The police then drove out to Carlton and arrested Mary James, William James (the latter only ten years old), and Catherine Connell, all of whom are accused of disposing of stolen stamps. The man Buckley, as soon as he found himself covered by the revolvers of the detectives, rushed for his own revolver, which was fully loaded, but he mistook the drawer in which it was concealed. Detective O'Donnell had a narrow escape of shooting his own son, who had come to tell him of the arrest of Kilrain.

Record (Emerald Hill, Vic. : 1881 - 1954), Saturday 10 August 1912, page 5
Postmistress Honored
PRESENTATION TO MISS M., WEBB.
For fifteen years or more Bliss M Webb held the position of postmistress at the City-road post office, South Melbourne. During that lengthy period she, by her pleasant manner, unfailing courtesy, and strict attention to the business of the office, made many friends. The office had been let under the contract system, , and Miss Webb, unfortunately for herself, as it afterwards proved, had worked the business up to such an extent that the department was compelled to make it a stall office. The public was loth to lose Miss Webb, and petitioned the Postmaster-General to retain her services. The ' request was granted for a time, but eventually it was intimated that tbc laws of the department demanded (hat. a staff officer be placed' to charge. Those who had been in the habit of transacting business at the office determined to fittingly recognise the good work- Bliss
Webb bad done, and the innumerable sacrifices she had many other ways -endeared herself to made to oblige the public. Apart from her official duties, she had in , a very large number of people. As the result of the efforts of prominent citizens, a pleasant social gathering took place at Marks's Trades. Hotel on Saturday evening, when Miss Webb was the siest. The chair was occu-About. SO -ladies -and gentlemen, were 5 resent, including Mr, Lemon (representing the Postmaster-General's department), and the principals of all the leading, manufacturies and other business places in the district. Apologies were read from Messrs. Bell and Valentine, Messrs. tavies, Shcppard - and 'Co., Messrs. Henri Foissin and Co., Mr. Jos. O'Donnell (Australian Manufacturing Co.), and Cr. J. Sloss. ...On the proposition of Cr. I vers a special vote of thanks was conveyed to both ladies for their kindness. Before dispersing, tile company sang the National Anthem and " Auid Lang Syne."

Gippsland Times (Vic. : 1861 - 1954), Thursday 9 January 1936, page 1

HOLD UP AT SOUTH MELBOURNE. Masked Gunmen Raid Post Office. With pistols drawn, two masked men walked calmly into the City road post-office, South Melbourne yesterday, snatched up a cash-box containing postal notes, stamps, and cash worth. £45, and escaped in a stolen car, Before they left they locked the postmaster (Mr. J. Evans) and his assistant ('Mr. J. Felding) in a rear room, and jabbing them with pistols, warned them "to stay quiet." Unable to open a window showing on to the street, the two imprisoned men knocked on it until they attracted the attention of a passer-by, who released them. Police are scouring the district for the bandits. Barely had the doors been opened at 9 a.m. when a man, wearing a handkerchief across the lower portion of his face, and carrying an automatic pistol, walked into the office, and, springing to the counter, leapt smartly across the grille. "Stick them up-Quick!" he said in quiet, menacing tones to the two officials. Neither the postmaster nor his assistant was quick to comply, but when the young man repeated the demand with what seemed an added threat in his voice they put their hands above their heads. Keeping them covered, the bandit backed to a door separating the official section of the Post-office from the public portion, and, unlocking it, admitted a masked accomplice. This man, who also carried a pistol, forced Mr. Felding to the wall while the first man kept the muzzle of his automatic uncomfortably close to the post-master. Warning Mr. Evans not to move or he would 'let him have it,' the gunman snatched the keys and, opening the strongroom, removed the cash box which it contained. 'Get in there!' he then ordered the two officials, indicating a back room with his pistol. 'Step on it!' Evans and Felding, their hands still upraised, were forced into the room, and the two gunmen slammed the door, turned the key and walked out of the office. They slammed the front door behind them and walked across City Road to a hotel on the opposite corner. There they jumped into a car, which was driven off at a fast speed.

The Age, 6 January 1941, p.8.

POST OFFICE SAFE Removed from Montague

By removing bricks from a wall and making a hole through which they managed to operate a bolt and bars of a door, thieves gained entrance early on Saturday morning to the news agency of Mr. F. Dayble, City Road, South Melbourne, which is also the Montague Post Office, and stole a safe weighing 5 cwt. and containing £90 in cash, stamps and postal notes. The safe was the property of the Postmaster-General's department. Because of the weight of the safe the thieves had to roll it out of the shop to the back lane, where they had a motor car parked. As they could not lift it into the car they obtained a tent from a tent maker's shop next door to the post office and wrapped the safe in it. With the aid of the car the safe was then dragged through several streets to a lane off Richardson Street, Albert Park. Senior Detective Roscwarne, Detective Coe and First Constable Sheehan later followed a trail through the streets by means of the marks made by the safe and fragments of the tent, but lost it at the lane In Richardson Street. They searched several backyards, in one of which they found a broken mattock. A search was made of the house and the safe was found, broken open. All of the stamps and a small portion of the money were found. The detectives later visited two houses in Port Melbourne and arrested two men. Later at the City Watch House two men were charged with shopbreaking and stealing.


Recommendations
Revise Heritage Places Inventory.
Nominate the site to the Victorian Heritage Inventory as archaeological place.
Appendix 5 Potential heritage places for future investigation
### Table 16  Summary listing of places for potential future assessment

There are the 26 other places considered to have potential to be added to heritage overlay pending further research.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Date</th>
<th>Grading</th>
<th>Streetscape level</th>
<th>Streetscape level revised</th>
<th>Recommendation</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>Melbourne Towing Service</td>
<td>167-169 City Road, Southbank</td>
<td>1950</td>
<td>C-D</td>
<td>2</td>
<td></td>
<td>Contributory to precinct. Representative of important Southbank historic motor theme, rare survivor and characteristic. Further historical and comparative assessment may reach threshold. Relatively modern structure in modernist style may not be recognised generally for its aesthetic significance.</td>
<td></td>
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<tr>
<td>W. J. Bush Ltd / Potter &amp; Moore</td>
<td>344 City Road, Southbank</td>
<td>1940</td>
<td>D</td>
<td>2</td>
<td></td>
<td>Contributory to precinct. Altered but rare large wartime industrial premises reflecting former character of Southbank. Low integrity and utilitarian appearance.</td>
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<td>Buckeye Harvester Co. / Kelly &amp; Lewis</td>
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<tr>
<td>S &amp; K Motors</td>
<td>35-37 Hancock Street, Southbank</td>
<td>1965</td>
<td>C</td>
<td>3</td>
<td></td>
<td></td>
<td>Individual HO. Altered but possible architectural value for distinctive concrete block screened façade; fits motor theme – rare survivor. Aesthetic threshold – also too recent.</td>
</tr>
<tr>
<td>International Harvester</td>
<td>750 Lorimer Street, Port Melbourne</td>
<td>1961</td>
<td>C</td>
<td>3</td>
<td></td>
<td></td>
<td>Individual HO. Large sawtooth-roof factory historically connected to industrial theme, becoming rare. Recent age.</td>
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<td>Address</td>
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<tr>
<td>MFB Station No 38</td>
<td>26-40 Moray Street, Southbank</td>
<td>1991</td>
<td>C</td>
<td>3</td>
<td></td>
<td></td>
<td>Individual HO. Potential Architectural value, needs to be confirmed from sources. Recent age.</td>
</tr>
<tr>
<td>Southern Cross Windmills</td>
<td>18-24 Moray Street, Southbank</td>
<td>1937</td>
<td>C-D</td>
<td>3</td>
<td></td>
<td></td>
<td>Individual HO - Rare surviving industrial building related to theme– potential architectural value as representative of period Relatively plain so architectural value limited, may only be typical of historical uses</td>
</tr>
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<td>Name</td>
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<tr>
<td>Children's Court</td>
<td>9-15 Queens Bridge Street, Southbank</td>
<td>1930</td>
<td>D</td>
<td>3</td>
<td>C-D</td>
<td>3</td>
<td>Individual HO. Altered 1930s building, but recent social history as a children's court. Earlier warehouse use historical significance diminished by alterations, more recent social value as children's court may be difficult to substantiate.</td>
</tr>
<tr>
<td>Crown Promenade Hotel</td>
<td>40-56 Queens Bridge Street, Southbank</td>
<td>2003</td>
<td>C</td>
<td>2</td>
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<td>Individual HO. Significance as architectural award winner. Recent age.</td>
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<tr>
<td>Vacuum Oil Company stores</td>
<td>87-89 Queens Bridge Street, Southbank</td>
<td>1930</td>
<td>D</td>
<td>D</td>
<td>Contributory to precinct. Historical significance as rare surviving industrial building related to Southbank historical theme. Some architectural value in Art Deco/Moderne elements. May be significant enough for a contributory place in a precinct, but utilitarian design and alteration diminish aesthetic value. Historical value only as representative of former motoring industry theme.</td>
<td></td>
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</tr>
<tr>
<td>Eureka Tower</td>
<td>3-7 Riverside Quay, Southbank</td>
<td>2002-2006</td>
<td>C</td>
<td>3</td>
<td>Individual HO. Architectural award winner. Recent age.</td>
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<tr>
<td><strong>Southgate</strong></td>
<td>3 Southgate Avenue, Southbank</td>
<td>1990-1992</td>
<td>C-D</td>
<td>2</td>
<td></td>
<td></td>
<td>Individual HO. Historical and social value. The project that triggered Southbank transformation. Recent age.</td>
</tr>
<tr>
<td><strong>Vacuum Oil / Mobil / Southgate Apartments</strong></td>
<td>28-32 Southgate Avenue Southbank</td>
<td>1960/1996</td>
<td>D</td>
<td>3</td>
<td></td>
<td></td>
<td>Originally a early significant glass curtain wall building, contemporary with ICI house. First of the transformational developments south of the river. Heavily altered, probably insufficiently-intact for heritage consideration.</td>
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<tr>
<td>Shell West Gate service centre</td>
<td>West Gate Freeway</td>
<td></td>
<td>C-D</td>
<td>3</td>
<td></td>
<td></td>
<td>Individual HO. Largest tensioned-fabric roof structure in Victoria.</td>
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<td></td>
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<td></td>
<td></td>
<td>Recent age.</td>
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<tr>
<td>Southern Link elevated road</td>
<td>West Gate Freeway, Southbank</td>
<td>1987-1988</td>
<td>C-D</td>
<td>3</td>
<td></td>
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<td>Individual HO. Longest elevated roadway: historical and technical development.</td>
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<td></td>
<td></td>
<td>Recent age, utilitarian and poor aesthetics.</td>
</tr>
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<td>Name</td>
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<tr>
<td>Crown Casino</td>
<td>2-68 Whiteman Street, Southbank</td>
<td>1997</td>
<td>B-C</td>
<td>2</td>
<td></td>
<td></td>
<td>Individual HO. Architectural award winner. Recent age, community stigma may be attached to it.</td>
</tr>
<tr>
<td>Melbourne Exhibition Centre</td>
<td>Convention Centre Place, South Wharf</td>
<td>1996</td>
<td>B-C</td>
<td>2</td>
<td></td>
<td></td>
<td>Individual HO. Significance as architectural award winner: William Wardell Award for Public Architecture, Sustainable Architecture Award, Melbourne Prize, Victorian Architecture Medal for successfully crossing design boundaries. Recent age; conflicting views may exist as to its aesthetic merits.</td>
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<td>Name</td>
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<tr>
<td>Melbourne Convention Centre</td>
<td>Convention Centre Place, South Wharf</td>
<td>1996</td>
<td>B-C</td>
<td>2</td>
<td>2</td>
<td>Individual HO. Significance as architectural award winner. Recent age.</td>
<td></td>
</tr>
<tr>
<td>Melbourne Recital Centre</td>
<td>31 Sturt Street, Southbank</td>
<td>2009</td>
<td>B-C</td>
<td>1</td>
<td>1</td>
<td>Individual HO. Significance as architectural award winner. Recent age.</td>
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<tr>
<td>Melbourne Theatre Company</td>
<td>140 Southbank Boulevard, Southbank</td>
<td>2009</td>
<td>B-C</td>
<td>1</td>
<td>1</td>
<td>Individual HO. Significance as architectural award winner. Recent age.</td>
<td></td>
</tr>
<tr>
<td>ACCA / Malthouse Plaza</td>
<td>111 Sturt Street, Southbank</td>
<td>2002</td>
<td>B-C</td>
<td>1</td>
<td>2</td>
<td>Individual HO, or in precinct with Malthouse and Vault. Architectural Award Winner Recent age.</td>
<td></td>
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<tr>
<td>Image</td>
<td>Recommendation</td>
<td>Date</td>
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<td></td>
<td>Designed by Corrigan. Significance as architectural award winner. Not recommended for HO due to recent age.</td>
<td>2002</td>
<td>Dodds Street, Southbank</td>
<td>C</td>
<td>3</td>
<td></td>
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<td></td>
<td>Currently in HO910 for Police Depot buildings. Also has modern architectural significance: 2004 Australian Institute of Architects Prize for Best New Institutional Building. Recent age.</td>
<td>2001</td>
<td>St Kilda Road &amp; Dodds Street, Southbank</td>
<td>B-C</td>
<td>3</td>
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<td>Seafarers Bridge</td>
<td>South Wharf</td>
<td>2009</td>
<td>C</td>
<td>3</td>
<td></td>
<td></td>
<td>Individual HO. Significance as architectural award winner. Recent age.</td>
</tr>
<tr>
<td>Russell &amp; Russell gauge</td>
<td>11-13 Hancock Street, Southbank</td>
<td>1940</td>
<td>C</td>
<td>3</td>
<td></td>
<td></td>
<td>Individual HO. Rare surviving Moderne-style factory; very intact example of industrial building and representative of the former character of Southbank area.</td>
</tr>
</tbody>
</table>
Attachment 3: Study area for the Southbank and Fishermans Bend Heritage Review

- Southbank and Fishermans Bend Heritage Review boundary
- Fishermans Bend precinct
ATTACHMENT 4: SOUTHBANK AND FISHERMANS BEND REVIEW - HERITAGE OVERLAYS TO BE RETAINED, DELETED, INTRODUCED – as recommended by Management

TABLE OF CONTENTS:

1. Recommended Changes to Existing Heritage Overlays  Page 2
2. Recommended Existing Heritage Overlays for Deletion  Page 9
3. Management’s Recommended New Heritage Overlays  Page 10
4. Fishermans Bend Places Recommended by Management for Further Investigation  Page 16
5. Places not being Recommended by Management for a Heritage Overlay  Page 20
6. Places Subject to Amendment C280  Page 22
### 1. Existing Heritage Overlays Recommended For Amendment

<table>
<thead>
<tr>
<th>Heritage Overlay (HO) number and address</th>
<th>Photo</th>
<th>Recommended Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HO366&lt;br&gt;James Moore timberyard and sawmills façade, Southbank&lt;br&gt;135 and 151 City Rd, 68-82 Southbank Boulevard, Southbank</td>
<td><img src="image1.jpg" alt="Image" /></td>
<td>- Revise address of place listed in Heritage Inventory and heritage schedule – to reflect the changes to street numbering which have occurred over time.&lt;br&gt;- Update description of heritage place as stated in heritage schedule.&lt;br&gt;- Revise heritage overlay mapping to allow future redevelopment proposals to be considered within the context of the streetscape.</td>
</tr>
<tr>
<td>HO368&lt;br&gt;Sharp &amp; Sons timber, later General Motors (Australia), later International Harvester, Southbank&lt;br&gt;171-193 &amp; 199-205 City Road, 1 Balston Street, Southbank</td>
<td><img src="image2.jpg" alt="Image" /></td>
<td>- Revise address of place listed in Heritage Inventory and heritage schedule - to reflect the changes to street numbering which have occurred over time.&lt;br&gt;- Update description of heritage place in heritage schedule.&lt;br&gt;- Revise heritage overlay mapping to reflect recent redevelopment of the site and allow future redevelopment proposals to be considered within the context of the overall streetscape.</td>
</tr>
<tr>
<td>HO369</td>
<td>State school No. 2686, later South Melbourne Girls school, later Boyd Domestic College, later Boyd Community Hub, Southbank 207 City Road, Southbank</td>
<td>Revise address of place listed in Heritage Inventory and heritage schedule - to reflect the changes to street numbering which have occurred over time. Update name/description of place in heritage schedule to reflect new heritage information. Revise heritage overlay mapping boundary to properly reflect the identified heritage place.</td>
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<tr>
<td>HO370</td>
<td>Main Point Hotel 235-239 City Road, Southbank</td>
<td>Revise address of place listed in Heritage Inventory and heritage schedule - to reflect the changes to street numbering which have occurred over time. Update name/description of place in heritage schedule to reflect new heritage information. No mapping changes.</td>
</tr>
<tr>
<td>HO371</td>
<td>Bank of New South Wales 269-283 City Road, Southbank</td>
<td>Revise address of place listed in Heritage Inventory and heritage schedule - to reflect the changes to street numbering which have occurred over time. Update name/description of place in heritage schedule to reflect new heritage information. Reduce boundary of heritage overlay map to reflect recent redevelopment of the site and the reduced extent of the heritage place.</td>
</tr>
</tbody>
</table>
| HO374   | Revise address of heritage place listed in Heritage Inventory and heritage schedule - to reflect the changes to street numbering which have occurred over time. | Edward Murphy warehouse and workshop  
272 City Road, Southbank |
|---------|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| HO375   | Revise address of place listed in Heritage Inventory and heritage schedule – to reflect the changes to street numbering which have occurred over time. | Murphy’s Buildings, later Australian Chemicals / Scott Paint Works  
276-282 City Road, Southbank |
| HO376   | Revise address of heritage place listed in Heritage Inventory and heritage schedule – to reflect the changes to street numbering which have occurred over time. | White & Hancocks Warehouse, later White, Hancock and Mills Pty. Ltd.  
300 City Road, Southbank |
|         | Update name/description of place in heritage schedule to reflect new heritage information.  
Revise heritage overlay boundary map to correct a previous mapping error. | Update name/description of place in heritage schedule to reflect new heritage information.  
Revise heritage overlay boundary map to include only the heritage place |
|         | No mapping changes. | |
| HO390 | Castlemaine Brewery Malthouse Theatre  
113 Sturt Street, Southbank | Revise address of heritage place listed in Heritage Inventory and heritage schedule – to reflect the changes to street numbering which have occurred over time.  
Update name/description of place in heritage schedule to reflect new heritage information.  
Revise heritage overlay boundary map to correct previous mapping error. |
|---|---|---|
| HO760 | Hamer Hall: 100 St. Kilda Road, Southbank  
Melbourne Arts Centre: 2 St. Kilda Road, Southbank | Revise address of heritage place listed in Heritage Inventory and heritage schedule – to reflect the changes to street numbering which have occurred over time.  
Update name/description of place in heritage schedule to reflect new heritage information.  
No mapping changes.  
Revise Victorian Heritage Register Statement of Significance to clarify contributory elements (eg. interiors, recent additions). |
| HO762 | Sandridge Rail Bridge  
1 Queens Bridge Street, Southbank | Revise address of heritage place listed in Heritage Inventory and heritage schedule – to reflect changes to street numbering which have occurred over time.  
Update name/description of place in heritage schedule to reflect new heritage information.  
No mapping changes. |
<table>
<thead>
<tr>
<th>HO763</th>
<th>Jones Bond Store, later Riverside Apartments</th>
<th>1 Riverside Quay, Southbank</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Revise address of place listed in Heritage Inventory and heritage schedule – to reflect the changes to street numbering which have occurred over time.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Update name/description of place in heritage schedule to reflect new heritage information.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Revise heritage overlay boundary map to reflect extent of heritage place.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HO764</th>
<th>Duke and Orrs Dry Dock</th>
<th>1-27 and 29-65 South Wharf Promenade</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Revise address of place listed in Heritage Inventory and heritage schedule – to reflect the changes to street numbering which have occurred over time.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Update name/description of place in heritage schedule to reflect new heritage information.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Revise heritage overlay boundary map to exclude Convention Centre and update Victorian Heritage Register.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cargo sheds, berths 2, 4, 5, 6, 7, 8, 9 South Wharf</th>
<th>29 South Wharf Promenade, South Wharf</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revise address of place listed in Heritage Inventory and heritage schedule – to reflect changes to street numbering which have occurred over time.</td>
<td></td>
</tr>
<tr>
<td>Update name/description of place in heritage schedule to reflect new heritage information.</td>
<td></td>
</tr>
<tr>
<td>Revise heritage overlay boundary to correct a previous mapping error and update Victorian...</td>
<td></td>
</tr>
<tr>
<td>Reference</td>
<td>Address</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>HO765</td>
<td>Fergus and Mitchell, later Robur Tea warehouse 28 Clarendon Street, Southbank</td>
</tr>
<tr>
<td>HO791</td>
<td>Queens Bridge over Yarra River</td>
</tr>
<tr>
<td>HO792</td>
<td>National Gallery of Victoria 180 St Kilda Road, Southbank</td>
</tr>
</tbody>
</table>
| HO910 | Police Barracks – later part Victorian College of the Arts  
234 St Kilda Road, Southbank | Revise address of place listed in Heritage Inventory and heritage schedule - to reflect changes to street numbering which have occurred over time.  
Update name/description of place in heritage schedule to reflect new heritage information.  
No mapping changes. |
|---|---|---|
| HO910 | Victoria Mounted Branch stables, part Victoria Police Depot complex  
234 St. Kilda Road and 13 Dodds Street, Southbank | Revise address of place listed in Heritage Inventory and heritage schedule – to reflect changes to street numbering which have occurred over time.  
Update name/description of place in heritage schedule to reflect new heritage information.  
No mapping changes. |
| HO910 | Police Hospital, part Victoria Mounted Police Depot complex  
234 St Kilda Road, Southbank | Revise address of heritage place listed in Heritage Inventory and heritage schedule – to reflect changes to street numbering which have occurred over time.  
Update name/description of place in heritage schedule to reflect new heritage information.  
No mapping changes. |
2. **Existing Heritage Overlays Recommended For Deletion**

1. HO367  Stewarts & Lloyds (demolished): 157-165 City Rd, South Melbourne
2. HO377  Southern Cross Service Station (demolished): 109-117 Clarendon St, South Melbourne
3. HO378  Clarendon Street Rail Bridge (demolished): Clarendon St, South Melbourne
4. HO380  Former Cider factory (demolished): 46-48 Haig St, South Melbourne
5. HO381  Former Halford Timber (demolished): 93 Kavanagh St, South Melbourne
6. HO384  Former Thomas Warburton & Co (demolished): 40-46 Kavanagh St, South Melbourne
7. HO388  Alcock’s Billiard Tables (demolished) – 23-31 Sturt St, Southbank
8. HO389  Victorian College of the Arts: 43 Sturt St, Southbank (replaced with new HO)
9. HO391  Former Melford Motors (demolished): 102-118 Sturt St, Southbank
10. HO913  Buchanan & Brock (demolished): 20 Convention Centre Pl, South Wharf
11. HO934  Former Commonwealth Aircraft Hangar: Lorimer St/Todd Rd, Port Melbourne (heritage building has been removed from site)
12. HO899  Tram shelter St Kilda Rd, South Melbourne: incorrectly mapped, tram shelter does not exist in this location
13. HO5  Commonwealth Clothing Factory and surrounding streets (factory demolished and streets have no heritage significance)
14. HO387  234-254 St Kilda Rd (erroneously listed in existing heritage overlay schedule - 43.01s)
15. HO6  St Kilda Rd (eastern side near Princes bridge): erroneously mapped - same HO no. also applies to a heritage precinct in South Yarra
### 3. New Heritage Overlays – As Recommended By Management

<table>
<thead>
<tr>
<th>ADDRESS</th>
<th>PHOTO</th>
<th>Recommendation</th>
<th>Permit Status (3 July 2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage precinct:</td>
<td></td>
<td></td>
<td>Permits have been issued for demolition and redevelopment of some buildings. (These places</td>
</tr>
<tr>
<td>City Road Industrial and Warehouse Precinct</td>
<td></td>
<td>Permanent heritage protection</td>
<td>are included in the permanent heritage overlays but not the interim heritage overlays.)</td>
</tr>
<tr>
<td>Southbank</td>
<td></td>
<td>Interim heritage protection</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New St Johns Lutheran Church</td>
<td></td>
<td>Permanent heritage protection</td>
<td>No planning applications or permits</td>
</tr>
<tr>
<td>20 City Road, Southbank</td>
<td></td>
<td>Interim heritage protection</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kosky Bros Pty. Ltd. Furriers</td>
<td></td>
<td>Permanent heritage protection</td>
<td>Planning permits approved for the site relate to change of use and signage only, not</td>
</tr>
<tr>
<td>67-69 City Road, Southbank</td>
<td></td>
<td>Interim heritage protection</td>
<td>redevelopment.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Heritage Protection</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>---------------------</td>
<td>----------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Maurice Artaud 71-75 City Road, Southbank</td>
<td>Permanent heritage protection</td>
<td>Planning permit approved for redevelopment of site – façade only to be retained. Permanent heritage protection will not affect current development approval. In the event current development approval does not proceed, a heritage overlay will apply. No interim heritage protection is being sought.</td>
<td></td>
</tr>
<tr>
<td>Spencer Street Bridge Clarendon Street, Southbank</td>
<td>Permanent heritage protection</td>
<td>No planning applications or permits</td>
<td></td>
</tr>
<tr>
<td>Eckersley &amp; Sons soda fountain factory 93-103 Clarendon Street, Southbank</td>
<td>Permanent heritage protection Interim heritage protection</td>
<td>Part of larger Crown casino site with address: 27-59 Whiteman Street. Previous permit for redevelopment has expired.</td>
<td></td>
</tr>
<tr>
<td>Melbourne and Metropolitan tramways Board Electrical Substation ‘S’ 67-69 Clarke Street, Southbank</td>
<td>Permanent heritage protection  Interim heritage protection</td>
<td>No planning applications or permits</td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>Thornycroft (Australia), later Herald Sun Television Studio 49-61 Coventry Street and 50 Dorcas Street, Southbank</td>
<td>Permanent heritage protection  Interim heritage protection</td>
<td>A planning permit has been issued for redevelopment of the larger site in Coventry Street but proposal does not include this heritage building.</td>
<td></td>
</tr>
<tr>
<td>Vault Sculpture Corner Grant and Dodds Street, Southbank</td>
<td>Permanent heritage protection  Interim heritage protection</td>
<td>No planning applications or permits</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Permanent heritage protection</td>
<td>Permit for redevelopment of site including demolition of heritage building</td>
<td></td>
</tr>
<tr>
<td>--------------------------------</td>
<td>--------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Austral Engineering Works</td>
<td>Permanent heritage protection</td>
<td>Permit approved for redevelopment of site including demolition of heritage building</td>
<td></td>
</tr>
<tr>
<td>63 Kings Way, Southbank</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kings Way Bridge</td>
<td>Permanent heritage protection</td>
<td>No planning applications or permits</td>
<td></td>
</tr>
<tr>
<td>Kings Way, Southgate</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Queensbridge Hotel</td>
<td>Permanent heritage protection</td>
<td>Planning Scheme Amendment C310 approved by Minister for Planning – One Queensbridge, 1-29 Queens Bridge Street, Southbank (Crown’s Queensbridge Hotel Tower), February 2017.</td>
<td></td>
</tr>
<tr>
<td>1-7 Queens Bridge Street, Southbank</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td>Protection</td>
<td>Planning Permits</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>---------------------</td>
<td>-----------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Robur Tea Company and Warehouse</td>
<td>Permanent heritage</td>
<td>Several planning permits have been issued for the site but no permits for demolition or redevelopment.</td>
<td></td>
</tr>
<tr>
<td>107-127 Queens Bridge Street, Southbank</td>
<td>protection</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Interim heritage</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>protection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commonwealth Artificial Limb Factory</td>
<td>Permanent heritage</td>
<td>Five planning permits have been issued for minor works - none involve the existing building</td>
<td></td>
</tr>
<tr>
<td>242-246 Sturt Street, Southbank</td>
<td>protection</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Interim heritage</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>protection</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Electrical substations group, Southbank:
- 99A Sturt Street
- 79 Fawkner St
- 33 Hancock St
- 7 Moray Street
- 181 Sturt Street

<table>
<thead>
<tr>
<th>Permanent heritage protection</th>
<th>Interim heritage protection</th>
<th>No planning applications or permits</th>
</tr>
</thead>
</table>

### Bluestone laneways group, Southbank
Various addresses: 11 in total

<table>
<thead>
<tr>
<th>Permanent heritage protection</th>
<th>Interim heritage protection</th>
<th>No planning applications or permits</th>
</tr>
</thead>
</table>
### Fishermans Bend Places Recommended By Management For Further Investigation

<table>
<thead>
<tr>
<th>ADDRESS</th>
<th>PHOTO</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage precinct:</td>
<td></td>
<td>Most of precinct is subject to the Port of Melbourne Planning Scheme - Further investigation and collaborative work with the Port of Melbourne Corporation.</td>
</tr>
<tr>
<td>South Wharf shipping sheds and berths precinct</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lorimer Street, Port Melbourne</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government Aircraft Factory</td>
<td></td>
<td>Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development.</td>
</tr>
<tr>
<td>226 Lorimer Street, Port Melbourne</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site Name</td>
<td>Address</td>
<td>Further Investigation Details</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>----------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Commonwealth Aircraft Corporation</td>
<td>226 Lorimer Street, Port Melbourne</td>
<td>Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development.</td>
</tr>
<tr>
<td>Kraft Factory</td>
<td>162 Salmon St (Vegemite Way), Port Melbourne</td>
<td>Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development.</td>
</tr>
<tr>
<td>SEC Substation</td>
<td>224 Salmon Street, Port Melbourne</td>
<td>Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development.</td>
</tr>
<tr>
<td>GMH plants nos. 3 &amp; 5</td>
<td>241 Salmon Street, Port Melbourne</td>
<td>Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development.</td>
</tr>
<tr>
<td>Location</td>
<td>Details</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td></td>
</tr>
</tbody>
</table>
| GMH Engine and Manufacturing Plant  
241 Salmon Street, Port Melbourne | Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development. |
| GMH Head Office Administration Buildings  
251 Salmon Street, Port Melbourne | Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development. |
| GMH Administration Building  
261 Salmon Street, Port Melbourne | Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development. |
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GMH Social Centre</td>
<td>241 Salmon St (Caprice Ave) Port Melbourne</td>
</tr>
<tr>
<td></td>
<td>Further investigation with landowners to understand the complexity of the site, extent of heritage fabric and areas within the site suitable for new development.</td>
</tr>
<tr>
<td>Bolte bridge</td>
<td>City Link, Port Melbourne</td>
</tr>
<tr>
<td></td>
<td>Bridge overlaps two planning schemes - Melbourne and Port of Melbourne. Further discussion required with Port of Melbourne Corporation.</td>
</tr>
<tr>
<td>West Gate Bridge</td>
<td>West Gate Freeway, Fishermans Bend</td>
</tr>
<tr>
<td></td>
<td>The Bridge in its entirety overlaps three planning schemes – Melbourne, Port of Melbourne and Hobsons Bay – further discussion is required.</td>
</tr>
</tbody>
</table>
### 5. Places Not being Recommended By Management for A Heritage Overlay

<table>
<thead>
<tr>
<th><strong>ADDRESS</strong></th>
<th><strong>PHOTO</strong></th>
<th><strong>RECOMMENDATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St Kilda Road boulevard</td>
<td><img src="image1" alt="St Kilda Road boulevard" /></td>
<td>Boulevard is already listed on Victorian Heritage Register. DELWP is preparing a heritage overlay for both CoM and Port Phillip.</td>
</tr>
<tr>
<td>Between Princess Bridge and St Kilda Junction, Southbank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Victoria Barracks</td>
<td><img src="image2" alt="Victoria Barracks" /></td>
<td>Commonwealth land, not eligible for a heritage overlay. Currently listed on Commonwealth heritage List</td>
</tr>
<tr>
<td>256-310 St Kilda Road, Southbank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outpatients Repatriation Clinic (part of Victoria Barracks)</td>
<td><img src="image3" alt="Outpatients Repatriation Clinic" /></td>
<td>Commonwealth land, not eligible for a heritage overlay. Site is expected to be sold and will then be considered for inclusion on Victorian Heritage Register.</td>
</tr>
</tbody>
</table>
### Anderson factory, later Lanes Motors 52-66 Dorcas Street, Southbank

Building has been demolished since being identified by the Southbank and Fishermans Bend Heritage Review.

### Aeronautical Research Laboratory

502-550 Lorimer Street, Port Melbourne

Commonwealth land- Nominate for Commonwealth heritage List.
6. Places Subject To Amendment C280 - to be exhibited with C305

<table>
<thead>
<tr>
<th>ADDRESS</th>
<th>PHOTO</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>GP Motors</td>
<td><img src="image1" alt="Photo of GP Motors" /></td>
<td>Permanent heritage protection. Active planning permit.</td>
</tr>
<tr>
<td>35-41 City Road, Southbank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crown chemicals (Anderson &amp; Sons printing works)</td>
<td><img src="image2" alt="Photo of Crown chemicals" /></td>
<td>Permanent heritage protection. Active planning permit.</td>
</tr>
<tr>
<td>63-65 City Road, Southbank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GPO garage and workshop</td>
<td><img src="image3" alt="Photo of GPO garage" /></td>
<td>Permanent heritage protection. (Interim heritage protection – am C276)</td>
</tr>
<tr>
<td>242-246 Sturt Street Southbank</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Castlemaine Brewery                 | 107-127, 129-131 and 133 Queens Bridge Street, Southbank | Permanent heritage protection.  
(Interim heritage protection – am C276) |
ATTACHMENT 5
NEW HERITAGE OVERLAYS FOR SOUTH BANK
AS RECOMMENDED BY MANAGEMENT
Who is the planning authority?
This amendment has been prepared by the Minister for Planning, 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 applies to 11 heritage places within the study area of the Southbank and Fishermans Bend Heritage Review 16 June 2017. The study area is shown in Figure 1 below and the affected places are listed in Attachment 1 to this Explanatory Report.

Figure 1 Southbank and Fishermans Bend Heritage Review Study Area

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 by applying the Heritage Overlay to 11 additional places, including one precinct, two group listings and eight individual places; and
- Amending Local Policy Clause 22.04 Heritage Places within the Capital City Zone to reference the two new Incorporated Documents:
- Amending Local Policy Clause 22.05 Heritage Places outside the Capital City Zone, to include the Southbank and Fishermans Bend Heritage Review 16 June 2017 as a Policy Reference; and
- Amending planning scheme maps 8HO and 8HO2 to reflect the changes described above.
It should be noted that some heritage places identified as part of the *Southbank and Fishermans Bend Heritage Review 16 June 2017* have not been included as part of Amendment C304.

The following four places were identified in the Review and included in a separate planning scheme amendment (Amendment C280):

- 35-41 City Road Southbank (formerly G.P. Motors);
- 63-65 City Road Southbank (formerly Crown Chemicals / Andersons & Sons printing works);
- 45-99 Sturt St Southbank (formerly GPO garage, stores and workshop); and
- 107-127, 129-131 and 133 Queens Bridge Street Southbank (formerly Castlemaine Brewery).

A further 11 places identified in the Review are either located in the Fishermans Bend Employment Precinct or partly subject to the Port of Melbourne Planning Scheme. These places are not included in Amendment C304 and require further investigation to provide evidence before inclusion in a Heritage Overlay.

**Strategic assessment of the Amendment**

**Why is the Amendment required?**

Southbank and Fishermans Bend are areas with important and rich histories. They are also important urban renewal areas. The Amendment is required to provide interim heritage protection for identified places, while a separate amendment is processed to introduce permanent protection.

The *Southbank and Fishermans Bend Heritage Review 16 June 2107* was undertaken to assess the heritage significance of all buildings and places in the study area (Refer figure 1). Assessment included currently protected properties and identification of new places for heritage protection in the Melbourne Planning Scheme.

The Amendment seeks to implement the recommendations of the Review and provide protection for 11 of the newly identified heritage places. (All places affected by Amendment C304 are listed in Attachment 1 to the Explanatory Report.)

The Amendment seeks to apply the Heritage Overlay in order to recognise and protect the identified places. The Amendment excludes heritage places identified in the Review which are currently the subject of planning applications/permits, places located within the Fishermans Bend Employment Precinct, places subject to other planning scheme amendments, places currently on the Victorian Heritage Register, bridges and places where the City of Melbourne is not the Planning Authority.

**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 have positive environmental effects by encouraging 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. Specifically, the Amendment is supported by the following policy directions of *Plan Melbourne* (March 2017):

- 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 SPPF:

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 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) in particular 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) in particular 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 within the heritage overlay 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
Planning and Building Reception Counter
Level 3, Council House 2, 240 Little Collins 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.
## ATTACHMENT 1: Amendment C304 Explanatory Report

**Southbank and Fishermans Bend Heritage Places - Sites affected by Amendment C304**

<table>
<thead>
<tr>
<th>ADDRESS</th>
<th>Name / Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Road and others:</td>
<td>City Road Industrial and Warehouse Precinct</td>
</tr>
<tr>
<td>Various addresses, Southbank</td>
<td></td>
</tr>
<tr>
<td>Group listing – Electricity substations</td>
<td>5 sites – Southbank</td>
</tr>
<tr>
<td>Group Listing – Bluestone laneways</td>
<td>10 laneways – Southbank</td>
</tr>
<tr>
<td>20 City Road, Southbank</td>
<td>New St John’s Lutheran Church</td>
</tr>
<tr>
<td>67-69 City Road, Southbank</td>
<td>Kosky Bros Pty. Ltd. Furriers</td>
</tr>
<tr>
<td>93-103 Clarendon Street, Southbank</td>
<td>Eckersley &amp; Sons Soda Fountain Factory</td>
</tr>
<tr>
<td>67-69 Clarke Street, Southbank</td>
<td>Melbourne and Metropolitan Tramways Board Electricity Substation ‘S’</td>
</tr>
<tr>
<td>49-61 Coventry Street, Southbank (part of site only – also known as 50 Dorcas street)</td>
<td>Thornycraft (Aust.), later Herald Sun Television Studio</td>
</tr>
<tr>
<td>Grant Street (corner Dodds Street), Southbank</td>
<td>Vault sculpture</td>
</tr>
<tr>
<td>107-127 Queens Bridge Street, Southbank</td>
<td>Robur Tea Company factory / warehouse</td>
</tr>
<tr>
<td>242-246 Sturt Street, Southbank</td>
<td>Commonwealth Artificial Limb Factory</td>
</tr>
</tbody>
</table>
Planning and Environment Act 1987

MELBOURNE PLANNING SCHEME

AMENDMENT C304

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 (insert number) attached map sheets.

Overlay Maps

1. Amend Planning Scheme Map Nos 8HO, 8HO1 and 8HO2 in the manner shown on attached maps marked “Melbourne Planning Scheme, Amendment C304”.

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.

End of document
SCHEDULE TO THE HERITAGE OVERLAY

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

<table>
<thead>
<tr>
<th>PS Map Ref</th>
<th>Heritage Place</th>
<th>External Paint Controls Apply?</th>
<th>Internal Alteration Controls Apply?</th>
<th>Tree Controls Apply?</th>
<th>Outbuildings or fences which are not exempt under Clause 43.01-3</th>
<th>Included on the Victorian Heritage Register under the Heritage Act 1995?</th>
<th>Prohibited uses may be permitted?</th>
<th>Name of Incorporated Plan under Clause 43.01-2</th>
<th>Aboriginal heritage place?</th>
</tr>
</thead>
<tbody>
<tr>
<td>HO1092</td>
<td>Moonee Ponds Creek and Infrastructure Precinct</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Melbourne Water Permit Exemptions for the Moonee Ponds Creek and Infrastructure Precinct 2015</td>
<td>No</td>
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<tr>
<td></td>
<td>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</td>
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<tr>
<td>HO869</td>
<td>Home for Lost and Starving Dogs, later Lost Dogs Home &amp; Animal Hospital</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>HO455</td>
<td>North and West Melbourne Biscuit Making &amp; Flour Milling Precinct</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td></td>
<td>3-21 Anderson Street, 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne</td>
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<td><strong>PRECINCTS INSIDE THE CAPITAL CITY ZONE</strong></td>
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<td>HO1214*</td>
<td>City Road Industrial and Warehouse Precinct</td>
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<td>HO503</td>
<td>Bank Place Precinct</td>
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<th>Aboriginal heritage place?</th>
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<tr>
<td>HO354</td>
<td>Squash Courts, Trinity College, Royal Parade, Parkville</td>
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<td>No</td>
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<td>HO355</td>
<td>Systems Garden Tower, Uni of Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<td>HO357</td>
<td>Trinity Chapel &amp; College, Trinity College, Royal Parade, Parkville</td>
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<td>HO360</td>
<td>University House, Uni of Melbourne</td>
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<td>HO361</td>
<td>Wilson Hall, The University of Melbourne, 156-292 Grattan Street, Parkville</td>
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<td>Ref No H1012</td>
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<td>Northern Market Reserve Wall, Storey St &amp; Flemington Rd &amp; Park Drive, Parkville</td>
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<td>Yes</td>
<td>Ref No H1920</td>
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<td>HO820</td>
<td>Richard Berry Building, Uni of Melbourne</td>
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<td>HO821</td>
<td>Vice Chancellor's House, The University of Melbourne, 156-292 Grattan Street, Parkville</td>
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<td>Yes</td>
<td>Ref No H1003</td>
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<td>HO872</td>
<td>Agriculture and Forestry Building, The University of Melbourne</td>
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<td>SOUTH MELBOURNE / SOUTH BANK / DOCKLANDS / PORT MELBOURNE</td>
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<td>HO1215*</td>
<td>Electricity substation thematic group: 99A Sturt Street, Southbank 79 Fawkner Street, Southbank 33 Hancock Street, Southbank 7 Moray Street, Southbank 181 Sturt Street, Southbank</td>
<td>Yes</td>
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<td>HO1216*</td>
<td>Bluestone pitched laneways group:</td>
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<tr>
<td></td>
<td>Anthony Lane SML246 between Coventry Street and Dorcas Street, Southbank</td>
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<td>Blakeney Place SML639 off Clarendon Street, Southbank</td>
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<td>lane off Catherine Street SM0477 between 4-8 Catherine Street, Southbank</td>
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<td>lane off Clarendon Street SM0337, adjacent to 54 Clarendon Street, Southbank</td>
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<td></td>
<td>lane Fawkner Street adjacent to 11-13 Hancock Street, Southbank</td>
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<td>Haig Lane between Kings Way and Clarke Street, Southbank</td>
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<td>lane off Hancock Street SM459 between 13 – 15 Hancock Street, Southbank</td>
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<td>lane off Power Street PL5195, Southeast of 76-80 Power Street, Southbank</td>
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<td>Wells Place SML609, Sml 247 and Sml 248 from Dodds Street and between Wells Street and Anthony Lane, Southbank</td>
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<td>HO1218*</td>
<td>New St John’s Lutheran Church, 20 City Road, Southbank</td>
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<td>Yes</td>
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<tr>
<td>HO1219*</td>
<td>Kosky Bros. 67-69 City Road, Southbank</td>
<td>Yes</td>
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<td>HO366</td>
<td>115-141 City Road, Sth Melbourne</td>
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<td>HO367</td>
<td>157-165 City Road, Sth Melbourne</td>
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<td>HO368</td>
<td>171 City Road, Sth Melbourne</td>
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<tr>
<td>HO369</td>
<td>J H Boyd Girls High School, 207-229 City Road, Southbank</td>
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<td>-</td>
<td>Yes Ref No H769</td>
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<td>HO370</td>
<td>235-237 City Road, Sth Melbourne</td>
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<td>HO371</td>
<td>269-271 City Road, Sth Melbourne</td>
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<td>272 City Road, Sth Melbourne</td>
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<td>HO376</td>
<td>300 City Road, Sth Melbourne</td>
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<td>Ekersley &amp; Sons, 93-103 Clarendon Street, Southbank</td>
<td>Yes</td>
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<td>HO1223*</td>
<td>Melbourne and Metropolitan Tramways Board Electricity Substation 'S', 67-69 Clarke Street, Southbank</td>
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<td>HO377</td>
<td>109-117 Clarendon Street, Sth Melbourne</td>
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<td>HO765</td>
<td>Robur Tea Building, 28 Clarendon Street, Southbank</td>
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<td>Yes Ref No H526</td>
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<td>HO378</td>
<td>Clarendon St Bridge, Sth Melbourne</td>
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<td>Queens Warehouse, 749-755 Collins Street, Docklands</td>
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<td>No. 2 Goods Shed, 708-710 Collins Street and 731-733 Bourke Street and 2-42 Village Street and 69-82 Village Street, Docklands</td>
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<td>Yes Ref No H933</td>
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<td>HO1224*</td>
<td>Thornycroft (Aust) Ltd later Herald Sun Television Studio, 49-61 Coventry Street and 50 Dorcas, Southbank</td>
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<td>Berth No. 5, North Wharf, 731-739 Flinders Street, Docklands</td>
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<td>Vault sculpture corner, Grant Street and Dodds Street Southbank</td>
<td>Yes</td>
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<td>Yes</td>
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<td>Sandridge Railway Line Bridge, 1A Queens Bridge Street, Over Yarra River, Southbank and Melbourne</td>
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<td>Yes Ref No H994</td>
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<td>HO1229*</td>
<td>Robur Tea Company factory warehouse, 107-127 Queens Bridge Street, Southbank</td>
<td>Yes</td>
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<td>HO763</td>
<td>Jones Bond Store 1 Riverside Quay, Southbank</td>
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<td>-</td>
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<td>Yes Ref No H828</td>
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<td>HO764</td>
<td>Duke &amp; Orr’s Dry Dock 2A Clarendon Street South Wharf and Cargo Sheds, 4,5,6,7,8,9, , South Wharf</td>
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<td>Tram Shelter, Cnr St. Kilda Road &amp; Dorcas Street, Sth Melbourne</td>
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<td>Victorian Arts Centre, 2-128 St. Kilda Road, 19-9 Sturt St &amp; 93-115 Southbank Rd, Southbank</td>
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<td>Yes Ref No H1500 and part Ref No H1447</td>
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<td>National Gallery of Victoria, 130-200 St. Kilda Road &amp; 93-115 Southbank Road, Southbank</td>
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<td>Yes Ref No H1499</td>
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<td>HO910</td>
<td>Former Victoria Police Depot, 234 St. Kilda Rd,1-39 Dodds St &amp; 148-170 Southbank Blvd, Southbank</td>
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<td>Yes Ref No H1541</td>
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<td>Former Victorian Railway Headquarters, 33-67 Spencer Street, Docklands</td>
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<td>Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands</td>
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<td>Melbourne Girls Grammar Merton Hall Campus Master Plan, June 2002</td>
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HERITAGE PLACES WITHIN THE CAPITAL CITY ZONE

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 and Fishermans Bend Heritage Review 16 June 2017; Statements of Significance, 12 June 2017, in which case the Central City (Hoddle Grid)
Heritage Review: Statements of Significance June 2013 or Southbank and Fishermans Bend Heritage Review: Statements of Significance, 12 June 2017 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 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), Hudson'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 Leitrim 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 Leitrim 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 Precint 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
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
The Melbourne City Council has prepared Amendment C305 to the Melbourne Planning Scheme.

The Amendment affects 48 places within the study area of the *Southbank and Fishermans Bend Heritage Review 16 June 2017*. The study area is shown in the Figure 1 below and the affected places are listed in Attachment 1 to the Explanatory Report.

**Figure 1 Southbank and Fishermans Bend Study Area**

The amendment proposes to implement the findings of the *Southbank and Fishermans Bend Heritage Review*, Biosis and Graeme Butler, 16 June 2017 by:

- Amending the Schedule to Clause 43.01 Heritage Overlay by:
  - Applying the Heritage Overlay to 16 additional places, including one precinct, two group listings and 13 individual places;
  - Deleting the Heritage overlay from 15 sites (due to buildings being demolished or places being incorrectly mapped, and;
  - Fixing up 17 existing heritage overlays (ie correcting addresses and/or descriptions, and correcting mapping anomalies).

- Inserting the following two new Incorporated Documents into the Melbourne Planning Scheme at the Schedule to Clause 81.01:
  - The *Southbank and Fishermans Bend Heritage Review 16 June 2017: Statements of Significance*, 10 June 2017, and:
  - The Southbank and Fishermans Bend Heritage Review 16 June 2017: Heritage Places Inventory 10 June 2017,

- Amending Local Planning Policy Framework at Clause 22.04 Heritage Places Within the Capital City Zone to make reference to the two new incorporated Documents
• Amending Local Planning Policy framework at Clause 22.05 Heritage Places Outside the Capital City Zone to include the Southbank and Fishermans Bend Heritage Review 16 June 2017 as a Policy Reference.

• Amending the planning scheme maps 8HO and 8HO2 to reflect the changes described above.

• Updating planning scheme maps 8HO and 8HO2,

You may inspect the amendment, any documents that support the amendment and the explanatory report about the amendment, free of charge, at the following locations:

The City of Melbourne website:  www.participate.melbourne.vic.gov.au/Amendment C305

During office hours at:

City of Melbourne
Level 3, Council House 2, 240 Little Collins 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.

Any person who may be affected by the amendment may make a submission to the planning authority about the amendment. Submissions must be made in writing giving the submitter’s name and contact address, clearly stating the grounds on which the amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for council to consider submissions and to notify such persons of the opportunity to attend council meetings and any public hearing held to consider submissions. The closing date for submissions is [insert closing date for submissions].

A submission must be in writing and either emailed to:  (insert email address)

Or posted to:

Team leader – Heritage
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3000

The planning authority must make a copy of every submission available at its office for any person to inspect free of charge for two months after the amendment comes into operation or lapses.

[Insert signature for the planning authority]
Who is the planning authority?

This amendment has been prepared by the City of Melbourne, 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 applies to 48 heritage places within the study area of the Southbank and Fishermans Bend Heritage Review 16 June 2017. The study area is shown in Figure 1, below.

The affected places are listed in Attachment 1 to this Explanatory Report.

Figure 1 Southbank and Fishermans Bend Heritage Review Study Area

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 by:
  - Applying the Heritage Overlay to 16 additional places, including one precinct, two group listings and 13 individual places; and
  - Deleting the Heritage Overlay from 15 places (due to buildings being demolished or places being incorrectly mapped), and;
  - Fixing up 17 existing Heritage Overlays (i.e. correcting addresses and/or descriptions, and correcting boundary anomalies).

- Inserting the following two new Incorporated Documents into the Melbourne Planning Scheme at the Schedule to Clause 81.01:
  - Southbank and Fishermans Bend Heritage Review 16 June 2017: Statements of Significance, 10 June 2017, and;
Southbank and Fishermans Bend Heritage Review 16 June 2017: Heritage Places Inventory, 10 June 2017

- Amending Local Policy Clause 22.04 Heritage Places within the Capital City Zone and to make reference to the two new Incorporated Documents;
- Amending Local Policy Clause 22.05 Heritage Places outside the Capital City Zone, to include the Southbank and Fishermans Bend Heritage Review 16 June 2017 as a Policy Reference, and;
- Amending planning scheme maps 8HO and 8HO2 to reflect the changes described above;

It should be noted that an additional four heritage places were identified as part of the Southbank and Fishermans Bend Heritage Review 16 June 2017 but have not been included as part of Amendment C305. They are included in a separate planning scheme amendment (Amendment C280). These places are:

- 35-41 City Road Southbank (formerly G.P. Motors);
- 63-65 City Road Southbank (formerly Crown Chemicals / Andersons & Sons printing works);
- 45-99 Sturt St Southbank (formerly GPO garage, stores and workshop); and
- 107-127, 129-131 and 133 Queens Bridge Street Southbank (formerly Castlemaine Brewery).

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 subject to the Port of Melbourne Planning Scheme. All 13 places require further investigation to provide evidence for inclusion in a Heritage Overlay.

Strategic assessment of the Amendment

Why is the Amendment required?

Southbank and Fishermans Bend are areas 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 the study area (refer Figure 1). The Review recommended introduction of 37 new heritage places (including two heritage precincts and two group listings), deletion of the Heritage Overlay from 15 existing places (due to demolition of heritage buildings or mapping anomalies) and the fixing up of various anomalies relating to 17 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. Specifically, the Amendment is supported by the following policy directions of Plan Melbourne (March 2017):

- 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 SPPF:

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 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) in particular 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) in particular 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 can be viewed at the City of Melbourne website at:
www.participate.melbourne.vic.gov.au/Amendment C305

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

City of Melbourne
Level 3, Council House 2,
240 Little Collins 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.

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 [insert submissions due date].

A written submission must be emailed to:

[insert email address]

or posted to:

Team Leader – Heritage
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3000

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: [insert directions hearing date]
- panel hearing: [insert panel hearing date]
ATTACHMENT 1: SOUTHBANK AND FISHERMANS BEND HERITAGE PLACES - SITES AFFECTED BY AMENDMENT C305:

1. **Existing heritage overlays to be amended**

<table>
<thead>
<tr>
<th>HO Number</th>
<th>Address</th>
<th>Name /Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HO366</td>
<td>135 and 151 City Road, 68-82 Southbank Boulevard, Southbank</td>
<td>James Moore timberyard and sawmills façade</td>
</tr>
<tr>
<td>HO368</td>
<td>171-193, 195-205 City Road, 100 and 118 Kavanagh Street, 1 Balston Street Southbank</td>
<td>Sharp &amp; Sons timber, later General Motors, later International Harvester</td>
</tr>
<tr>
<td>HO369</td>
<td>207 City Road, Southbank</td>
<td>State school No. 2686, later South Melbourne Girls School, JH Boyd Domestic College (1932 -) and Boyd Community Hub</td>
</tr>
<tr>
<td>HO370</td>
<td>235 City Road, Southbank</td>
<td>Main Point Hotel</td>
</tr>
<tr>
<td>HO371</td>
<td>269 - 283 City Road, Southbank</td>
<td>Bank of New South Wales</td>
</tr>
<tr>
<td>HO374</td>
<td>272 City Road, Southbank</td>
<td>Edward Murphy’s warehouse and workshop</td>
</tr>
<tr>
<td>HO375</td>
<td>276-282 City Road, Southbank</td>
<td>Murphy’s Buildings, Australian Chemicals / Scott Paint Works</td>
</tr>
<tr>
<td>HO376</td>
<td>300 City Road, Southbank</td>
<td>White &amp; Hancock’s Warehouse, later White, Hancock and Mills Pty. Ltd</td>
</tr>
<tr>
<td>HO390</td>
<td>113 Sturt Street, Southbank</td>
<td>Castlemaine Brewery Malthouse</td>
</tr>
<tr>
<td>HO760</td>
<td>2 and 100 St. Kilda Road, Southbank</td>
<td>Arts Centre and Hamer Hall</td>
</tr>
<tr>
<td>HO762</td>
<td>1 Queens Bridge Street, Southbank</td>
<td>Sandridge Rail Bridge, over the Yarra River, Queensbridge Square</td>
</tr>
<tr>
<td>HO763</td>
<td>1 Riverside Quay, Southbank</td>
<td>Jones Bond Store, later Riverside Apartments</td>
</tr>
<tr>
<td>HO764</td>
<td>1-27 and 29-65 South Wharf Promenade, 2 Clarendon Street, South Wharf</td>
<td>Duke and Orrs Dry Dock, South Wharf and Cargo Sheds 2, 4, 5, 6, 7, 8, 9, South Wharf</td>
</tr>
<tr>
<td>HO Number</td>
<td>Address</td>
<td>Name /Description</td>
</tr>
<tr>
<td>-----------</td>
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<td>-------------------------------------------------</td>
</tr>
<tr>
<td>HO765</td>
<td>28 Clarendon Street, Southbank</td>
<td>Fergus &amp; Mitchell, later Robur Tea warehouse</td>
</tr>
<tr>
<td>HO791</td>
<td>Queens Bridge Street, Southbank</td>
<td>Queens Bridge over Yarra River</td>
</tr>
<tr>
<td>HO792</td>
<td>180 St Kilda Road, Southbank</td>
<td>National Gallery of Victoria</td>
</tr>
<tr>
<td>HO910</td>
<td>234 St Kilda Road, Southbank</td>
<td>Police Barracks – later part of the Victorian College of the Arts</td>
</tr>
</tbody>
</table>
### 2. Existing heritage overlays to be deleted

<table>
<thead>
<tr>
<th>HO Number</th>
<th>Address</th>
<th>Name / Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HO367</td>
<td>157-165 City Road, South Melbourne</td>
<td>Stewarts &amp; Lloyds (demolished)</td>
</tr>
<tr>
<td>HO377</td>
<td>109-117 Clarendon Street, South Melbourne</td>
<td>Southern Cross Service Station (demolished)</td>
</tr>
<tr>
<td>HO378</td>
<td>Clarendon Street Bridge, South Melbourne</td>
<td>Clarendon Street Rail Bridge (demolished)</td>
</tr>
<tr>
<td>HO380</td>
<td>46-48 Haig Street, South Melbourne</td>
<td>Former Cider factory (demolished)</td>
</tr>
<tr>
<td>HO381</td>
<td>93 Kavanagh Street, South Melbourne</td>
<td>Former Halford Timber (demolished)</td>
</tr>
<tr>
<td>HO384</td>
<td>40-46 Kavanagh Street, South Melbourne</td>
<td>Former Thomas Warburton &amp; co (demolished)</td>
</tr>
<tr>
<td>HO388</td>
<td>23-31 Sturt Street, South Melbourne</td>
<td>Alcock’s Billiard Tables (demolished)</td>
</tr>
<tr>
<td>HO389</td>
<td>43 Sturt Street, Southbank</td>
<td>Victorian College of the Arts (replaced with new HO)</td>
</tr>
<tr>
<td>HO391</td>
<td>102-118 Sturt Street, Southbank</td>
<td>Former Melford Motors (demolished)</td>
</tr>
<tr>
<td>HO913</td>
<td>20 Convention Centre Place, South Wharf</td>
<td>Buchannan &amp; Brock (demolished - mapping change only required, not listed in 43.01s)</td>
</tr>
<tr>
<td>HO934</td>
<td>Lorimer Street /Todd Road, Port Melbourne</td>
<td>Former Commonwealth Aircraft Hangar (building no longer exists)</td>
</tr>
<tr>
<td>HO899</td>
<td>St Kilda Road, South Melbourne</td>
<td>Tram shelter (incorrectly mapped)</td>
</tr>
<tr>
<td>HO5</td>
<td>Various streets</td>
<td>Commonwealth Clothing Factory and surrounding streets (no heritage significance)</td>
</tr>
<tr>
<td>HO387</td>
<td>234-254 St Kilda Road, South Melbourne</td>
<td>Victorian College of The Arts (listed twice in HO schedule with two separate numbers - HO387 needs to be deleted from schedule)</td>
</tr>
<tr>
<td>HO6</td>
<td>St Kilda Road</td>
<td>St. Kilda Rd - east side adjacent to Queen Vic Gdn – incorrectly mapped as part of HO6: South Yarra precinct</td>
</tr>
</tbody>
</table>
### 3. New heritage overlays to be introduced

<table>
<thead>
<tr>
<th>Address</th>
<th>Name /Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage precinct:</td>
<td>City Road Industrial and Warehouse Precinct</td>
</tr>
<tr>
<td>City Road various (and others), Southbank</td>
<td></td>
</tr>
<tr>
<td>Group listing – various addresses Southbank</td>
<td>Group listing – 5 Electrical substations</td>
</tr>
<tr>
<td>Group Listing – various addresses Southbank</td>
<td>Group Listing – 10 bluestone laneways</td>
</tr>
<tr>
<td>20 City Road, Southbank</td>
<td>New St Johns Lutheran church</td>
</tr>
<tr>
<td>67-69 City Road, Southbank</td>
<td>Kosky Bros Pty. Ltd. Furriers</td>
</tr>
<tr>
<td>71-75 City Road, Southbank</td>
<td>Maurice Artaud &amp; Co</td>
</tr>
<tr>
<td>Clarendon Street, Southbank and Spencer Street, Melbourne</td>
<td>Spencer Street Bridge</td>
</tr>
<tr>
<td>93-103 Clarendon Street, Southbank</td>
<td>Eckersley &amp; Sons soda fountain factory</td>
</tr>
<tr>
<td>67-69 Clarke Street, Southbank</td>
<td>Melbourne Metropolitan Tramways Board Electric Substation ‘S’</td>
</tr>
<tr>
<td>49-61 Coventry Street and 50 Dorcas Street, Southbank</td>
<td>Thornycraft (Aust.), later Herald Sun Television Studio</td>
</tr>
<tr>
<td>Grant Street (corner Dodds Street) Southbank</td>
<td>Vault sculpture</td>
</tr>
<tr>
<td>63 Kings Way, Southbank</td>
<td>Austral Otis engineering works, later Regent House</td>
</tr>
<tr>
<td>Kings Way, Southgate</td>
<td>Kings Way Bridge</td>
</tr>
<tr>
<td>1-7 Queens Bridge Street, Southbank</td>
<td>Queensbridge Hotel</td>
</tr>
<tr>
<td>107-127 Queens Bridge Street, Southbank</td>
<td>Robur Tea Company factory / warehouse</td>
</tr>
<tr>
<td>242-246 Sturt Street, Southbank</td>
<td>Commonwealth Artificial Limb Factory</td>
</tr>
</tbody>
</table>
The requirements of this overlay apply to both the heritage place and its associated land.

<table>
<thead>
<tr>
<th>PS Map Ref</th>
<th>Heritage Place</th>
<th>External Paint Controls Apply?</th>
<th>Internal Alteration Controls Apply?</th>
<th>Tree Controls Apply?</th>
<th>Outbuildings or fences which are not exempt under Clause 43.01-3</th>
<th>Included on the Victorian Heritage Register under the Heritage Act 1995?</th>
<th>Prohibited uses may be permitted?</th>
<th>Name of Incorporated Plan under Clause 43.01-2</th>
<th>Aboriginal heritage place?</th>
</tr>
</thead>
<tbody>
<tr>
<td>HO1120</td>
<td>Former Ramsay Surgical Precinct 182-210 Berkeley Street, Carlton</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>HO1121</td>
<td>Little Pelham Street Precinct 183-195 Bouverie Street, (Alternate addresses 168-180 Leicester Street &amp; 150-170 Pelham Street, Carlton)</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>-</td>
<td>No</td>
</tr>
<tr>
<td>HO1</td>
<td>Carlton Precinct</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>HO2</td>
<td>East Melbourne &amp; Jolimont Precinct</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>HO1124</td>
<td>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</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>HO9</td>
<td>Kensington Precinct</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>HO1122</td>
<td>Lincoln Square South Precinct 11-31 Lincoln Square South &amp; 631-645 Swanston Street, Carlton</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>HO3</td>
<td>North &amp; West Melbourne Precinct</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>HO5</td>
<td>South Melbourne Precinct</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>PS Map Ref</td>
<td>Heritage Place</td>
<td>External Paint Controls Apply?</td>
<td>Internal Alteration Controls Apply?</td>
<td>Tree Controls Apply?</td>
<td>Outbuildings or fences which are not exempt under Clause 43.01-3</td>
<td>Included on the Victorian Heritage Register under the Heritage Act 1995?</td>
<td>Prohibited uses may be permitted?</td>
<td>Name of Incorporated Plan under Clause 43.01-2</td>
<td>Aboriginal heritage place?</td>
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<tr>
<td>HO503</td>
<td>Bank Place Precinct</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<tr>
<td>HO500</td>
<td>Bourke Hill Precinct</td>
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<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO501</td>
<td>Bourke West Precinct</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>HO502</td>
<td>The Block Precinct</td>
<td>Yes</td>
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<td>HO1214</td>
<td>City Road Industrial and Warehouse Precinct</td>
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<td>HO504</td>
<td>Collins East Precinct</td>
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<tr>
<td>HO1125</td>
<td>Elizabeth Street (CBD) Precinct 413-503 Elizabeth Street</td>
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<tr>
<td>HO505</td>
<td>Flinders Gate Precinct</td>
<td>Yes</td>
<td>No</td>
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<td>HO506</td>
<td>Flinders Lane Precinct</td>
<td>Yes</td>
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<tr>
<td>HO510</td>
<td>Law Courts Precinct</td>
<td>Yes</td>
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<tr>
<td>HO507</td>
<td>Little Bourke Street Precinct</td>
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<td>HO509</td>
<td>Post Office Precinct</td>
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<tr>
<td>HO7</td>
<td>Queen Victoria Market Precinct</td>
<td>Yes</td>
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<tr>
<td>HO984</td>
<td>Little Lon Precinct</td>
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<tr>
<td></td>
<td><strong>TREES &amp; GARDENS</strong></td>
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<tr>
<td>HO10</td>
<td>Aboriginal Scarred Tree Fitzroy Gardens</td>
<td>No</td>
<td>No</td>
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<td>HO11</td>
<td>Aboriginal Scarred Tree Royal Zoological Gardens</td>
<td>No</td>
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<tr>
<td>HO14</td>
<td>Aboriginal Burial Site Kings Domain</td>
<td>No</td>
<td>No</td>
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<tr>
<td>PS Map Ref</td>
<td>Heritage Place</td>
<td>External Paint Controls Apply?</td>
<td>Internal Alteration Controls Apply?</td>
<td>Tree Controls Apply?</td>
<td>Outbuildings or fences which are not exempt under Clause 43.01-3</td>
<td>Included on the Victorian Heritage Register under the Heritage Act 1995?</td>
<td>Prohibited uses may be permitted?</td>
<td>Name of Incorporated Plan under Clause 43.01-2</td>
<td>Aboriginal heritage place?</td>
</tr>
<tr>
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<tr>
<td>HO872</td>
<td>Agriculture and Forestry Building, The University of Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td><strong>SOUTH MELBOURNE</strong> / <strong>SOUTHBANK</strong> / <strong>SOUTH WHARF</strong> / <strong>FISHERMANS BEND</strong> / <strong>DOCKLANDS</strong> / <strong>PORT MELBOURNE</strong></td>
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<td>HO1215</td>
<td><strong>Electricity substation thematic group:</strong> 99A Sturt Street, Southbank</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>79 Fawkner Street, Southbank</td>
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<td>33 Hancock Street, Southbank</td>
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<td>7 Moray Street, Southbank</td>
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<td>181 Sturt Street, Southbank</td>
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<td>HO1216</td>
<td><strong>Bluestone pitched laneways group:</strong></td>
<td>Yes</td>
<td>No</td>
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<td>HO1218</td>
<td>New St Johns Lutheran Church, 20 City Road, Southbank</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<td></td>
<td>• Anthony Lane SML246 between Coventry Street and Dorcas Street, Southbank</td>
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<td>• Blakeney Place SML639 off Clarendon Street, Southbank</td>
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<td></td>
<td>• lane off Catherine Street Sm0477 between nos. 4 and 8 Catherine Street Southbank</td>
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<td>• lane off City Road Sm0199 from City Road Southbank</td>
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<td>• lane off Clarendon Street Sm0337, adjacent to 54 Clarendon Street Southbank</td>
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<td>• lane Fawkner Street adjacent to 11-13 Hancock Street, Southbank</td>
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<td>• Haig Lane between Kings Way and Clarke Street Southbank</td>
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<td>• lane off Hancock Street SM459 between 13 – 15 Hancock Street, Southbank</td>
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<td></td>
<td>• lane off Power Street PL5195, Southeast of 76-80 Power Street, Southbank</td>
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<td></td>
<td>• Wells Place Sml 609, Sml 248 and Sml 247 from Dodds Street and between Wells Street and Anthony Lane, Southbank</td>
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<td>HO1219</td>
<td>Kosky Bros. 67-69 City Road, Southbank</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>HO1220</td>
<td>Maurice Artaud &amp; Co., 71-75 City Road, Southbank</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO366</td>
<td>James Moore’s Timber Yards and Sawmills complex façade, 135 &amp; 151, 115-141 City Road, &amp; 68-82 Southbank Boulevard, Southbank,Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO367</td>
<td>157-165 City Road, Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
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<td>HO368</td>
<td>Sharp &amp; Sons Timber, General Motors (Australia), International Harvester, 171-193, &amp; 195-205 171 City Road, 1 Balston Street Southbank,Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>HO369</td>
<td>State School No.2686, South Melbourne Girls School, J.H. Boyd Domestic College/JH Boyd Girls High School, 207-229 City Road, Southbank</td>
<td>-</td>
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<td>Yes</td>
<td>Ref No H769</td>
<td>Yes</td>
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<td>HO370</td>
<td>Main Point Hotel, 235-239-237 City Road, Southbank,Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
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<td>HO371</td>
<td>Bank of New South Wales, 269-283,271 City Road, Southbank,Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>HO374</td>
<td>Edward Murphy warehouse and workshop, 272 City Road, Southbank,Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO375</td>
<td><em>Murphy’s Buildings</em>, 276-282 City Road, Southbank, Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<td>HO376</td>
<td>White &amp; Hancock’s warehouse, White, Hancock and Mills Pty Ltd, 300 City Road, Sth Melbourne Southbank</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO1221</td>
<td><em>Spencer Street Bridge, Clarendon Street Southbank and 5 Spencer Street, Melbourne</em></td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO1222</td>
<td>Eckersley &amp; Sons, 93-103 Clarendon Street, Southbank</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO1223</td>
<td>Melbourne Metropolitan Tramways Board Electricity Substation ‘S’, 67-69 Clarke Street, Southbank</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO377</td>
<td>109-117 Clarendon Street, Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO765</td>
<td><em>Fergus and Mitchell, Robur Tea HouseRobur Tea Building</em>, 28 Clarendon Street, Southbank</td>
<td>-</td>
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<td>Yes</td>
<td>Yes</td>
<td>Ref No H526</td>
<td>No</td>
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<td>HO378</td>
<td>Clarendon St Bridge, Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
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<td>HO916</td>
<td>Queens Warehouse, 749-755 Collins Street, Docklands</td>
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<td>Yes</td>
<td>Yes</td>
<td>Ref No H1211</td>
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<td>HO914</td>
<td>No. 2 Goods Shed, 708-710 Collins Street and 731-733 Bourke Street and 2-42 Village Street and 68-82 Village Street, Docklands</td>
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<td>Yes</td>
<td>Yes</td>
<td>Ref No H933</td>
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<td>HO1224</td>
<td><em>Thornycroft (Aust) Ltd later Herald Sun Television Studio</em>, 49-61 Coventry Street and 50 Dorcas Street, Southbank</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO650</td>
<td>Missions to Seamen, 717 Flinders Street, Docklands</td>
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<td>Yes Ref No H1496</td>
<td>Yes</td>
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<td>HO918</td>
<td>Berth No. 5, North Wharf, 731-739 Flinders Street, Docklands</td>
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<td>Yes Ref No H1798</td>
<td>Yes</td>
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<td>HO651</td>
<td>Retaining Wall, 614-666 Flinders Street, Docklands</td>
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<td>-</td>
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<td>Yes Ref No H932</td>
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<td>HO1225</td>
<td>Vault sculpture corner, Grant Street and Dodds Street Southbank</td>
<td>Yes</td>
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<td>No</td>
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<td>HO380</td>
<td>46-48 Haig Street, Sth Melbourne</td>
<td>Yes</td>
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<td>HO381</td>
<td>93 Kavanagh Street, Sth Melbourne</td>
<td>Yes</td>
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<td>HO384</td>
<td>49-46 Kavanagh Street, Sth Melbourne</td>
<td>Yes</td>
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<td>HO1226</td>
<td>Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank</td>
<td>Yes</td>
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<td>HO1227</td>
<td>Kings Way Bridge, Kings Way; Southbank</td>
<td>Yes</td>
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<td>HO934</td>
<td>Former Commonwealth Aircraft Corporation Hangar, 344-370 Lorimer Street and 231-249 Todd Road, Port Melbourne</td>
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<td>Yes Ref No H94</td>
<td>Yes</td>
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<td>HO762</td>
<td>Sandridge Railway Line Bridge over Yarra River, Queensbridge Square, 1 Queens Bridge Street, Over Yarra River, Southbank and Melbourne</td>
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<td>Yes Ref No H994</td>
<td>Yes</td>
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<td>Ho1228</td>
<td>Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank</td>
<td>Yes</td>
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<td>HO1229</td>
<td>Robur Tea Company factory warehouse, 107-127 Queens Bridge Street Southbank</td>
<td>Yes</td>
<td>No</td>
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<td>No</td>
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<td>HO763</td>
<td>Jones Bond Store, 1 Riverside Quay, Southbank</td>
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<td>Yes</td>
<td>Yes</td>
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<td>HO764</td>
<td>Duke &amp; Orr's Dry Dock &amp; Cargo Sheds 2, 4, 6, 8, 9, adjoining Melbourne Convention &amp; Exhibition Centre, 1-27 &amp; 29-65 South Wharf Promenade &amp; 2 Clarendon Street, 9A Clarendon Street South Wharf and Cargo Sheds 4, 5, 6, 7, 8, 9, 29-65 South Wharf Promenade, South Wharf</td>
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<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Ref No H1096 &amp; Ref No H891</td>
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<td>HO899</td>
<td>Tram Shelter, Cnr St. Kilda Road &amp; Dorcas Street, Sth Melbourne</td>
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<td>Yes</td>
<td>Yes</td>
<td>Ref No H1869</td>
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<td>HO760</td>
<td>Victorian Arts Centre &amp; Hamer Hall, 100 St. Kilda Road, 2-128 and Arts Centre 2 St. Kilda Road, 13 Sturt St &amp; 93-115 Southbank Rd, Southbank</td>
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<td>Yes</td>
<td>Yes</td>
<td>Ref No H1500 and part Ref No H1447</td>
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<td>HO792</td>
<td>National Gallery of Victoria, 130-2001 St. Kilda Road &amp; 93-115 Southbank Road, Southbank</td>
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<td>Yes</td>
<td>Yes</td>
<td>Ref No H1499</td>
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<td>HO910</td>
<td>Former Victoria Police depot including Barracks, Mounted Branch stables and Police Hospital Depot, 234 St. Kilda Rd, and 13-33 Dodds St &amp; 148-170 Southbank Blvd, Southbank</td>
<td>-</td>
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<td>Yes</td>
<td>Yes</td>
<td>Ref No H1541</td>
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<td>HO387</td>
<td>234-254 St. Kilda Road, Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
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<td>Internal Alteration Controls Apply?</td>
<td>Tree Controls Apply?</td>
<td>Outbuildings or fences which are not exempt under Clause 43.01-3</td>
<td>Included on the Victorian Heritage Register under the Heritage Act 1995?</td>
<td>Prohibited uses may be permitted?</td>
<td>Name of Incorporated Plan under Clause 43.01-2</td>
<td>Aboriginal heritage place?</td>
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<tr>
<td>HO498</td>
<td>Former Victorian Railway Headquarters, 33-67 Spencer Street, Docklands</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Yes Ref No H699</td>
<td>Yes</td>
<td>-</td>
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<tr>
<td>HO388</td>
<td>23-31 Sturt Street, Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes Ref No H800</td>
<td>-</td>
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<tr>
<td>HO390</td>
<td>Castlemaine Brewery Malthouse/Malthouse Theatre 113-115 Sturt Street, Southbank, Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<tr>
<td>HO391</td>
<td>102-118 Sturt Street, Sth Melbourne</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>No</td>
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<td>HO1231</td>
<td>Commonwealth Artificial Limb Factory, 242-246 Sturt Street, Southbank</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO915</td>
<td>Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Yes Ref No H1720</td>
<td>Yes</td>
<td>-</td>
<td>No</td>
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<td>HO832</td>
<td>23-25 Acland Street, Sth Yarra</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>HO395</td>
<td>Morell Bridge, over Yarra River, Anderson Street, Sth Yarra</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Yes Ref No H1440</td>
<td>Yes</td>
<td>-</td>
<td>No</td>
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<tr>
<td>HO833</td>
<td>1 Alexandra Avenue, Sth Yarra</td>
<td>Yes</td>
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<td>No</td>
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<td>HO405</td>
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<td>HO406</td>
<td>31 Clowes Street, Sth Yarra</td>
<td>Yes</td>
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<tr>
<td>HO407</td>
<td>63 Clowes Street, Sth Yarra</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002</td>
<td>No</td>
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<td>HO408</td>
<td>4 Clowes Street, Sth Yarra</td>
<td>Yes</td>
<td>No</td>
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*Denotes Interim Controls Apply

**SOUTH YARRA**

**Melbourne Planning Scheme**

**Heritage Overlay – Schedule**
HERITAGE PLACES WITHIN THE CAPITAL CITY ZONE

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 and Fishermans Bend Heritage Review 16 June 2017: Statements of Significance, 10 June 2017, in which case the Central City (Hoddle Grid)
Heritage Review: Statements of Significance June 2013 or the Southbank and Fishermans Bend Heritage Review: Statements of Significance, 10 June 2017 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), Hudson’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 Leitrim 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 Leitrim 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
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
## SCHEDULE TO CLAUSE 81.01

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<td>Young and Jackson’s Hotel, Promotional Panel Sky sign, Melbourne, July 1999</td>
<td>C6</td>
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</table>
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 (INSERT NUMBER) attached map sheets.

Overlay Maps

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

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

1. In Local Planning Policy Framework – replace Clause 22.04 with a new Clause 22.04 in the form of the attached document.

2. In Local Planning Policy Framework – replace Clause 22.05 with a new Clause 22.05 in the form of the attached document.

3. In Overlays – Clause 43.01 replace the Schedule with a new Schedule in the form of the attached document.

4. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document
Melbourne Planning Scheme

Incorporated Document (Am C305)

Southbank and Fishermans Bend Heritage Review 16 June 2017: Heritage Places Inventory 10 June 2017

(Authorisation)
INTRODUCTION

This document provides an inventory of heritage gradings for places in Southbank and Fishermans Bend which are proposed for permanent heritage protection as part of amendment C305. (The Inventory does not include heritage precincts.) Individual places are listed first alphabetically and then numerically.

Further information for each of these places is recorded in the Southbank and Fishermans Bend Heritage Review, 16 June 2017: Statements of Significance 10 June 2017 which is incorporated into the Melbourne Planning Scheme.
## PLACE GRADINGS

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<th>GRADING</th>
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<td>(lane SML246)</td>
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<tr>
<td>Balston Street</td>
<td>1</td>
<td>Individually Significant</td>
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<td>Blakeney Place</td>
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<td>43-47</td>
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<td>67-69</td>
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<td>City Road</td>
<td>71-75</td>
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<td>City Road</td>
<td>133 and 155 &amp; 68-82 Southbank Boulevard</td>
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<td>171-193 &amp; 195-205 &amp; 1 Balston street</td>
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MELBOURNE PLANNING SCHEME

Incorporated Document
(Am C305)
Authorisation

Southbank and Fishermans Bend Heritage Review,
16 June 2017:
Statements of Significance
10 June 2017
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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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 Ngrunggaeta (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, 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.

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

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

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, 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 Biosis and Graeme Butler.
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 (Sm199), off Clarendon Street (Sm0337), off Hancock St (SN549), off Power Street (PL5195), former Phayer Street
and Wells Place (SML’s 609, 247 & 248). (note Sm, Sml and Pl are City of Melbourne location
designations from their CoMMMap 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 of or 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.
Electricity substation thematic group - various locations, Southbank

What is significant?

The Southbank Electrical Substations are located at 99A Sturt Street, 79 Fawkner Street, 33 Hancock Street, 7 Moray Street and 181 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 99 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.
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 significance as 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.
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.
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.
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.
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 sawmiller 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.
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; and

- 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.
Statement of Significance 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.
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 piersed 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.
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 foliation, 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 Wale 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 Wale 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.
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 arced 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.
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.
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.
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

Victorian Heritage Register 2017, H0526

28 CLARENDON STREET SOUTHANK, Melbourne City

Last updated on - 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 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.
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, 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, 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

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

Sandridge Rail Bridge,
1 Queens Bridge Street Southbank, HO762

Statement of Significance

Victorian Heritage Register 2017 H0994

SANDRIDGE RAILWAY LINE BRIDGE OVER YARRA RIVER, MELBOURNE and SOUTHBANK

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. - See more at: http://vhd.heritagecouncil.vic.gov.au/places/1301#sthash.S0opNmnf.dpuf
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.
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.
Jones Bond Store, later Riverside Apartments,  
1 Riverside Quay Southbank, HO763

Statement of Significance

Victorian Heritage Register 2017 H0828

JONES BOND STORE 1 RIVERSIDE QUAY SOUTHBANK, MELBOURNE CITY

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

Victorian Heritage Register H1096 2017

1-23 SOUTH WHARF PROMENADE SOUTH WHARF, MELBOURNE CITY

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.

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".

See more at: http://vhd.heritagecouncil.vic.gov.au/places/2339#sthash.07NrVIB5.dpuf"
Hamer Hall, part Arts Centre Melbourne,  
100 St Kilda Road Southbank, HO760

Statement of Significance

Victorian Heritage Register H1500, 2017

VICTORIAN ARTS CENTRE 2-128 ST KILDA ROAD and 1-9 STURT and 93-115 SOUTHBANK ROAD SOUTHBANK

`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.

[Online Data Upgrade Project 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.

[Online Data Upgrade Project 2005] -
National Gallery of Victoria,
180 St Kilda Road Southbank, HO792

Statement of Significance

Victorian Heritage Register H1500, 2017

VICTORIAN ARTS CENTRE 2-128 ST KILDA ROAD and 1-9 STURT and 93-115 SOUTH BANK ROAD SOUTH BANK

Last updated on - June 9, 2005

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 clerestorey 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 is 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.

[Online Data Upgrade Project 2005]
Victoria Police Barracks, later part Victorian College of The Arts,  
234 St Kilda Road Southbank, HO910

Statement of Significance

Victorian Heritage Register 2017 H1541, 2017

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
Victoria Police Mounted Branch stables, part Victoria Police Depot complex, 234 St Kilda Road (13 Dodds Street) Southbank, HO910

Statement of Significance

Victorian Heritage Register 2017 H1541, 2017

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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Police Hospital, part Victorian Mounted Police Depot complex, 234 St Kilda Road Southbank, HO910

Statement of Significance

Victorian Heritage Register 2017 H1541, 2017

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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Victoria Barracks,
256-310 St Kilda Road Southbank (This building is Commonwealth owned land and excluded from the Melbourne Planning Scheme)

Statement of Significance

What is significant?
Victoria Barracks 256-310 St Kilda Road Southbank

How is it significant?
Victoria Barracks is significant for Historic, Social and Aesthetic reasons to Southbank, the City of Melbourne, Victoria and Australia.

Why is it significant?
The Victoria Barracks is historically significant the earliest and most substantial early colonial military facility in Victoria, representing the initial British military presence in the colony, the early Victorian colonial forces and the Commonwealth Department of Defence.

Victoria Barracks is significant for its association with major phases of Australia's defence and military history. The site served the period of Imperial defence of the colonies and was used increasingly for offices, as defence administration was concentrated at Victoria Barracks. Following Federation, key Defence figures were accommodated in the buildings. During the First World War Block A housed the headquarters for Australia's defence administration, and remained associated with Defence headquarters until the move to Canberra in the late 1950s. A1 Block along with the flanking J block and F Block most significant historically for its direct association with the War
Cabinet and Advisory War Council during the Second World War, where the major wartime decision-making activities were acted out in the building.

The buildings have strong associations with key individuals in Australia's military, political and architectural history. These people include wartime prime ministers (eg Sir Robert Menzies, John Curtin and Ben Chifley), Ministers and departmental secretaries, senior military officers (eg Major Generals Hoad, Bridges), architects (J.S. Murdoch and G. Joachimi) and Allied military and political leaders.

The buildings are of architectural significance as outstanding examples of the Victorian Public Works Department's work during the period reflecting aspects of Victorian Italianate style and Second Empire massing, and more displaying highly skilled workmanship in basalt, and refined detailing.

Other notable features include oval windows to the west façade of A block, and the unusual buttressed rear entrances.

A Block is a key element of the axially that is a central part of the Victoria Barracks design. Further, fronting St Kilda Road - a major Melbourne thoroughfare - it is the public face of the complex and presents a formal and imposing military presence on the streetscape. The spaces around A Block and A1 Block especially facing St Kilda Road are also significant to the buildings' aesthetic value.

As buildings associated with Australia's defence administration for many decades, and as major edifices in inner Melbourne and key parts of the central city's military complex, the buildings have social significance both for the military community and the public at large.
Outpatients Repatriation Clinic, part Victoria Barracks, 256-310 St Kilda Road Southbank (This building is Commonwealth owned land and excluded from the Melbourne Planning Scheme)

Statement of Significance

What is significant?

The former Repatriation Outpatients Clinic was designed for the Commonwealth Repatriation Commission by noted Melbourne-based architect George Hallandal acting under H J Mackennal of the Commonwealth Department of the Interior, built by Blease McPherson and Company of Queen Street and opened in 1937.

New matching wings were added in 1946-47 designed by another noted Commonwealth architect, D B Windebank.

The use of manganese brick, differentiated the design from the adjoining barracks, as was its function. This approach attracted criticism from the artist, Sir Arthur Streeton, who wanted bluestone but otherwise the clinic was hailed across Victoria as a modern much needed facility. The construction was part of a million pound repatriation program undertaken by the Commonwealth Government across Australia.

At the time St Kilda Road was regarded as one of the "Great Streets of the World".

Contributory elements include:

- Streamlined Moderne style parapeted two-storey form;
- symmetrical facade to St Kilda Road;
- salt glazed manganese brickwork and pressed cement detailing;
• corner site with stylised neo-classical cemented colonnade Addressing both frontages, rounded corners and stepped plan form along Coventry Street;

• grand terra-cotta faïence portico-in-antis facing St Kilda Road with fluted reveals, keystone, roundels, metal grilles, vertical beading and an urn;

• metal-framed windows set in full-height recesses, acting as implied colonnades in the brick walls;

• significant Moderne style wrought-iron gates, basement and wall grilles also pressed metal rainwater heads; and

• brick paved approach and entry, with cemented flow boxes either side;

• The terracotta faïence has been painted over and a ramp added reducing the integrity of the place.

How is it significant?

Outpatients Repatriation Clinic, part Victoria Barracks is significant historically, socially and aesthetically to Southbank, City of Melbourne and Victoria.

Why is it significant?

Outpatients Repatriation Clinic, part Victoria Barracks is significant.

• Historically and socially, the Outpatients Repatriation Clinic is significant for its association with an important phase of major building activity prior to the commencement of World War II. (Criterion A).

• Aesthetically, the clinic is a fine and well-preserved example of the Moderne style phase of Commonwealth government architecture evident in the late 1930s in the lead up to the Second war. The use of brickwork, terracotta, wrought iron grilles and gates is notable, as is the building’s condition and integrity. (Criterion E).
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 Barre 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 State Government in 1986 and opened as the new home of the Playbox theatre in 1989.

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.

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. Also 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; and 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.