

<b>C o m m i t t e e   r e p o r t   t o   C o u n c i l</b>	<b>Agenda item 5.1</b>
<b>Planning Scheme Amendment C305 – Southbank Heritage</b>	<b>Council</b>
	<b>15 December 2020</b>

**Committee**            Future Melbourne (Planning Portfolio)

**Presenter**            Deputy Lord Mayor, Nicholas Reece

**Purpose**

1.     The purpose of this report is to recommend that Council, having considered the independent Planning Panel's report, adopts Planning Scheme Amendment C305 – Southbank Heritage with changes.

**Consideration at Committee**

2.     Following consideration by the Future Melbourne Committee (the Committee) on 8 December 2020 (refer to Attachment 2), the Committee made a recommendation to Council as presented below.

**Recommendation**

3.     That Council:
  - 3.1    Notes the independent Planning Panel's report and recommendations.
  - 3.2    Adopts Melbourne Planning Scheme Amendment C305 with the changes reflected in the amendment documentation as shown in Attachment 4 to this report.
  - 3.3    Authorises the General Manager Strategy, Planning and Climate Change to finalise the amendment documentation for Ministerial approval and make any necessary editorial or other minor changes to the amendment documentation prior to submitting the amendment to the Minister for Planning for approval.
  - 3.4    Submits the adopted amendment to the Minister for Planning for approval.

**Council Report Attachment:**

1.     Future Melbourne Committee, Agenda item 6.7, 8 December 2020 (Page 2 of 1446)

**Report to the Future Melbourne (Planning) Committee**

Agenda item 6.7

**Planning Scheme Amendment C305 – Southbank Heritage****8 December 2020****Presenter:** Emma Appleton, Director City Strategy**Purpose and background**

1. The purpose of this report is to provide an assessment of the independent Planning Panel's recommendations regarding Planning Scheme Amendment C305 Southbank Heritage (Amendment C305) and to propose that the Future Melbourne Committee recommends that Melbourne City Council adopts Amendment C305 with changes.
2. Amendment C305 seeks to implement the *Southbank and Fishermans Bend Heritage Review, 2017*; revised in November 2020 and renamed the *Southbank Heritage Review, 2017, updated November 2020* (the Review).
3. Amendment C305 was placed on public exhibition from 24 May 2018 to 29 July 2018. This resulted in 48 submissions being received with 25 of those in support of the amendment. The Panel hearing was held by video conference in July 2020 and the Panel delivered its report on 4 September 2020 (Attachment 2).

**Key issues**

4. The Panel recommended that Amendment C305 be adopted subject to some changes to the exhibited form of the amendment. The Panel determined that the amendment was well founded and strategically justified by comprehensive research and a clear rationale. The Panel endorsed management's position taken at the Panel hearing in line with the Review on a range of important heritage places. The Panel supported management's contention that the Heritage Overlay apply to 14 new places.
5. The Panel recognised that Southbank has undergone substantial change since the Review was undertaken in 2017. The Panel did not support Heritage Overlay HO1214 City Road Industrial and Warehouse Precinct, finding that while it may have once been a cohesive precinct it now lacked the requisite degree of cohesion. Further, the Panel did not support the Heritage Overlay proposed for places in circumstances where the buildings had been redeveloped since the Review was conducted or for two places for which it determined the threshold for local heritage significance had not been met.
6. Management supports all of the Panel's recommendations either in part or in full, except its recommendation to delete Heritage Overlay HO1203 Crown Chemical Company, 63-65 City Road, Southbank as proposed by the amendment given that the building has in fact not been demolished. This was confirmed by management from a site visit on 24 November 2020.
7. Management supports the Panel's recommendations:
  - 7.1. To amend the Heritage Overlay map for HO1201 PMG Postal Workshops, Garage & Stores complex, Part 45-99 Sturt Street, Southbank as shown in Figure 5 of the Panel report, to exclude recently demolished buildings subject to changing the extent to include all the remaining façade of Building 877.
  - 7.2. To amend the PMG Postal Workshops, Garage & Stores complex Incorporated Plan to:
    - 7.2.1. Include a list of contributory elements which includes the façade of Building 877 and to identify the modern garage addition part of Building 877 as a non-contributory element subject to also including the original part of Building 877 as a contributory element.
    - 7.2.2. Add permit exemptions subject to replacing the term 'solar energy facility' with 'solar energy infrastructure' to accord with the definitions in the Victorian Planning Provisions.
  - 7.3. To amend the heritage citation for the Robur Tea Company factory-warehouse, Part 107-127 Queens Bridge Street in the Review subject to correcting the historical record to show that the façade of the building was rebuilt and three storeys added in the early 1900s.
8. A summary of the Panel's recommendations and management's response is at Attachment 3 and the amendment documentation reflecting this response is at Attachment 4. For completeness and clarity annotated exhibited versions of the Schedule to Clause 43.01 Heritage Overlay and the Southbank Heritage Inventory are at Attachment 5.

**Recommendation from management**

9. That the Future Melbourne Committee recommends Council:
  - 9.1. Notes the independent Planning Panel's report and recommendations.
  - 9.2. Adopts Melbourne Planning Scheme Amendment C305 with the changes reflected in the amendment documentation as shown in Attachment 4 to this report.
  - 9.3. Authorises the General Manager Strategy, Planning and Climate Change to finalise the amendment documentation for Ministerial approval and make any necessary editorial or other minor changes to the amendment documentation prior to submitting the amendment to the Minister for Planning for approval.
  - 9.4. Submits the adopted amendment to the Minister for Planning for approval.

**Attachments:**

1. Supporting Attachment (Page 3 of 1445)
2. C305 Southbank Heritage Panel Report (Page 5 of 1445)
3. Management Response to Panel Recommendations and Recommended Changes to Amendment C305 (Page 121 of 1445)
4. C305 Amendment documents for adoption with tracked changes (Page 151 of 1445)
5. Annotated exhibited Schedule to Clause 43.01 Heritage Overlay and annotated exhibited Southbank Heritage Inventory Incorporated Document (no longer part of Amendment) (Page 1349 of 1445)

## Supporting Attachment

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### Legal

1. Section 29(1) of the *Planning and Environment Act 1987* provides that after complying with Divisions 1 and 2 of the Act in respect of a planning scheme amendment, the planning authority may adopt the amendment with or without changes.
2. The decision to adopt the Amendment with changes cannot be made under delegation.

### Finance

3. The costs for the processing of Amendment C305 are provided for in the 2020-21 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.

### Health and Safety

5. No Occupational Health and Safety issues or opportunities have been identified.

### Stakeholder consultation

6. Amendment C305 was exhibited in accordance with the Act in the following manner:
  - 6.1. Public notices were placed in *The Age* on 24 May 2018 and *Government Gazette* on 24 May and 28 June 2018.
  - 6.2. The Amendment and supporting information were made available at the City of Melbourne customer service counter in the Melbourne Town Hall, on the City of Melbourne's Participate Melbourne website and the Department of Environment, Land, Water and Planning's website.
  - 6.3. A copy of the statutory notice, as well as a covering letter was sent to all affected land owners and occupiers on 18 May 2018 (around 19,000 letters). The information was also sent to relevant stakeholders and prescribed Ministers.
  - 6.4. Public information sessions were held on 31 May and 4 June 2018 at the Boyd Community Hub.
  - 6.5. All submissions received in response to the exhibition of the Amendment were provided to the Panel. Submitters also had the opportunity to address the Panel.
7. On 12 July 2019, following the first directions hearing, a letter was sent to owners of properties in Fishermans Bend which were identified as heritage places in the *Southbank and Fishermans Bend Heritage Review, 2017* but not subject to Amendment C305. This letter advised Council's preferred wording when listing the Review as a reference document in the local heritage policies.
8. Community Engagement took place prior to the introduction of the Aboriginal engagement plan in July 2020.

### Relation to Council policy

9. Amendment C305 implements Action 2.2 of Council's Heritage Strategy 2013, to 'Progressively undertake a review of heritage in the high-growth and urban renewal areas and mixed use areas of the city'.

10. Amendment C305 aligns with Council policy seeking to conserve and protect places of identified heritage significance, including Clause 21.06 of the Municipal Strategic Statement and Clauses 22.04 and 22.05 of the Local Planning Policy Framework

**Environmental sustainability**

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

*Planning and Environment Act 1987*

**Panel Report**

**Melbourne Planning Scheme Amendment C305**

**Southbank heritage**

**4 September 2020**

**How will this report be used?**

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether or not to adopt the Amendment. [section 27(1) of the *Planning and Environment Act 1987* (the Act)]

For the Amendment to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval.

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the Act, and section 9 of the *Planning and Environment Regulations 2015*]

If approved by the Minister for Planning a formal change will be made to the planning scheme. Notice of approval of the Amendment will be published in the Government Gazette. [section 37 of the Act]

*Planning and Environment Act 1987*

Panel Report pursuant to section 25 of the Act

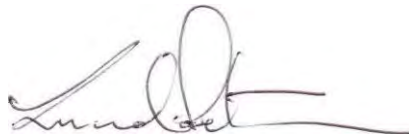
Melbourne Planning Scheme Amendment C305

Southbank heritage

4 September 2020



Con Tsotsoros, Chair



Lucinda Peterson, Member

# Contents

	Page
<b>1 Introduction.....</b>	<b>7</b>
1.1 The Amendment.....	7
1.2 Background.....	10
1.3 Procedural issues.....	11
1.4 The Panel’s approach .....	12
<b>2 Planning context .....</b>	<b>14</b>
2.1 Planning policy framework.....	14
2.2 Other relevant planning strategies and policies .....	15
2.3 Planning scheme provisions .....	15
2.4 Amendment C258.....	16
2.5 Ministerial Directions and Practice Notes.....	16
<b>3 Strategic justification .....</b>	<b>18</b>
3.1 The issues .....	18
3.2 Supporting strategy and studies .....	18
3.3 Policy support.....	20
3.4 Conclusions.....	23
<b>4 General issues.....</b>	<b>24</b>
4.1 Heritage categorisation .....	24
4.2 Fishermans Bend content in an incorporated and background document .....	25
4.3 Potentially contaminated land .....	28
<b>5 Heritage precinct and thematic groups.....</b>	<b>30</b>
5.1 City Road Industrial and Warehouse Precinct (HO1214) .....	30
5.2 Electricity substation thematic group (HO1215).....	40
5.3 Bluestone pitched laneways group (HO1216).....	43
<b>6 Individual places .....</b>	<b>46</b>
6.1 135 and 151 City Road, and 68-82 Southbank Boulevard, Southbank (HO366) .....	46
6.2 272 City Road, Southbank (HO374).....	49
6.3 113 Sturt Street, Southbank (HO390) .....	51
6.4 107-127 (part), 129, 131 and 133 Queens Bridge Street, Southank (HO1200) .....	54
6.5 45-99 Sturt Street, Southbank (HO1201) .....	59
6.6 35-41 City Road, Southbank (HO 1202).....	67
6.7 63-65 City Road (HO1203).....	71
6.8 67-69 City Road, Southbank (HO1219) .....	73
6.9 71-75 City Road, Southbank (HO1220) .....	75
6.10 93-103 Clarendon Street, Southbank (HO1222) .....	78
6.11 Vault sculpture, corner Grant and Dodds Streets, Southbank (HO1225) .....	83



6.12	63 Kings Way, Southbank (HO1226) .....	86
6.13	1-7 Queens Bridge Street, Southbank (HO1228) .....	89
6.14	107-127 (part) Queens Bridge Street, Southbank (HO1229) .....	96
6.15	242-246 Sturt Street, Southbank (HO1230) .....	102

## Appendix A Document list

### List of Tables

	<b>Page</b>	
Table 1	New precinct and places .....	7
Table 2	Amended precinct and places .....	9
Table 3	Properties where Heritage Overlay is proposed to be deleted .....	9
Table 4	Properties proposed (since exhibition) to be removed from the City Road Industrial and Warehouse Precinct.....	31

### List of Figures

	<b>Page</b>	
Figure 1	Council proposed changes to City Road Industrial and Warehouse Precinct since exhibition .....	37
Figure 2	City Road Industrial and Warehouse Precinct post-exhibition changes inset map.....	38
Figure 3	Extent of reconstructed building at 155 City Road and proposed extension of HO366.....	47
Figure 4	Proposed Heritage Overlay and location of various University of Melbourne buildings .....	61
Figure 5	Extent of the proposed Heritage Overlay (shown in green) at 45-99 Sturt Street .....	64
Figure 6	35-41 City Road existing conditions .....	69
Figure 7	71-75 City Road existing conditions .....	77
Figure 8	Clarendon Street frontage in 2014.....	80
Figure 9	Current frontage of 93-103 Clarendon Street view of north west of site .....	80
Figure 10	Current frontage of 93-103 Clarendon Street view of south west of site .....	81
Figure 11	Flood levels shown on the western elevation of Queens Street Hotel ....	90

Figure 12 1887 Weekly Times Illustration of 107-127 Queens Bridge Street..... 98  
Figure 13 107-127 Queens Bridge Hotel as shown in 1907 publication ..... 98  
Figure 14 Current condition of 107-127 Queens Bridge Hotel ..... 99

## Glossary and abbreviations

Act	<i>Planning and Environment Act 1987</i>
Council	Melbourne City Council
Heritage Study	<i>Southbank and Fishermans Bend Heritage Review, 16 June 2017</i>
MHA	Melbourne Heritage Action
National Trust	National Trust of Australia (Victoria)
Planning Scheme	Melbourne Planning Scheme
Pro-invest	Pro-invest Australian Hospitality Opportunity (ST) Pty Ltd
PPV	Planning Panels Victoria
Run All International	Run All International Pty Ltd and Hengmao Australia
the University	University of Melbourne
WW2	World War 2

## Overview

Amendment summary		
<b>The Amendment</b>	Melbourne Planning Scheme Amendment C305	
<b>Common name</b>	Southbank heritage	
<b>Brief description</b>	Proposes to implement the recommendations of the Southbank and Fishermans Bend Heritage Review 2017 by, among other changes, applying the Heritage Overlay to properties in Southbank and South Wharf	
<b>Planning Authority</b>	Melbourne City Council	
<b>Authorisation</b>	12 February 2018	
<b>Exhibition</b>	28 June to 29 July 2018	
<b>Submissions</b>	<ol style="list-style-type: none"> <li>1. Rohan Storey</li> <li>2. Environment Protection Authority</li> <li>3. National Trust of Australia (Victoria)</li> <li>4. Southbank Residents Association</li> <li>5. Pro-invest</li> <li>6. Photography Studies College (Melbourne)</li> <li>7. Collins McPherson Australia Pty Ltd</li> <li>8. Central Equity</li> <li>9. Central Equity</li> <li>10. Salvo Property Group</li> <li>11. GFM Investment</li> <li>12. Central Equity</li> <li>13. Calgem</li> <li>14. Clause 1</li> <li>15. Run All International Pty Ltd and Hengmao Australia</li> <li>16. Sheng Le Group</li> <li>17. Eurasia Pacific Pty Ltd</li> <li>18. Creative Victoria</li> <li>19. University of Melbourne</li> <li>20. Powdervale Pty Ltd</li> <li>21. Development Victoria</li> <li>22. HY Clarendon Development</li> <li>23. Carol Tobin</li> <li>24. Stefan Ingallina</li> <li>25. Clive Tillman</li> <li>26. Patrick Kilby</li> <li>27. Megan Hill</li> <li>28. Alison Weaver</li> <li>29. Pamela Smith</li> <li>30. Tony Morris</li> <li>31. Georgia Goring</li> <li>32. Duncan McPherson</li> <li>33. Rebecca Jepson</li> <li>34. Monika Roleff</li> <li>35. Anthony Mancuso</li> <li>36. Hans Lukiman</li> <li>37. Paul Gallant</li> <li>38. Carey Dell</li> <li>39. Tom Smallman</li> <li>40. Martin Turnbull</li> <li>41. Adrienne Davies</li> <li>42. Christopher Lamb</li> <li>43. Peter Enright</li> <li>44. Peter Mondy</li> <li>45. Crown Resorts and Schiavello</li> <li>46. Crown Resorts</li> <li>47. Port of Melbourne</li> <li>48. Bega Foods</li> <li>49. Melbourne Heritage Action</li> </ol>	

Panel process	
<b>The Panel</b>	Con Tsotsoros (Chair), Lucinda Peterson
<b>Directions Hearings</b>	Planning Panels Victoria, 26 June 2019 By video conference, 15 April and 13 June 2020
<b>Panel Hearing</b>	By video conference, 13, 14, 16, 17, 21, 22, 23 and 24 July 2020
<b>Site inspections</b>	Unaccompanied, 9 July 2020
<b>Parties to the Hearing</b>	<ul style="list-style-type: none"> <li>- Melbourne City Council represented by Sarah Porritt of Counsel, called expert evidence on heritage from Gary Vines of Biosis</li> <li>- Collins McPherson Australia Pty Ltd represented by Nicola Collingwood of Counsel instructed by Sarah Kovatch of BSP Lawyers</li> <li>- Crown Resorts Ltd represented by Jeremy Gobbo QC and Jordan Wright of Counsel, instructed by Jane Hall of Ashurst, called expert evidence on: <ul style="list-style-type: none"> <li>- heritage from Peter Lovell of Lovell Chen</li> <li>- planning from Stuart McGurn of Urbis</li> <li>- structural engineering from Phil Gardiner of WSP</li> <li>- engineering (flooding) from Andrew McCowan of Water Technology</li> </ul> </li> <li>- Development Victoria represented by Briana Eastaugh of Maddocks</li> <li>- Euroasia (Pacific) Pty Ltd represented by Clem Newton-Brown of Whitemark Property and Planning</li> <li>- National Trust of Australia (Victoria) represented by Felicity Watson</li> <li>- Powdervale Pty Ltd represented by David Passarella of Mills Oakley, called expert evidence on heritage from Peter Lovell of Lovell Chen</li> <li>- Sheng Le Group represented by David Passarella of Mills Oakley, called expert evidence on heritage from Peter Barrett of Peter Andrew Barrett</li> <li>- University of Melbourne represented by Paul Connor QC and Roshan Chaile of Counsel instructed by Sally Macindoe of Norton Rose Fulbright, called expert evidence on heritage from Bryce Raworth of Bryce Raworth Pty Ltd</li> </ul>
<b>Citation</b>	Melbourne PSA C305 [2020] PPV
<b>Date of this Report</b>	4 September 2020

## Executive summary

Southbank was once mostly a swamp which flooded regularly. A scattered number of small timber cottages built in the 1860s grew to over a thousand homes and some industry confined within a small area, many of which were located in little streets and back lanes. This resulted in the emergence of facilities such as a bank, post office, school and hotels. The area's physical and social structure had deteriorated in the early twentieth century and many of the homes made way for many larger scale industrial, government and defence buildings.

Today, Southbank forms part of Melbourne's expanded central city area. It accommodates high-density development and some of Australia's tallest buildings. Some indicators of Southbank's original residential area and examples of its subsequent industrial and warehouse buildings remain scattered throughout.

The City of Melbourne Thematic History identifies relevant historic themes, including 'Building a manufacturing industry'. Regarding Southbank, it states:

The industrial area of Southbank has been virtually obliterated by the new developments of the 1990s.

The City of Melbourne Heritage Strategy 2013 sets out a 15-year plan to protect its heritage buildings, places and objects. It identifies Southbank as a high-growth and urban renewal area that should have its heritage reviewed between 2014 and 2016.

Council engaged consultants to conduct the Southbank heritage review in 2016 which concluded with the *Southbank and Fishermans Bend Heritage Review*, 16 June 2017 (Heritage Study).

Melbourne Planning Scheme Amendment C305 (the Amendment) seeks to implement recommendations from the Heritage Study. The Amendment proposes to:

- apply the Heritage Overlay to 20 individual places, one precinct and two thematic groups
- delete the Heritage Overlay from 11 places
- amend the Heritage Overlay for 17 existing places
- make associated changes.

The Amendment was exhibited from 28 June to 29 July 2018 and received 48 submissions.

Key issues raised in submissions included the justification for applying the Heritage Overlay to individual properties or the City Road Industrial and Warehouse Precinct, the appropriateness of applying heritage provisions to an area identified for urban renewal and growth, whether properties should be categorised as contributory or non-contributory to the Precinct, the extent to which the Heritage Overlay Map should apply, and whether 242-246 Sturt Street should be listed as a precinct.

Since exhibition, Council proposed further changes to the Amendment. This includes removing properties from the City Road Industrial and Warehouse Precinct along the south side of City Road, east of Southbank Boulevard; north of City Road, west of Kingsway except for several properties along City Road; south of City Road, west of Kingsway; and along the east side of Queens Bridge Street, north of Kingsway. This change was in response to the many buildings that had been demolished since the Heritage Study was prepared.

### **Strategic justification**

The Heritage Study approach and methodology are generally appropriate to support the Amendment. The Amendment is consistent with, and supported by, the relevant sections of the Planning Policy Framework and is well founded and strategically justified. It is also consistent with the relevant Ministerial Directions and Practice Notes.

Applying the Heritage Overlay to properties with local heritage significance will not restrict Southbank from achieving planning policies seeking urban renewal. To a large extent, it already has.

The net community benefit of achieving objectives in the Act and heritage policies in the Planning Scheme (by protecting Southbank properties with local heritage significance for present and future generations) outweighs any individual private to some individual property owners.

The Amendment will deliver the net community benefit and sustainable development required by Clause 71.02-3, and should proceed subject to addressing the more specific issues raised in submissions.

### **General issues**

Heritage places should be categorised consistent with guidance in Planning Practice Note 1. Each place's category will determine which policies in either Clause 22.04 or 22.05 are applicable. These policies, as introduced through Amendment C258, should not influence how heritage is categorised.

The Heritage Study should be referenced in the Planning Scheme but should exclude any reference to specific properties in Fishermans Bend and any associated statements of significance. The Southbank Statements of Significance should exclude content about Fishermans Bend before it is incorporated into the Planning Scheme through the Clause 81.01 Schedule.

Potential land contamination is not relevant when considering the heritage significance because the Amendment does not propose to introduce or intensify sensitive land uses. This matter does not form part of the scope of the Amendment.

### **City Road Industrial and Warehouse Precinct**

The City Road Industrial and Warehouse Precinct does not meet the threshold of local heritage significance to justify the Heritage Overlay.

The area referred to as the City Road Industrial and Warehouse Precinct may have been a cohesive heritage precinct a while ago, however such a precinct no longer exists. All that remains are scattered fragments, many of which have lost their context and ability to be read as three dimensional buildings. For example, many of the City Road properties have either just the façade remaining, insufficient upper level setback compared to the height of the tower above, or both. Since the 1990s, Southbank has transformed into an area with densely located towers, including some of Australia's tallest buildings. The area presents more like a tall city with some older buildings scattered throughout.

The Panel acknowledges that Council has significantly reduced the size of the precinct area after buildings continued to be demolished and developed since the Heritage Study. However,

this has not made the area sufficiently cohesive enough to present as a heritage precinct which justifies the Heritage Overlay.

The former industrial buildings scattered throughout Southbank may have been more appropriate as a candidate for a serial listing than a heritage precinct.

The Heritage Overlay applies to the most significant buildings in this area and the Panel does not recommend any changes in that respect.

The pocket park on the corner of City Road and Queens Bridge Street should be assessed, through a separate process, to determine whether it meets the local heritage threshold as an individual place, based on criterion C.

### **Thematic groups**

It is appropriate and justified to apply the Heritage Overlay (HO1215) to properties referred to as the Substations Electrical Substations thematic group. This includes 33 Hancock Street.

The Heritage Overlay (HO1216) should also be applied to properties referred to as the Bluestone Pitched Laneways Group except for part of SM549 south of 11-13 Hancock Street. That section of laneway is no longer sufficiently intact.

### **113 Sturt Street**

The original industrial internal features of the building should be considered for internal controls through a separate process.

The HO390 heritage citation should be updated to include references to the contribution of the Playbox Theatre to the site's history.

### **107-127 (part), 129, 131 and 133 Queens Bridge Street**

The Heritage Overlay (HO1200) should apply all of the property.

The HO1200 statement of significance should be amended to include additional description of the context of the tower as a landmark.

### **49-99 Sturt Street**

It is appropriate and justified to apply the Heritage Overlay (HO1201) as an individual place. The site is on a single property title and is not a heritage precinct.

The heritage fabric would be better managed through an improved statement of significance that clearly documents the contribution of all elements within the place.

Additional planning permit exceptions in the Incorporated Document are warranted and would not compromise the site's heritage fabric or setting.

### **Vault sculpture**

The HO1225 statement of significance should be amended to include further information about the artist and association with Vault.

### **1-7 Queens Bridge Street**

It is appropriate and justified to apply the Heritage Overlay (HO1228) to the Queens Bridge Hotel building at 1-7 Queens Bridge Street. The building has a moderate to high degree of integrity in its upper floors fronting Queens Bridge Street and much of the ground floor façade

retains a fair to good degree of integrity. The boarding up of entrances does not diminish or undermine the understanding of the site.

The building achieves historical and aesthetic significance.

The degree to which heritage, development and flooding issues can be resolved is through the planning permit process.

### **107-127 Queens Bridge Street**

The Robur Tea House complex at part 107-127 Queens Bridge Street meets the threshold of local significance and warrants inclusion within an individual Heritage Overlay.

The heritage citation should be amended to include a more accurate history and description of the building.

The Heritage Overlay Schedule should include the address as "*part 107-127 Queens Bridge Street*".

### **Other individual places**

It is appropriate and justified to apply the Heritage Overlay to:

- the reconstructed section of the James Moore's Timber Yards and Sawmills complex street façade at 155 City Road (HO366)
- 272 City Road (HO374)
- the remaining part of the building at 71-75 City Road (HO1220)
- 127-129 Kavanagh Street/63 Kings Way.

There is insufficient strategic justification to apply the Heritage Overlay:

- 35-41 City Road (HO1202)
- 63 and 65 City Road (HO1203)
- 67-69 City Road (HO1219)
- 93-103 Clarendon Street (HO1222)
- 242-246 Stuart Street (HO1230).

### **Recommendations**

Based on the reasons set out in this Report, the Panel recommends that Melbourne Planning Scheme Amendment C305 be adopted as exhibited subject to the following:

- 1. Delete the Heritage Overlay (HO1214) from all properties proposed to be included in the City Road Industrial and Warehouse Precinct.**
- 2. Delete the Heritage Overlay from:**
  - b) the part of SM549 south of 11-13 Hancock Street for HO1216 (Bluestone pitched laneways group)**
  - c) 35-41 City Road (HO1202)**
  - d) 63-65 City Road (HO1203)**
  - e) 67-69 City Road (HO1219)**
  - f) 93-103 Clarendon Street (HO1222)**
  - g) 242-246 Sturt Street (HO1230).**
- 3. Amend the Heritage Overlay Schedule to:**
  - a) include the property address 155 City Road for HO366 (James Moore's Timber Yards and Sawmills complex street façade).**



- b) include in the description of the heritage place "*part 107-127 Queens Bridge Street*" as the address of the property in HO1229 (107-127 (part) Queens Bridge Street, Southbank.
4. Amend the Heritage Overlay Map for:
    - a) HO1220 (71-75 City Road) to apply 13 metres from the front of the building.
    - b) HO1201 (45-99 Stuart Street) to delete the land and buildings to the north of Building 877 (1937 garage façade and modern rear addition) and 874 (1930s workshop) as shown in Figure 5 of this report.
  5. Amend the Southbank and Fishermans Bend Heritage Review to delete any reference to specific properties in Fishermans Bend and any associated statement of significance.
  6. Amend Southbank Statements of Significance to delete pages 4 to 10.
  7. Amend the *Former PMG garage, stores & workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document* to:
    - a) change under the purpose of the Incorporated Document the words "*The incorporated plan is prepared for the purposes of ~~Clause 43.01-2~~ Clause 43.01-3 of the Scheme to exempt certain development from the requirement for a permit under the provision of Clause 43.01 of the Scheme.*"
    - b) include a list of elements that contribute to the complex:
      - Building 874 (1930 & 1937-1940 workshops) – contributory element
      - Building 875 (Building workshop) – contributory element
      - Building 876 part (1937-1940 workshop, Sturt Street) – contributory element
      - Building 876 part (1973 amenities unit) – non-contributory element
      - Building 877 (1937 garage Façade) – contributory element
      - Building 877 (1937 garage modern addition) – non-contributory element
    - c) add the following permit exemptions:
      - a solar energy facility attached to a building that primarily services the land on which it is situated if the services are not visible from a street (other than a lane) or public park
      - construct or display a directional sign or small building identification sign
      - landscaping and public realm works and
      - a temporary fence.
  8. Amend the heritage citation in the *Southbank and Fishermans Bend Heritage Review* for:
    - a) HO1216 (Bluestone pitched laneways group) to remove the part of SM549 south of 11-13 Hancock Street
    - b) HO390 (former Castlemaine Brewery Company malt house, corner Grant and Dodds Streets) to add information about the Playbox Theatre and its association with the site.
    - c) HO1200 (former Castlemaine Brewery complex, part 107-127, 129, 131 and 133 Queens Bridge Street) to provide additional description of the context of the tower as a landmark with the following "*being a prominent landmark in the*

*area, a tower designed in the round, able to be seen for some distance from all the surrounding streets”.*

- d) HO1201 (49-99 Sturt Street) to clearly describe the site as a complex and the buildings within the complex, including their level of contribution to the complex.
- e) HO1225 (Vault sculpture, corner Grant and Dodds Streets) to provide additional information about the sculptor and Vault’s significance in association with Robertson-Swann as an important historical figure (Criterion H).
- f) HO1229 (Part 107-127 Queens Bridge Road) to include an accurate history of the replacement of the original 1880s building and the construction of its replacement in the early 1900s.

# 1 Introduction

## 1.1 The Amendment

The Amendment proposes to implement the recommendations of the *Southbank and Fishermans Bend Heritage Review*, 16 June 2017 (Heritage Study) by, among other changes, applying the Heritage Overlay to properties in Southbank and South Wharf. Specifically, the Amendment proposes to:

- apply the Heritage Overlay to the precinct, group listings and individual places shown in Table 1
- amend the existing heritage precinct and individual places shown in Table 2
- delete the Heritage Overlay from properties shown in Table 3.

**Table 1** New precinct and places

Precinct	I	Category	Criteria	HO Ref	Sub No
<b>City Road Industrial and Warehouse Precinct</b>					
Properties:			A, E	HO1214	3
1-13 Balston Street	I	C			2
35-41 City Road	I	C			5
43-47 City Road		C			5
49-55, 57-61, 77-79, 81-83, 157-165, 167-169, 241-243, 268-270, 274, 284-290, 292-294, 322-332, 344 and 346-356 City Road		NC			-
63-65 City Road	I	C			2, 6, 7
67-69 City Road	I	C			6, 7
71-75 City Road	I	C			8
133-139, 207-229, 235-239, 269-283, and 296-306 City Road	I	C			-
141-155 City Road	I	C			9
171-193 City Road	I	C			2
245-251 City Road		C			10
256-258 and 260-270 City Road		NC			11
272 City Road	I	C			12
276-282 City Road	I	C			2
334-342 City Road		C			13
56 - 58 Clarendon Street		C			22
60-62 and 64-68 Clarendon Street		NC			22
93-103 Clarendon Street	I	C			46
105-107 and 127-135 Clarendon Street		NC			-
67 - 69 Clarke Street	I	C			14
58 and 71-75 Clarke Street, and 17 Cook Street		NC			-
11-13 Hancock Street		C			14
15-17 Hancock Street		NC			14
33 <sup>ES</sup> and 35-37 Hancock Street		C			10
132-136 Kavanagh Street and 40 Kings Way		NC			-
63-83 Kings Way	I	C			15
1-5 Moray Street		NC			-
7 Moray Street <sup>ES</sup>		C			-

9-15, 18-24, 21-29 and 31-49 Moray Street	NC		-
26-40 Moray Street	C		-
42-48 Moray Street	NC		10, 14
87-89 Queens Bridge Street	C		16
91-93 Queens Bridge Street	NC		16
107-127 Queens Bridge Street	I	C	16
129-131 Queens Bridge Street	I	C	-
133 Queens Bridge Street	I	C	17
135 Queens Bridge Street	C		17
1 Riverside Quay and 68-82 Southbank Boulevard	I	C	-
<b>Group listings</b>			
Electricity substation thematic group comprising: 99A Sturt Street; 79 Fawkner Street; 33 Hancock Street <sup>CR</sup> (also contributory to City Road Industrial and Warehouse Precinct); 7 Moray Street <sup>CR</sup> (also contributory to City Road Industrial and Warehouse Precinct); 175 Sturt Street	A	HO1215	10
Bluestone pitched laneways group comprising ten bluestone laneways	A, E	HO1216	3, 14
<b>Individual places</b>			
20 City Road	A, G	HO1218	3
35-41 City Road	A, E	HO1202	5
63-65 City Road	A, E	HO1203	6, 7
67-69 City Road	A, E	HO1219	6, 7
71-75 City Road	A, E	HO1220	8
93-103 Clarendon Street	A, E	HO1222	46
67-69 Clarke Street	A, E	HO1223	14
49-61 Coventry Street and 50 Dorcas Street	A, G	HO1224	
Kings Way Bridge, Kings Way	A, F, G	HO1227	
63 Kings Way	A, E	HO1226	15
Vault sculpture, corner Grant Street and Dodds Street	A, E	HO1225	1, 3
1-7 Queens Bridge Street	A, E	HO1228	45
107-127 (part) Queens Bridge Street	A, E	HO1229	1, 16
107 - 127 (part), 129-131 and 133 Queens Bridge Street	A, E, F, G	HO1200	1, 16, 17
Spencer Street Bridge, Spencer Street and Clarendon Street	A, E, F	HO1221	-
45-99 Sturt Street	A, E	HO1201	19
242-246 Sturt Street	A, G	HO1230	20

NOTES: HO Ref: Heritage Overlay Planning Scheme Map reference number  
I: also individually significant C: Contributory NC: Non-contributory  
ES: also contributes to the Electricity Substation thematic group  
CR: also contributes to the City Road Industrial and Warehouse Precinct

Table 2 Amended precinct and places

Precinct	Criteria	HO Ref	Sub No
<b>South Melbourne Precinct</b>			
St Kilda Road and Wadley Street	NA	HO5	-
<b>Individual places</b>			
135 and 151 City Road, 68-82 Southbank Boulevard	A, E	HO366	9
171-193, 195-205 City Road, 100 and 118 Kavanagh Street, 1 Balston Street	A, E	HO368	-
235-239 City Road	A, E, G	HO370	-
269-283 City Road	A, E, G	HO371	-
272 City Road	A, E	HO374	12
276-282 City Road	A, E	HO375	-
300 City Road	A, E	HO376	
113 Sturt Street	A, E, G	HO390	1, 2, 18

Table 3 Properties where Heritage Overlay is proposed to be deleted

Property	HO Ref	Reason
157-165 City Road	HO367	Demolished
109-117 Clarendon Street	HO377	Demolished
Clarendon Street Bridge	HO378	Demolished
46-48 Haig Street	HO380	Demolished
93 Kavanagh Street	HO381	Demolished
40-46 Kavanagh Street	HO384	Demolished
234-254 St Kilda Road	HO387	Duplicate listing
23-31 Sturt Street	HO388	Demolished
43 Sturt Street	HO389	Replaced with new listing
102-118 Sturt Street	HO391	Demolished
20 Convention Centre Place	HO913	Demolished
Lorimer Street /Todd Road	HO934	Building no longer exists

## 1.2 Background

2016	Council engaged consultants to conduct a heritage review for Southbank and Fishermans Bend
2017	The Southbank Heritage Study was completed
21 February 2017	Council resolved to request from the Minister for Planning: <ul style="list-style-type: none"> <li>- the Heritage Overlay be applied on the interim basis to 107-117, 129-131 and 133 Queens Bridge Street), 45-99 Sturt Street, 63-65 City Road and 35-41 City Road through Amendment C276</li> <li>- that Amendment C280 be authorised to permanently apply the Heritage Overlay to those properties</li> </ul>
30 May 2017	Minister for Planning authorised Amendment C280
19 September 2017	Council later combined Amendment C280 with Amendment C305
8 February 2018	The Heritage Overlay was applied on an interim basis to: three buildings at 107-127 (part of site), 129-131 and 133 Queens Bridge Street; and 45-99 Sturt Street. [Amendment C276]
12 February 2018	Minister for Planning authorised Amendment C305 subject to conditions
24 May 2018	Amendment C305 exhibition commenced
29 July 2018	Amendment C305 exhibition ended
18 October 2018	The Heritage Overlay was applied on an interim basis until 1 April 2019 to: City Road Industrial and Warehouse Precinct; Electricity Substations group listing; Bluestone Laneways group listing; 20 City Road, 93 - 103 Clarendon Street, 67 - 69 Clarke Street; 49 - 61 Coventry Street (part); 107 - 127 Queens Bridge Street (part); and 242 - 246 Sturt Street [Amendment C304]
31 January 2019	The Heritage Overlay expiry date for properties subject to Amendments C276 and C304 was extended to 31 January 2020 [Amendment C348melb]
May 2019	Melbourne PSA C258 [2019] PPV was issued to Council
26 June 2019	At Council's request, the Hearing was deferred to early 2020
18 September 2019	At Council's request, the Hearing was deferred to early April 2020
22 January 2020	The Heritage Overlay expiry date for properties subject to Amendments C276 and C304 was extended to 22 January 2021 [Amendment C367melb]
15 April 2020	The Hearing was deferred after University of Melbourne and Council raised procedural issues
10 July 2020	Planning Scheme heritage policies were revised [Amendment C258]
17 June 2020	Hearing by video conference was confirmed to commence 13 July 2020

Source: Council Part A submission

### **1.3 Procedural issues**

#### **(i) First Council request to defer the Hearing**

At the first Directions Hearing on 26 June 2019, Council sought additional time to conduct further notice to property owners in Fishermans Bend. It requested the Panel to defer the Hearing to the week of 10 February 2020 and to hold a second Directions Hearing on 13 November 2019. All attending parties agreed.

#### **Panel response**

The Panel agreed to Council's request.

#### **(ii) Second Council request to defer the Hearing**

On 18 September 2019, Council requested the second Directions Hearing be held in the week of 13 April 2020 and the Hearing in the week of 11 May 2020. The Panel provided parties with an opportunity to respond.

#### **Panel response**

The Panel agreed to Council's request.

#### **(iii) Novel Coronavirus 2019 (COVID-19) pandemic**

On 16 March 2019, the Panel informed parties that the COVID-19 pandemic may affect the ability for the Hearing to be held in person. Following government physical distancing restrictions, the Panel advised parties on 6 April 2020 that it proposed to conduct the second Directions Hearing by video conference and that it was likely the Hearing would be in the same format.

#### **(iv) Requests to defer the Hearing until it can be held in person**

At the second Directions Hearing on 15 April 2020, Council and University of Melbourne requested that the Hearing be further deferred so that it can be conducted in person. Council was concerned that conducting the Hearing by video:

- may not comply with the *Planning and Environment Act 1987* which states that a panel "*must conduct its hearings in public*"
- would not enable more than one person in the room so that council officers can give instructions to its representative.

The University was concerned that its staff would not be able to effectively give instructions to its representative, given their focus on COVID-19 related issues. The University referred to the *Open Courts Act 2013*, which it considered was relevant to planning panel procedures.

Several parties submitted that they had no issue with proceeding with the Hearing by video or with deferring the Hearing to a future date. No party objected to the Hearing being deferred.

#### **Panel response**

The Panel agreed to not commence the Hearing in the week of 11 May 2020 and to conduct the Hearing in person unless circumstances changed. The Panel's decision was not in response

to submissions about the Hearing being held by video or in public, or having a client in the same room.

Planning Panels Victoria had already successfully conducted hearings by video conference which involved cross-examination, while affording natural justice and procedural fairness. Like any public hearing, the link to join the video conference was available to any member of the public seeking to observe.

At hearings held in person, clients and their representatives communicate through electronic media including emails so that they do not disrupt proceedings. This is available for hearings by video, and the Panel was open to more regular breaks to enable telephone discussions.

#### **(v) COVID-10 Omnibus (Emergency Measures) Act 2020**

The Victorian government introduced the *COVID-10 Omnibus (Emergency Measures) Act 2020* (the Omnibus Act) on 25 April 2020. The Omnibus Act amended sections of the *Planning and Environment Act 1987* to recognise a hearing as being held in public if it is available to be viewed by electronic means, either while the Hearing is being held or as soon as reasonably practicable afterwards.

On 15 May 2020, the Panel advised parties of its intention to conduct the Hearing by video conference from the week of 13 July 2020. A third Directions Hearing was conducted by video on Wednesday 17 June 2020. No party objected to the Hearing proceeding by video.

### **1.4 The Panel's approach**

Council provided a comprehensive overview of properties subject to the Amendment which:

- have had buildings demolished since the Heritage Study was completed
- had planning permits to demolish existing buildings and to develop large scale buildings.

The Panel has assessed each property based on existing heritage fabric irrespective of whether they have a permit. There may be permits which are never acted on so it would be incorrect to assume that the heritage fabric will no longer exist simply because there is a permit. Council should reassess these properties if the permits are acted on in the future.

The Panel has assessed the Amendment against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits, and submissions, evidence and other material presented to it during the Hearing. It has reviewed a large volume of material, and has had to be selective in referring to the more relevant or determinative material in the Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

Mr Storey nominated properties as candidates for the Heritage Overlay which were not exhibited with the Amendment. The Panel considers these properties to be beyond the scope of the Amendment. It does not comment further on them in this report to avoid prejudicing any further investigation of those sites.

This Report deals with the issues under the following headings:



- Planning context
- Strategic justification
- General issues
- Heritage precinct and thematic groups
- Individual places.

## 2 Planning context

### 2.1 Planning policy framework

Council submitted that the Amendment is supported by various clauses in the Planning Policy Framework, which the Panel has summarised below.

#### Victorian planning objectives

The Amendment will implement section 4(1)(d) of the *Planning and Environment Act 1987* (the Act) 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
- balance the present and future interests of all Victorians.

#### Planning Policy Framework

The Amendment supports the following clauses:

- **15.01-5S** (Neighbourhood character) which seeks to recognise, support and protect neighbourhood character, cultural identity, and sense of place.
- **15.03-1S** (Heritage conservation) which seeks to ensure the conservation of places of heritage significance. Relevant strategies are:
  - Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.
  - Provide for the protection of natural heritage sites and man-made resources and the maintenance of ecological processes and biological diversity.
  - Provide for the conservation and enhancement of those places which are of, aesthetic, archaeological, architectural, cultural, scientific, or social significance.
  - Encourage appropriate development that respects places with identified heritage values.
  - Retain those elements that contribute to the importance of the heritage place. Encourage the conservation and restoration of contributory elements.
  - Ensure an appropriate setting and context for heritage places is maintained or enhanced.
- **17.01-1S** (Diversified economy) which seeks to strengthen and diversify the economy through, among other strategies:

Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.

- **21.05** (Built environment and heritage) which states:
 

Melbourne's character is defined by its distinctive urban structure, historic street pattern, boulevards and parks, heritage precincts, and individually significant heritage buildings. Heritage buildings, precincts and streetscapes are a large part of Melbourne's attraction and the conservation of identified heritage places from the impact of development is crucial.
- **21.06-2** (Heritage) Objective 1 which seeks to conserve and enhance places and precincts of identified cultural heritage significance.
- **22.04** (Heritage Places within the Capital City Zone) and **22.05** (Heritage Places outside the Capital City Zone) which support the recognition and consideration of heritage.

## 2.2 Other relevant planning strategies and policies

### (i) Plan Melbourne

*Plan Melbourne 2017-2050* sets out strategic directions to guide Melbourne's development to 2050 to ensure it becomes more sustainable, productive and liveable as its population approaches 8 million. It is accompanied by a separate implementation plan that is regularly updated and refreshed every five years.

Plan Melbourne is structured around seven Outcomes, which set out the aims of the plan. The Outcomes are supported by Directions and Policies, which outline how the Outcomes will be achieved. The following are relevant to the Amendment:

- **Outcome 4:** Melbourne is a distinctive and liveable city with quality design and amenity
  - **Direction 4.4:** Respect Melbourne's heritage as we build for the future
    - **Policy 4.4.1:** Recognise the value of heritage when managing growth and change
    - **Policy 4.4.4:** Protect Melbourne's heritage through telling its stories.

## 2.3 Planning scheme provisions

The Amendment proposes to apply the Heritage Overlay to properties in Southbank. The Capital City Zone and Design and Development Overlay Schedule 10 apply to many of these properties. A common purpose of the zone and overlays is to implement the Municipal Planning Strategy and the Planning Policy Framework.

### (i) Zone

The Capital City Zone purposes are:

- To enhance the role of Melbourne's central city as the capital of Victoria and as an area of national and international importance.
- To recognise or provide for the use and development of land for specific purposes as identified in a schedule to this zone.
- To create through good urban design an attractive, pleasurable, safe and stimulating environment.

### (ii) Overlays

The Heritage Overlay purposes are:

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

The Heritage Overlay requires a planning permit to demolish, subdivide, build or carry out works. The Heritage Overlay enables its Schedule to specify additional controls for specific trees, painting previously unpainted surfaces, internal alterations and an incorporated plan (which may exempt buildings and works and other changes from requiring a planning permit).

The Schedule may also identify if a place can be considered for uses that are otherwise prohibited, subject to a planning permit.

A purpose of the Design and Development Overlay purpose is to identify areas which are affected by specific requirements relating to the design and built form of new development.

## 2.4 Amendment C258

On 10 July 2020, Amendment C258 changed the Planning Scheme to:

- amend Clause 22.04 (Heritage Places in the Capital City Zone) and Clause 22.05 (Heritage Places outside the Capital City Zone) to introduce:
  - Part A which applies to properties categorised as significant, contributory or non-contributory
  - Part B which applies to properties which retain a A-D grading.

## 2.5 Ministerial Directions and Practice Notes

### Ministerial Directions

The Explanatory Report discusses how the Amendment meets the relevant requirements of:

- Ministerial Direction 11 (Strategic Assessment of Amendments)
- Ministerial Direction (The Form and Content of Planning Schemes pursuant to section 7(5) of The Act) – referred to as Ministerial Directions 7(5) in this Report.

That discussion is not repeated here.

### Planning Practice Note 1 – Applying the Heritage Overlay (August 2018)

Planning Practice Note 1 provides guidance about using the Heritage Overlay. It states that the Heritage Overlay should be applied to, among other places:

Places identified in a local heritage study, provided the significance of the place can be shown to justify the application of the overlay.

Planning Practice Note 1 specifies that documentation for each heritage place needs to include a statement of significance that clearly establishes the importance of the place and addresses the heritage criteria. It recognises the following model criteria (the PPN1 criteria) that have been adopted for assessing the value of a heritage place:

- 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).

## 3 Strategic justification

### 3.1 The issues

The issues are whether the Amendment:

- is supported by, and implements the relevant sections of the Planning Policy Framework and relevant local heritage studies
- is consistent with the relevant Ministerial Directions and Practice Notes
- is generally strategically justified.

### 3.2 Supporting strategy and studies

#### (i) City of Melbourne Heritage Strategy 2013

The *City of Melbourne Heritage Strategy 2013* sets out a 15-year plan to protect its heritage buildings, places and objects. It sets out Council's roles and responsibilities, including:

- Understanding the value of our heritage today and for the future.
- Identifying places, buildings, objects and stories to be conserved.
- Sustaining heritage through protection, adaptation, reuse and creative interpretation.

Action 2.2 of the Strategy's prioritised implementation plan is to:

Progressively undertake a review of heritage in the high-growth and urban renewal areas and mixed use areas of the city.

It identifies Southbank as one of the areas to be reviewed between 2014 to 2016.

#### (ii) City of Melbourne Thematic History

The Thematic History identifies relevant historic themes, including 'Building a manufacturing industry'. Within that theme, it refers to the Robur Tea Factory in Southbank (1887-88) as an example of a place of significance.

Regarding Southbank, the Thematic History states:

The industrial area of Southbank has been virtually obliterated by the new developments of the 1990s.

#### (iii) Southbank Heritage Study

As part of the Heritage Study methodology, the consultants:

- met with Council's project manager and relevant staff
- researched six priority places (including three for the Castlemaine Brewery), which were previously identified by Council
- reviewed existing citations, mapping and background documentation to identify previous heritage assessments and any mapping issues
- developed a database with property information, heritage status and other relevant data
- built the Heritage Study on:
  - previous studies with original research on the environmental, land use, social history and architecture of the study area

- Council's 2012 thematic environmental history to prepare a narrative history as context for future development and heritage protection
- conducted a desktop assessment of Aboriginal heritage in consultation with Aboriginal Victoria
- met with Council's project manager and relevant staff after completing background assessments and gain after conducting preliminary fieldwork
- conducted field assessment to:
  - provide a record of existing buildings, places and features from the public realm
  - test and resolve several discrepancies between existing citations and mapping
- reviewed the City of Melbourne Heritage Places Inventory to check location details, designations, addresses, mapping and content of heritage citations
- recategorised each place from the outdated A to D gradings to Significance heritage places, Contributory heritage places or Non-contributory places.

The Heritage Study sets out:

- an introduction and method
- an overarching statement of significance for Southbank and Fishermans Bend
- how it is relevant to Council's thematic history
- heritage place assessments
- recommendations to:
  - retain the Heritage Overlay to 17 places with corrections to their citations and statements of significance
  - delete the existing Heritage Overlay from 13 individual places
  - delete the Heritage Overlay (HO5) from the South Melbourne Precinct
  - introduce a new City Road Industrial Warehouse Precinct, and a South Wharf Shipping Sheds and Berths Precinct
  - apply the Heritage Overlay to 35 new individual places, including two thematic group listings
  - apply the appended citations and statements of significance
  - nominate the Castlemaine Hotel and South Melbourne Post office archaeological sites for the Victorian Heritage Inventory.

#### **(iv) Discussion**

The Amendment is the outcome of sequential actions originating from Council's Heritage Strategy. The Strategy sets out a framework for responding to heritage related State and local planning policies and includes an action seeking a heritage review in Southbank. The Amendment seeks to implement the outcome of that review – Southbank Heritage Study.

The Heritage Study would have benefited from stakeholder engagement, particularly with affected property owners, before exhibiting the Amendment. Stakeholder engagement can result in additional information which supports the Study's research and citations, and less changes to the Amendment after exhibition. However, this does not detract from the Study's comprehensive research and clearly presented findings.

#### **(v) Finding**

The Panel finds that the Southbank Heritage Study approach and methodology are generally appropriate to support the Amendment.

### 3.3 Policy support

#### (i) The issues

The issues are:

- whether the Amendment is consistent with, and supported by, the Planning Policy Framework
- whether applying the Heritage Overlay to properties with local heritage significance will restrict Southbank from achieving planning policies seeking urban renewal, and if so
- whether the net community benefit of achieving heritage related objectives in the Act and Planning Scheme policies outweigh planning policies seeking urban renewal in Southbank.

#### (ii) Evidence and submissions

Council submitted that the Amendment is consistent with, or supported by, State and local policies summarised in Chapter 2 of this report. It added that the Amendment meets section 4 of the Act by ensuring that future development proposals consider the heritage significance of properties with the Heritage Overlay.

Council explained that the Amendment would protect identified places in Southbank so that they are not compromised by new development. It would also have the following positive outcomes for the area by:

##### *Environmental*

- encouraging reuse, restoration and adaptation of heritage places
- reducing building waste associated with demolishing and constructing new buildings
- conserving embodied energy in existing buildings.

##### *Social*

- recognising buildings, streetscapes, and precincts that make the area a distinctive neighbourhood for its local population and visitors
- providing identity for an area, add character, appeal and interest to the city
- protecting this part of Melbourne's history for present and future generations.

##### *Economic*

- retaining the urban qualities that make the Southbank area distinctive as an area for locals and visitors
- facilitating decision making and minimising time delays.

There were 22 submitters who supported the Amendment, with many referring to the importance of protecting heritage for future generations.

Crown Resorts called planning evidence from Stuart McGurn of Urbis. He considered that applying the Heritage Overlay to 1-7 Queens Bridge Street and 93 -103 Clarendon Street, Southbank:

- would "*potentially undermine legitimate development opportunities in a major, and well established urban renewal precinct*"
- cannot be adequately justified with the Strategic Assessment Guidelines for Planning Scheme Amendments.



Mr McGurn added that redeveloping 1-7 Queens Bridge Street would enable it to create uses at the ground floor and upper podium floors with a visual link, consistent with Clauses 21.01-3 and 22.01.

Crown Resorts submitted that it has a significant economic impact on Victoria's economy as a key employer and through tourism attraction. Retaining the building at 1-7 Queens Bridge Street would limit community benefits by not enabling the entire site to be redeveloped. It added:

The Amendment does not consider the strategic policy direction for the land, nor approvals to date that have allowed for the total demolition of the site, as part of high density redevelopment proposals. We consider it may prejudice the strategic redevelopment of the site which would be inconsistent with the overarching vision for this part of Southbank.

The 15-17 Hancock Street owner submitted that State and local planning policy for land in the Capital City Zone anticipate significant changes to urban form and density. It explained that this is apparent from the numerous constructed and approved high rise towers in Southbank, many of which exceed 100 metres. The owner referred to the following zone and overlay which apply to the area:

- Capital City Zone Schedule 3 which seeks:
  - To develop Southbank as an extension to the central city, providing for a mix of commercial and residential land uses that complement the capital city function of the locality.
- Design and Development Overlay Schedule 10 which seeks:
  - To ensure that development respects and responds to built form outcomes sought for the central city.

The 15-17 Hancock Street owner considered that applying the Heritage Overlay to their property would restrict the ability to meet objectives for Southbank set out in planning policies and provisions.

### **(iii) Discussion**

At first glance, there appears to be a tension between planning policies seeking urban renewal and growth in Southbank and those seeking to protect heritage of local significance for present and future generations.

The Amendment proposes to apply the Heritage Overlay to a select number of properties in Southbank. Since exhibiting the Amendment, Council has proposed to no longer pursue the Heritage Overlay to a considerable number of those properties. A significant proportion of Southbank, including properties which have been developed since urban renewal policies for the area were introduced, have no Heritage Overlay.

Urban renewal policies for Southbank seek to achieve outcomes at a locality scale. Such policies should therefore be considered at that scale. It would be inappropriate to measure the success of these policies on an individual property basis. Not every property is equal, and the extent of additional development depends on many factors including planning policy, other planning provisions including overlays, airspace regulations, and each property's context.

Since relevant policies were introduced for Southbank, it has become a high-density built form environment with some of Australia's tallest buildings. It continues to attract large scale

investment and developments. This is evident through the number of approved planning permits for towers which are either being constructed or proposed to commence construction in the near future.

The Panel considers there is no policy tension between growth and heritage because to date, there has been a heavy weighting towards policies seeking growth. This has accelerated Southbank's transformation into an extension of Melbourne's central city area.

For reasons set out in Chapter 5.1, the Panel considers that much of Southbank's heritage has experienced, and continues to experience, insufficient upper level setbacks from the heritage facades, overly dominant towers, unsympathetic design responses and the cumulative impact of existing, approved and proposed future built form. This imbalance has resulted in a considerable proportion of potential heritage places losing necessary curtilage and context needed to protect the heritage fabric.

This is not surprising because Southbank has evolved to its current scale before new heritage policies were introduced in July 2020 and without the Heritage Overlay on many properties subject to the Amendment.

The Amendment seeks to apply the Heritage Overlay to properties with identified heritage significance. Planning Practice Note 1 provides commonly accepted guidance on how to identify such properties as candidates for the Heritage Overlay. The Practice Note's guiding methodology does not refer to disregarding properties with identified heritage significance in an area with policies seeking growth. If that was true, there would be no Heritage Overlay in Melbourne's central city area.

Not applying the Heritage Overlay in favour of urban growth would contradict relevant objectives of the Act and planning policies. The Heritage Overlay should be applied to justified properties so that Council can assess whether the scale and nature of future development will negatively impact the existing heritage fabric. This conversation is relevant during the planning permit application when proposal details are known.

The Panel disagrees with submissions that applying the Heritage Overlay would restrict the ability to achieve policies seeking growth in Southbank. It may affect some individual property owners who may otherwise have had additional yield without the Heritage Overlay. However, the net community benefit of achieving heritage related objectives in the Act and policies in the Planning Scheme (by protecting Southbank properties with local heritage significance for present and future generations) outweighs any private economic disbenefit to some individual property owners.

#### **(iv) Findings**

The Panel finds:

- The Amendment is consistent with, and supported by, the Planning Policy Framework.
- Applying the Heritage Overlay to properties with local heritage significance will not restrict Southbank from achieving planning policies seeking urban renewal.
- The net community benefit of achieving objectives in the Act and heritage policies in the Planning Scheme (by protecting Southbank properties with local heritage significance for present and future generations) outweighs any individual private to some individual property owners.

### **3.4 Conclusions**

For the reasons set out in the following chapters, the Panel concludes that the Amendment:

- is supported by, and implements, the relevant sections of the Planning Policy Framework
- is consistent with the relevant Ministerial Directions and Practice Notes
- is well founded and strategically justified
- will deliver net community benefit and sustainable development, as required by Clause 71.02-3
- should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

## 4 General issues

### 4.1 Heritage categorisation

#### (i) The issue

The issue is whether heritage policies in Clauses 22.04 and 22.05 introduced into the Planning Scheme through Amendment C258 should influence how heritage is categorised.

#### (ii) Background

Policy set out in Part A of Clauses 22.04 and 22.05 differs depending on whether the heritage place is categorised as significant, contributory or non-contributory. It defines them as:

**Significant heritage place:** A significant heritage place is individually important at state or local level, and a heritage place in its own right. It is of historic, aesthetic, scientific, social or spiritual significance to the municipality. A significant heritage place may be highly valued by the community; is typically externally intact; and/or has notable features associated with the place type, use period, method of construction, siting or setting. When located in a heritage precinct a significant heritage place can make an important contribution to the precinct.

**Contributory Heritage Place:** A contributory heritage place is important for its contribution to a heritage precinct. It is of historic, aesthetic, scientific, social or spiritual significance to the heritage precinct. A contributory heritage place may be valued by the community; a representative example of a place type, period or style; and/or combines with other visually or stylistically related places to demonstrate the historic development of a heritage precinct. Contributory places are typically externally intact, but may have visible changes which do not detract from the contribution to the heritage precinct.

**Non-contributory place:** A non-contributory place does not make a contribution to the cultural significance or historic character of the heritage precinct.

Applying these definitions, Clauses 22.04 and 22.05 state it is policy that:

- The demolition of a non-contributory place will generally be permitted.
- Full demolition of significant or contributory buildings will not generally be permitted.
- Partial demolition in the case of significant buildings, and of significant elements or the front or principal part of contributory buildings will not generally be permitted.

#### (iii) Evidence and submissions

University of Melbourne owns 45-99 Sturt Street. It submitted that Amendment C305 should be read with policy changes proposed through Amendment C258. It explained:

If Amendment C258 is approved as exhibited, any place affected by a site-specific heritage overlay will be upgraded to a 'significant' grading, regardless of the A, B, C or D grading currently attributed to that place. The introduction of site-specific heritage overlays should therefore only be approved where the place warrants a 'significant' grading. Where a heritage overlay covers a number of buildings, it should do so via precinct overlay so that individual buildings are able to be appropriately graded under the new heritage policy.

#### (iv) Discussion

Council, the C258 Panel and the Minister for Planning considered that heritage policy introduced into the Planning Scheme through Amendment C258 was an appropriate response to heritage properties. The Panel Hearing process for that Amendment provided an

opportunity to express their views. This includes whether they consider the policies somehow elevate a heritage place to a higher 'grading'.

Amendment C258 introduced more focussed policies for different heritage places. Each place's category will be determined through separate planning scheme amendments.

Amendment C305 is one such amendment. It seeks to apply the Heritage Overlay to properties considered to have sufficient local heritage significance. It does this by categorising them as contributory or non-contributory within a precinct, including them in a thematic group, or as an individual listing. Each property needs to be objectively assessed to determine how they should be categorised. Planning Practice Note 1 provides guidance on assessing potential heritage places and there should be no influence beyond this scope.

Reverse engineering a property's category to achieve a more favourable policy outcome would directly conflict with objectives in the Act and with State policy which seek to protect heritage places for present and future generations.

Chapter 6.5 explores whether 49-99 Sturt Street should be an individual heritage listing or a precinct.

**(v) Conclusion**

The Panel concludes:

- Heritage places should be categorised consistent with guidance in Planning Practice Note 1.
- Policy introduced through Amendment C258 should not influence how heritage is categorised.

**4.2 Fishermans Bend content in an incorporated and background document**

**(i) The issues**

The issues are:

- whether the Heritage Study should be referenced in the Planning Scheme if it includes content about Fishermans Bend
- whether content about Fishermans Bend should be included in any incorporated statement of significance.

**(ii) Evidence and submissions**

Development Victoria owns the former General Motors Holden site in Port Melbourne comprising 221-245 Salmon Street, 61-65 Cook Street and rear 33-49 Cook Street. These properties are included in an area referred to the Heritage Study. University of Melbourne submitted that it has an interest in the General Motors Holden site.

Development Victoria and University of Melbourne noted that the Amendment proposes to reference the Heritage Study but does not propose to apply the Heritage Overlay to properties beyond Southbank and South Melbourne. They objected to:

- referencing the Heritage Study in the Planning Scheme if it includes content about Fishermans Bend

- incorporating the Southbank and Fishermans Bend Statements of Significance into the Planning Scheme.

Collectively, they submitted:

- it is confusing and inappropriate to include content about Fishermans Bend in the Heritage Study and statement of significance because it has not been considered through the Amendment
- referring to such content would prejudice future planning permit applications
- it is unnecessary and inappropriate to refer to 'Southbank and Fishermans Bend' because no such heritage place exists
- it is fundamentally contrary to Planning Practice Note 1 and the Victoria Planning Provisions to incorporate a statement of significance that refers to land which is not included in the Amendment
- no finding or recommendation in the Heritage Study for Fishermans Bend has been progressed or tested through the Amendment and cannot be given any weight
- consistent with Planning Practice Note 13, a background document is used to understand content in the Planning Scheme and should not include content beyond that scope.

Development Victoria and University of Melbourne requested that the Southbank and Fishermans Bend Southbank Statement of Significance be deleted. Regarding the Heritage Study, they requested that the Fishermans Bend content be removed before the Amendment progresses, or that it not be referenced in the Planning Scheme until the process for considering heritage in Fishermans Bend has been completed.

At the Hearing, Development Victoria confirmed that its issues would be resolved if the relevant statement of significance was deleted and if Fishermans Bend content was deleted before it is referenced in the Planning Scheme through the Amendment.

During cross examination, Mr Vines explained that he was not in a position to rewrite the Heritage Study after Council decided to not pursue areas outside of Southbank through the Amendment. He explained that it is possible to separate the Fishermans Bend and Southbank control from the Heritage Study into two separate documents but that would require considerable effort.

Mr Vines agreed that the incorporated statements of significance did not need to include content about Fishermans Bend.

In its closing submission, Council considered it appropriate to:

- add "*as it applies to places considered in Planning Scheme Amendment C305*" when referencing the Heritage Study in Clauses 22.04 and 22.05 of the Planning Scheme
- remove the overarching Southbank and Fishermans Bend Statement of Significance and other content at pages 4 to 10 of the Southbank Statements of Significance incorporated document.

### **(iii) Discussion**

#### **Background document (Heritage Study)**

The Panel considers there is no issue with including Southbank and Fishermans Bend in the Heritage Study. There can be cost, resource and knowledge benefits from such an approach.

However, there are some issues with implementing the one study through separate planning scheme amendments.

A key question is whether the Heritage Study which includes properties yet to be considered through the Amendment should be referenced in the Planning Scheme.

It is common for a heritage study to include properties which were not included in an exhibited planning scheme amendment. Generally, these properties are removed from the heritage study either before exhibition or before an amendment is introduced into the Planning Scheme.

Having regard to Planning Practice Note 13, the Heritage Study, as a background document, should only include content which helps explain further context about Southbank properties subject to the Heritage Overlay and associated Statements of Significance. Including content about Fishermans Bend may result in confusion and unnecessary delays in the planning permit application process.

Of the two suggested approaches presented by Development Victoria and University of Melbourne, the Panel prefers to include the Heritage Study as a background document to the Planning Scheme but without referencing specific properties in Fishermans Bend and any associated statements of significance. The Panel is cognisant that this may take some effort, however the study has well researched and insightful information that would help explain the local heritage significance of the subject properties.

#### **Incorporated document (Statement of Significance)**

An incorporated document forms part of the Planning Scheme and has equal statutory weight. While the bar is high for referencing a background document in the Planning Scheme, it is considerably higher for an incorporated document. Including content about Fishermans Bend in the Statement of Significance is not consistent with advice in Planning Practice Note 13 which seeks to incorporate content which is essential to the proper functioning of the Planning Scheme and decision making.

The Panel agrees with Development Victoria, University of Melbourne, Council and Mr Vines that the Southbank Statements of Significance should exclude content about Fishermans Bend, specifically pages 4 to 10, before it is incorporated into the Planning Scheme.

#### **(iv) Conclusion and recommendation**

The Panel concludes:

- The Heritage Study should be referenced in the Planning Scheme but should exclude any reference to specific properties in Fishermans Bend and any associated statements of significance.
- The Southbank Statements of Significance should exclude content about Fishermans Bend before it is incorporated into the Planning Scheme through the Clause 81.01 Schedule.

The Panel recommends:

**Amend Southbank Statements of Significance to delete pages 4 to 10.**

**Amend the *Southbank and Fishermans Bend Heritage Review* to delete any reference to specific properties in Fishermans Bend and any associated statements of significance.**

### **4.3 Potentially contaminated land**

#### **(i) The issue**

The issue is whether potential land contamination is relevant when considering the heritage significance of a property.

#### **(ii) Evidence and submissions**

In its submission, the Environment Protection Authority noted that the following Southbank properties subject to the Amendment were potentially contaminated:

- 113 Sturt Street
- 63-65, 171-193, 195-205, 276-282 City Road
- 100 and 118 Kavanagh Street
- 1 Balston Street.

The Authority recommended that Council consider Planning Practice Note 30 (Potentially Contaminated Land) for future planning scheme amendments. It added that future strategic work council investigate applying the Environmental Audit Overlay to potentially contaminated land so that appropriate mitigation measures are undertaken before a sensitive use commences on that land.

Council submitted that the issue of contaminated land was outside the scope of the Amendment.

Ms Vines considered that applying the Heritage Overlay would not necessarily affect the ability to manage contaminated properties. He added:

Contamination has in some cases been used as a reason for not conserving historic places. It is therefore recommended that careful consideration be given to planning applications regarding use and redevelopment to ensure this scenario can be avoided.

Council submitted that the site at 171-193 and 195-205 City Road has been completely redeveloped for high rise buildings with the exception of the two storey brick and concrete facades to City Road. It assumed that any land contamination issues would be dealt with in the planning and construction phases. In any case, the potential contaminated ground would appear to have been removed, apart from what may have entered the façade masonry and foundations.

#### **(iii) Discussion**

The Panel commends the Environment Protection Authority for advising Council of properties with potential contamination. Its advice is relevant for any future planning scheme amendment which proposes to rezone potentially contaminated land to a zone which introduces a sensitive land use. However, the Amendment does not propose either of these. The Panel considers that potential land contamination is not relevant when considering heritage significance and therefore agrees with Council that it is beyond the scope of the Amendment.



**(iv) Conclusion**

The Panel concludes that potential land contamination is not relevant when considering the heritage significance and does not form part of the scope of the Amendment.

## 5 Heritage precinct and thematic groups

### 5.1 City Road Industrial and Warehouse Precinct (HO1214)

#### Exhibited statement of significance



#### What is significant?

The City Road industrial and warehouse precinct, Southbank comprising the extent of land and significant and contributory buildings. Contributory elements to the precinct include:

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

#### How is it significant?

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

#### Why is it significant?

The City Road industrial and warehouse precinct is historically significant for its rare surviving industrial and commercial buildings which were once the characteristic building types in the area south of the Yarra River. This area was regarded as the industrial seed bed, supporting commercial activities with essential warehousing and wholesale supplies for Melbourne business.

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

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

**(i) Proposed changes since exhibition**

Since exhibiting the Amendment, Council proposed to reduce the extent of the Precinct after considering submissions at a council meeting. It has proposed further reductions since that meeting. Table 4 shows the areas proposed to be removed and properties identified in submissions. 'Response' refers to Council's response at its meeting, 'Further' refers to proposed changes since then, and 'S' refers to the Heritage Overlay either applying, or proposed to be applied, to the property as an individual place.

Council is proposing associated changes to the HO1214 statement of significance and citation.

**Table 4 Properties proposed (since exhibition) to be removed from the City Road Industrial and Warehouse Precinct**

Area / property	Response	Further
<b>Along the south side of City Road, east of Southbank Boulevard, including:</b>		
35-41 City Road (Contributory) – Heritage Overlay (HO1202) still proposed <i>Building, except the façade, has been demolished (Permit issued 6 Jun 2017)</i>	✓	S
43-47 City Road (Contributory) <i>Building has been demolished (Permit issued on 6 Jun 2017)</i>	✓	
49-55 and 57-61 City Road (Non-contributory)	✓	
63-65 City Road (Contributory) – Heritage Overlay (HO1203) still proposed <i>Permit issued on 8 Feb 2017 to demolish the entire existing building</i>	✓	S
67-69 City Road (Contributory) – Heritage Overlay (HO1219) still proposed <i>Permit issued on 8 Feb 2017 to demolish the entire existing building</i>	✓	S
71-75 City Road (Contributory) – Heritage Overlay (HO1220) still proposed <i>Permit issued on 12 Mar 2017 to demolish the building except the facade</i>	✓	S
77-79 and 81-83 City Road (Non-contributory)	✓	
<b>Many properties north of City Road, west of Kingsway including:</b>		
256-258 and 260-266 City Road (Non-contributory) <i>Permit issued on 21 Oct 2013 (and amended after) for a multi-level tower</i>	✓	
268-270 City Road (Non-contributory) – <i>Permit issued on 1 Jun 2017 to demolish the building, except the front of the warehouse and workshop</i>	✓	
322-332 City Road (Non-contributory)	✓	
334-342 City Road (Contributory) <i>Permit issued on 19 June 2016 to demolish the building</i>	✓	
344 City Road (Non-contributory) <i>Permit issued on 19 June 2016 to demolish the building</i>	✓	
346-356 City Road (Non-contributory)	✓	
56-58 Clarendon Street (Contributory) <i>Permit issued on 29 June 2018 to demolish the building</i>	✓	
60-62 and 64-68 Clarendon Street (Non-contributory) <i>Permit issued on 29 June 2018 to demolish the building</i>	✓	
<b>South of City Road, west of Kingsway, including:</b>		
67-69 Clarke Street (Contributory) – Heritage Overlay (HO1219) still proposed	✓	S
11-13 Hancock Street (Contributory)	✓	

Area / property	Response	Further
33 Hancock Street (Contributory) – Heritage Overlay (HO1215) still proposed	✓	
35-37 Hancock Street (Contributory)	✓	
42-48 Moray Street (Non-contributory)	✓	
241-243 City Road (Non-contributory)		✓
245-251 City Road (Non-contributory) <i>Building has been demolished (Permit issued on 21 Mar 2014)</i>		✓
<b>Along the east side of Queens Bridge Street, north of Kingsway, including:</b>		
87-89 Queens Bridge Street (Contributory) <i>Permit issued on 9 August 2018 to demolish the building</i>	✓	
91-93 Queens Bridge Street (Non-contributory) <i>Permit issued on 9 August 2018 to demolish the building</i>	✓	

Source: Document 15

## (ii) The issue

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1214) to properties referred to as the City Road Industrial and Warehouse Precinct.

## (iii) Evidence and submissions

There were submissions which referred to properties where the Amendment proposed to apply the Heritage Overlay twice – the City Road Industrial and Warehouse Precinct and as an individual listing.

### Supporting submissions

The National Trust of Australia (Victoria) (National Trust), Melbourne Heritage Action, Southbank Residents Association and 22 residents supported the Precinct and the retention of heritage fabric in Southbank generally.

The National Trust submitted that identifying and protecting the Precinct will become an important tool in preserving the history and character of an area currently facing extreme development pressure. It submitted that, while many industrial and commercial buildings in the Precinct have already been lost or severely altered, particularly through facadism, the Heritage Overlay would ensure that any future permit application is required to consider the history and character of the Precinct more broadly.

Melbourne Heritage Action noted that the Precinct has been reduced in scope a number of times during the Amendment process in response to ongoing demolitions. It submitted that, although elements are somewhat separated, and in part consist of buildings that are now only facades, is still important to apply the Heritage Overlay to the Precinct as a means of capturing what is left of the industrial heart of the area. It added that without a heritage precinct, more buildings will remain unprotected, and only a scattering of individual heritage buildings would remain.

### Opposing submissions

The following owners opposed the Heritage Overlay (HO1214) being applied to all or part of their properties:

- Pro-Invest Developments (35-41 City Road and 43-47 City Road)
- Photography Studies College and Collins McPherson Australia Pty Ltd (63-65 City Road and 67-69 City Road)
- Central Equity (71-75 City Road)
- Salvo Property Group (245-251 City Road, 11-13 Hancock Street, 33 Hancock Street and 35-37 Hancock Street)
- Clause 1 and Novatec Design (11-13 Hancock Street, 42-48 Moray Street and 67-69 Clarke Street)
- Calgem (334-342 City Road)
- GFM Investment Management Pty Ltd (256-266 City Road)
- Run All International Pty Ltd and Hengmao Australia (63 Kings Way)
- Sheng Le Group (87-89 Queens Bridge Street, 91-93 Queens Bridge Street, 99 Queens Bridge Street and 107-127 Queens Bridge Street)
- Eurasia (133 Queens Bridge Street)
- HY Clarendon (56-62 Clarendon Street and 64-68 Clarendon Street)
- Crown Resorts (93-103 Clarendon Street).

Submissions were made from property owners who had either commenced development or had received planning permit applications to demolish and develop the land.

#### **35-41, 43-45, 63-65 and 67-69 City Road**

Pro-invest Australian Hospitality Opportunity (ST) Pty Ltd and Photography Studies College (Melbourne) submitted that the Precinct is poorly founded justified. They explained that Amendment is seeking to establish a heritage precinct where there are insufficient findings to demonstrate features of significance to the Precinct or to any adjacent significant heritage place. They submitted that the buildings do not contribute to the Precinct, their historic use is not evident when viewed from the public realm, and they have been altered, or permitted to be altered, in a way that has impacted their significance.

Council confirmed that since exhibition, it proposed to no longer include 35-41, 43-45, 63-65 and 67-69 City Road in the Precinct.

#### **245-251 City Road, 11-13 Hancock Street, 33 Hancock Street and 35-37 Hancock Street**

Salvo Property Group submitted that these properties should be excluded from the Precinct because planning permits have been issued to demolish existing buildings and develop multi-storey developments.

It submitted that categorising the existing buildings on the three properties as contributory is unjustified because they are from different periods and do not demonstrate any of the characteristics or heritage values identified in the HO1214 statement of significance.

Salvo Property Group considered the buildings' integrity had been diminished because they were partly demolished or had other works carried out. It added that the physical context around each property has been severely compromised by the extent of existing high density, high rise and mixed use development. This has resulted in an illegible area that cannot be readily recognised as a precinct with heritage values.

Salvo Property Group considered the extension of the Precinct southwest of Kings Way and into Moray, Hancock and Clarendon Streets to be ill-conceived and opportunistic. It was submitted that the buildings identified as being of heritage value in this portion of the Precinct

present as a series of individual buildings of highly variable heritage merit in a predominantly non-heritage context, rather than as a cohesive and legible heritage precinct.

Salvo Property Group referred to the findings of Planning Panels for Yarra C173 and Boroondara C177 which found:

A precinct should be able to show a consistency of built form and be able to be precisely described in a statement of significance.

Consistent with the concerns raised by these Panels, Salvo Property Group submitted that the Precinct cannot be understood as a distinguishable, cohesive unit due to the dominance of non-contributory buildings, the lack of a physical relationship between the 'heritage' buildings and the questionable heritage merits of several of the identified heritage buildings.

Council confirmed that since exhibition, it proposed to no longer include 245-251 City Road, 11-13 Hancock Street, 33 Hancock Street and 35-37 Hancock Street in the Precinct.

### **11-13 Hancock Street, 42-48 Moray Street and 67-69 Clarke Street**

Clause 1 submitted that the scale of new buildings in the immediate location have removed the fine-grained industrial nature of the Southbank area, and therefore the heritage significance and context of the place. This includes the approved planning permit to develop a 50 storey tower over the consolidated sites of 42-48 Moray Street and 11-13 Hancock Street.

Clause 1 objected to 67-69 Clarke Street being included in the Precinct but did not object to the Heritage Overlay (HO1223) being applied to the property as an individually significant place.

Council confirmed that since exhibition, it proposed to no longer include 11-13 Hancock Street, 42-48 Moray Street and 67-69 Clarke Street in the Precinct.

### **256-258 and 260-266 City Road**

GFM Investment Management Ltd submitted that their properties are identified as non-contributory and are currently being developed. It considered that including 256-266 City Road in the Precinct misrepresents heritage conditions and will place an unreasonable burden on future works that may otherwise be exempt from requiring planning approval. It added that, given the proposed boundary finishes at the north-eastern and north-western interfaces of their property, altering the Precinct boundary to exclude the properties would be a logical adjustment that maintains a regular boundary footprint and includes buildings in the block which have been categorised as contributory.

Council confirmed that since exhibition, it proposed to no longer include 256-258 City Road and 260-266 City Road in the Precinct.

### **334-342 City Road**

Calgem Pty Ltd considered that its property should not be included in the Precinct because, although it has been categorised contributory, is it an ageing and altered non-descript concrete structure and is subject to a planning permit to demolish and redevelop the site.

Council confirmed that since exhibition, it proposed to no longer include 334-342 City Road in the Precinct.

### **56-58, 60-62 and 64-68 Clarendon Street**

HY Clarendon Development submitted the building extending across the properties at 56-62 Clarendon Street is a single storey garage which makes little contribution to the streetscape and Precinct. It considered the properties to be fragmented from the main precinct area focused along City Road.

HY Clarendon Development explained that the building is to be demolished as part of a redevelopment and 64-68 Clarendon Street is a vacant block, also subject to redevelopment.

Council confirmed that since exhibition, it proposed to no longer include 56-58, 60-62 and 64-68 Clarendon Street in the Precinct.

### **93-103 Clarendon Street**

Crown Resorts objected to the merits of the Precinct and called heritage evidence from Mr Lovell of Lovell Chen.

Mr Lovell considered that historically, the area contained a variety of warehouse building forms, with a breadth of aesthetic styles. The Precinct was challenged by the extent of its fragmentation. Visually, it is not sufficiently cohesive for an observer to readily understand the connection from one place to the next, nor is it one in which the management of any single site will impact on the values of the whole of the place as related to streetscapes, or views or vistas.

Mr Lovell considered the area presents as a gathering of parts which have a broadly related development history, but which do not rely on a connected setting to reinforce their value. Under these circumstances, he felt it presents as a group of places which might be better suited to a serial listing, whereby the focus is on the individual place and less about the reading of the place within a broader heritage setting.

Mr Lovell recommended that 93-103 Clarendon Street be excluded from the Precinct, given its location at the periphery of the Precinct. Melbourne Heritage Action agreed that it should be excluded because it is somewhat separated from the main precinct area.

In his evidence, Mr Vines recommended that the property remain in the Precinct because it has a relationship with Haig Street and Haig Lane and the building stands out on its own in Clarendon Street due to the demolition across the road.

In response to cross-examination by Crown Resorts, Mr Vines explained that it made sense to include 93-103 Clarendon Street in the Precinct when he initially inspected it. He conceded that since then, it no longer made sense to include the property because it had lost its contextual relationship to the Precinct.

In its closing submission, Council accepted Mr Vines' subsequent reflection to exclude 93-103 Clarendon Street from the Precinct.

### **87-89 and 91-93 Queens Bridge Street**

Sheng Le objected to its properties being included in the Precinct because they demonstrate a 'utilitarian design and alteration (which) diminishes (its) aesthetic value'. It submitted that the historical value "*as a representative of former motoring industry theme*" did not justify heritage protection of these sites.

Council confirmed that since exhibition, it proposed to no longer include 87-89 and 91-93 Queens Bridge Street in the Precinct.

### **107-127 Queens Bridge Street**

Sheng Le noted that the Amendment proposes to include 107-127 Queens Bridge Street (Robur Tea House) in the Precinct and apply the Heritage Overlay (HO1229) to it as an individually significant property. It explained the property is subject to an incorporated document which enables a redevelopment, including a 47-storey tower, which retains most of the façade.

Sheng Le objected to:

- the property beyond six metres from the Queens Bridge Street boundary being included in the Precinct
- the individual Heritage Overlay (see Chapter 6.14).

Council maintained that 107-127 Queens Bridge Street should remain in the Precinct, as exhibited.

### **133 Queens Bridge Street**

Eurasia owns 133 Queens Bridge Street (Castlemaine Brewery) which abuts the western boundary of the Robur Tea House. It submitted that including the property in the Precinct is not justified because, while the property has a relationship with Queens Bridge Street, it is visually disconnected from City Road.

Eurasia submitted that it would be more appropriate to confine the Heritage Overlay to the envelope of the bottle store building so that the rear and side sections could be developed without impediments.

Council maintained that 133 Queens Bridge Street should remain in the Precinct, as exhibited.

### **135 Queens Bridge Street**

Eurasia referred to the Council-owned pocket park at 135 Queens Bridge Street immediately west of the Castlemaine Brewery site which is proposed to be included in the Precinct. It submitted that the park:

- should not be included in the Precinct as a contributory place
- is all that is left of the original footprint of the hotel which was demolished to make way for Kings Way.

Eurasia said that there is no value in putting controls on this site from a heritage perspective and there is nothing on this site to assist in understanding the precinct when the hotel was operating. There should be no controls placed on this small parcel which may be an impediment to future activation of much needed open space.

Council maintained that 135 Queens Bridge Street should remain in the Precinct, as exhibited.

### **Evidence of Mr Vines**

Mr Vines considered the Precinct has been assessed to include the remaining fabric representing the nineteenth and early twentieth century industrial character of the area.

Mr Vines agreed with submissions that the area which had originally been designated as a heritage precinct had undergone substantial change, including demolition and development



retaining only facades, which was not best practice. He noted there are still some industrial buildings remaining in the Precinct where the rear structures have been retained and they abut bluestone cobbled lanes and these buildings represent an important theme of use and development in Southbank of late nineteenth century and early twentieth century industrial development. He explained the Precinct is needed to enable an opportunity to influence future development.

Mr Vines conceded that when the Heritage Study was undertaken *“the precinct made sense”*. He acknowledged that the number of approved developments and extent of demolition had altered the Precinct’s form and supported it being reduced to the area proposed by Council since exhibition.

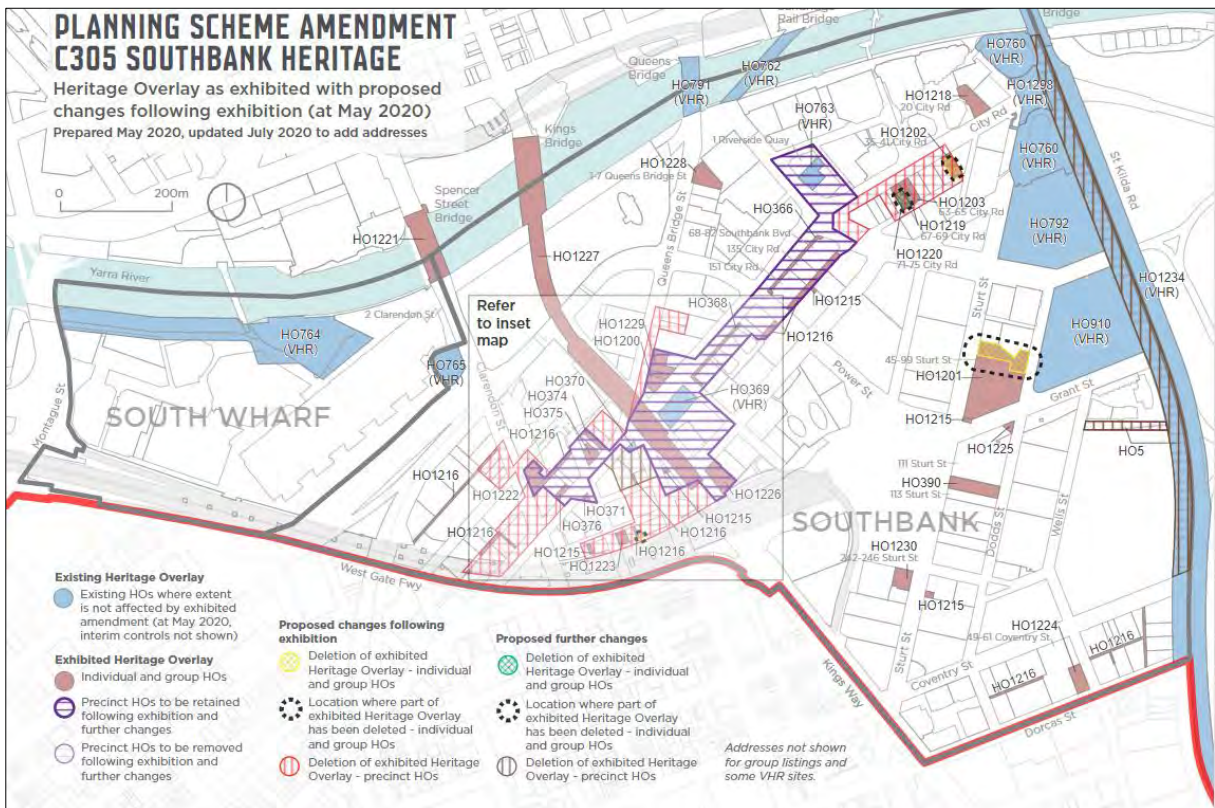
Mr Vines explained that the hotel that was originally associated with the Castlemaine Brewery was located on the area now used as a pocket park at 135 Queens Bridge Street. He considered:

- the park to be significant for its potential subsurface archaeology which would be contributory to the Precinct and to the history of Southbank
- Council’s ownership of the park provides greater opportunity to expose and interpret the archaeological material for the public’s benefit.

**Council submission**

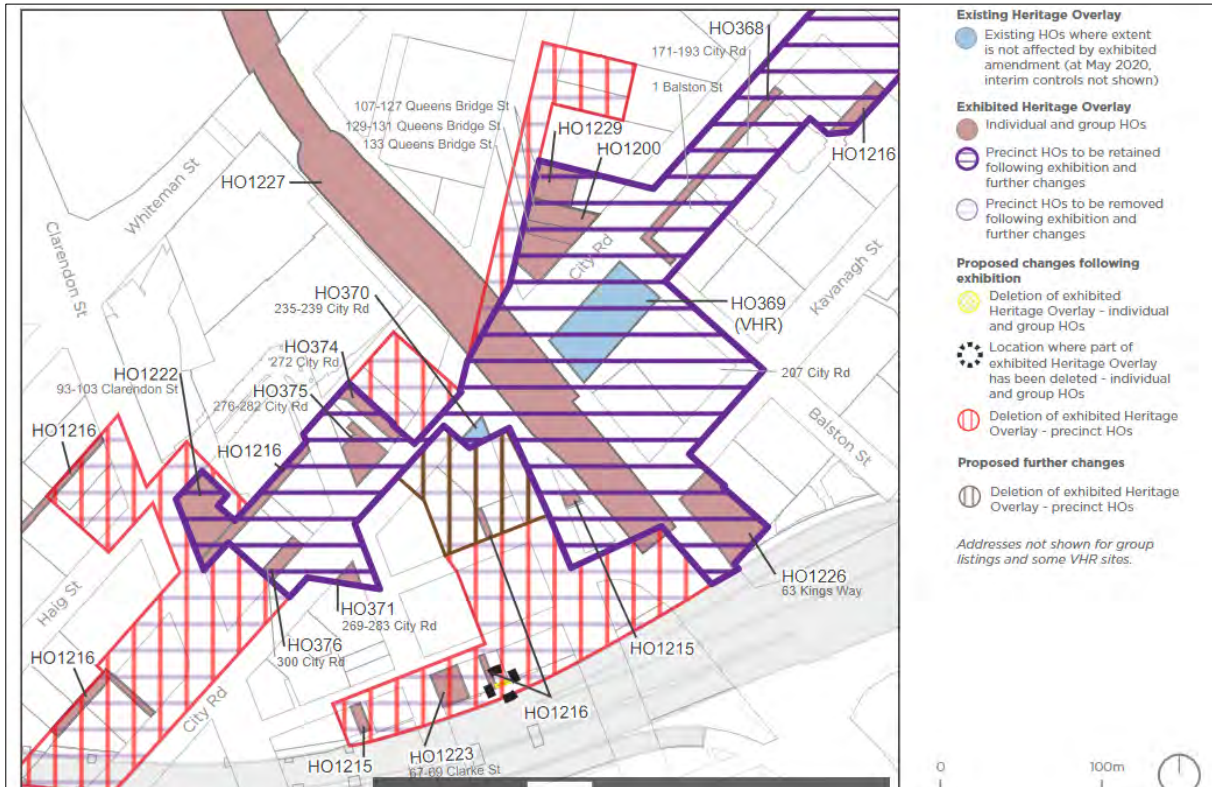
Council advised that at its 2 October 2018 meeting after considering submissions, it resolved to reduce the extent of the Heritage Overlay on the Precinct at its northern and southern ends of City Road, remove Hancock Street and some properties from Clarendon Street and Queens Bridge Street. This includes properties shown in Figures 1 and 2.

**Figure 1 Council proposed changes to City Road Industrial and Warehouse Precinct since exhibition**



Source: Document 61

**Figure 2 City Road Industrial and Warehouse Precinct post-exhibition changes inset map**



Source: Document 61

Council maintained that the post-exhibition version of the Precinct was appropriate. It submitted the physical nature of the Precinct maintains sufficient cohesion to justify a heritage precinct. Council did not support Mr Lovell's approach to present the heritage area as serial listing. While serial listings were applied to substations and laneways, Council did not consider this was appropriate because the buildings had less commonality to justify using this approach.

#### (iv) Discussion

The Panel agrees with the National Trust that, based on the history of use and development in Southbank, a heritage precinct that demonstrates an industrial and warehouse theme is a worthy candidate. Given the strong and influential historic theme throughout the Southbank area, a precinct that demonstrates this theme would be clearly justified.

However, the issue for the Panel, as raised in many submissions, is whether the Precinct, in either its exhibited or proposed post-exhibition form:

- has the quality and cohesion to justify the Heritage Overlay on a precinct basis
- demonstrates the historic values that have been identified in the HO1214 statement of significance.

Many properties proposed to be included in the Precinct have planning permits to demolish existing buildings and construct taller built form which have not been acted on. The Panel has considered the merits of the Precinct based on existing conditions and fabric because there is no assurance that all permits will result in their approved development.

The Thematic History acknowledges that *"the industrial area of Southbank has been virtually obliterated by the new developments of the 1990s"* and considers that this is the case when

looking at the composition and integrity of Precinct. Council has significantly reduced the size of the Precinct area after buildings continued to be demolished and developed since the Heritage Study. However, even in its truncated form, the buildings that demonstrate the Precinct's historical values are spread out and interspersed among very large contemporary buildings. In this context, the area defined as the Precinct comprises a series of industrial remnants within a significantly changed contextual setting.

Referring to the Panel for Moonee Valley C164:

a key test for the credibility of a precinct is whether the layperson is able to recognise a particular precinct, that is, that the collection of buildings, its subdivision pattern and elements within the public realm provide a distinct feeling that the place is different to its surroundings. It is also critical that the precinct's 'feel' relates directly back to a clearly defined Statement of Significance and the historical theme that underpins it. There may be some precincts where the history is not obvious without reading the heritage study or local history but the precinct should present as a distinct place.

The area referred to as the 'City Road Industrial and Warehouse Precinct' may have been a cohesive heritage precinct a while ago, however such a precinct no longer exists. All that remains are scattered fragments, many of which have lost their context and ability to be read as three-dimensional buildings. For example, many of the City Road properties have either just the façade remaining, insufficient upper level setback compared to the height of the tower above, or both. Since the 1990s, Southbank has transformed into an area with densely located towers, including some of Australia's tallest buildings. The area presents more like a tall cityscape with some older buildings scattered throughout.

The Panel agrees with Mr Vines that the pocket park at 135 Queens Bridge Street the site may contain archaeological fabric and should be considered as a candidate for further work to investigate these heritage values. This work should be conducted through a separate process to the Amendment.

#### **(v) Conclusions and recommendation**

The Panel concludes:

- The City Road Industrial and Warehouse Precinct does not meet the threshold of local heritage significance to justify the Heritage Overlay.
- The pocket park on the corner of City Road and Queens Bridge Street should be assessed, through a separate process, to determine whether it meets the local heritage threshold as an individual place, based on criterion C.

The Panel recommends:

**Delete the Heritage Overlay (HO1214) from all properties proposed to be included in the City Road Industrial and Warehouse Precinct.**

## 5.2 Electricity substation thematic group (HO1215)

### Exhibited statement of significance



#### What is significant?

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

Contributory elements include:

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

#### How is it significant?

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

#### Why is it significant?

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

**(i) The issues**

The issues are:

- whether it is appropriate and justified to apply the Heritage Overlay (HO1215) to properties referred to as the Substations Electrical Substations thematic group
- whether 33 Hancock Street should be included in the Substations Electrical Substations thematic group.

**(ii) Evidence and submissions**

Salvo Property Group, which owns 33 Hancock Street, objected to the Heritage Overlay being applied to the former substation. It submitted that the substation is part of 33-51 Hancock Street which is subject to a planning permit issued by Council in 2017 which allows:

Demolition of existing building and development of a multi-storey mixed-use development including dispensation of loading bay dimension requirements and alteration to access to a Road Zone Category 1 in accordance with the endorsed plans.

When explaining reasons for its objection, Salvo Property Group focused solely on the City Road Industrial and Warehouse Precinct, within which this property is also included. It did not address the merits or otherwise of the Electrical substation thematic group (HO1215).

Mr Vines did not make any recommendation for 33 Hancock Street the context of the thematic group because he also considered properties raised by Salvo Property Group in the context of the City Road Industrial and Warehouse Precinct.

In its table of proposed changes<sup>1</sup>, Council confirmed:

- it no longer sought to include 33 Hancock Street in the City Road Industrial and Warehouse Precinct (HO1214)
- 33 Hancock Street should continue to be a contributory place in the Electrical substation thematic group (HO1215).

**(iii) Discussion**

The Electrical substation thematic group is an eclectic mix of building styles which accommodate a utilitarian infrastructure. The Panel considers that the substations included within the group demonstrate the historical and aesthetic values that justify a Heritage Overlay and that the serial listing approach prepared by Council is appropriate and consistent with Planning Practice Note 1.

33 Hancock Street is one of the smaller substations with a more austere and restrained design, however it is highly intact and demonstrates the typology represented in the group. The Panel considers that it is justified to include the property in the serial group of substations.

The Panel considered that the Substations as a group have historical cultural significance and aesthetic significance and that a Heritage Overlay is justified to formally recognise these places.

Furthermore, 33 Hancock Street demonstrates the characteristics of the contributory elements included in the thematic group and should remain.

<sup>1</sup> Document 15 prepared in response to the Panel's Direction issued 16 April 2020

**(iv) Conclusion**

The Panel concludes:

- It is appropriate and justified to apply the Heritage Overlay (HO1215) to properties referred to as the Substations Electrical Substations thematic group.
- 33 Hancock Street should be included in the Substations Electrical Substations thematic group.

### 5.3 Bluestone pitched laneways group (HO1216)

#### Exhibited 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)
- Wells Place 14 (SML's 609, 247 & 248).

(note Sm, Sml and Pl are City of Melbourne location designations from their CoMMap system)

#### How is it significant?

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

#### Why is it significant?

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

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

The lanes are of 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.

**(i) The issues**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1216) to properties referred to as the Bluestone Pitched Laneways Group.

**(ii) Evidence and submissions**

The National Trust supported the Heritage Overlay for the ten bluestone laneways. The Trust supported the cultural heritage assessment which highlights how intangible history and character can be preserved through the protection of tangible built fabric. It agreed with the HO1216 statement of significance submitted that the bluestone laneways should be preserved to retain the suburb's link with its historical architectural character and the actions and activity of past inhabitants. It noted that much of the suburb was subsumed by modern commercial and high rise residential development.

The 15-17 Hancock Street owner opposed the Heritage Overlay being applied to the laneway next to 11-13 Hancock Street, Southbank (SN549). They considered the laneway to be in poor condition and structurally unsound.

The owner considered that the scale of surrounding new and proposed buildings has removed the fine-grained industrial nature of the Southbank area, and compromised the heritage significance and context of the laneway. Surrounding development includes towers adjoining and adjacent to the laneway and an approved planning permit to develop a 50 storey tower on the consolidated sites of 42-48 Moray Street and 11-13 Hancock Street.

The owner was concerned with, what appears to be, inconsistencies in how the laneway (SN549) is depicted in different documents:

- Heritage Study, Table 14 (City Road Precinct) – contributory category
- Heritage Study, Figure 91 (City Road Precinct) – individually significant category, and includes land to the rear (south) of 11-13 Hancock Street as well as to the west
- Heritage Study, p552 map – only the part of the lane SN549 oriented north/south located to the west of 11-13 Hancock Street is included
- Statements of Significance Incorporated Document, p12 – significant category
- Southbank Heritage Inventory Incorporated Document – contributory category.

Mr Vines considered the bluestone lane serial listing identifies a number of physically separated places. They are now rare remnants and provide the last opportunity to preserve any elements of the area's history. He did not consider that the new development surrounding the laneway compromised its heritage significance.

Mr Vines agreed that the laneway needed maintenance, however its condition did not impact on its heritage significance.

Council agreed with the submission that the section of laneway abutting 11-13 Hancock Street, the southern portion) is not intact. Council subsequently proposed to reduce the extent of the Heritage Overlay (HO1216) to remove the part of SN549 south of 11-13 Hancock Street.

**(iii) Discussion**

The Panel agrees with Mr Vines that the bluestone pitched laneways are an important remnant of Southbank's industrial past and are an easily understood feature which



demonstrates the urban fabric of the nineteenth century. The Panel agrees with the method of assessing and recognising this heritage asset through a serial or thematic group listing which is an option identified in Planning Practice Note 1.

The Panel considers the laneways to be significant as a group of remnant parts and that each of the laneways listed in the HO1216 statement of significance contribute to the significance of the group. It has no concern with Council's proposal to remove a less intact section of the laneway in response to the 11-13 Hancock Street owner's submission.

The Bluestone pitched laneways group is of historical cultural significance and aesthetic significance and the Heritage Overlay (HO1216) is justified to formally recognise this feature.

The Heritage Overlay (HO1216) is justified and should apply to the laneways the small section of laneway identified by Council. Removing this section will not compromise the integrity of the serial listing.

**(iv) Conclusion and recommendations**

The Panel concludes that it is appropriate and justified to apply the Heritage Overlay (HO1216) to properties referred to as the Bluestone Pitched Laneways Group except for part of SM549 south of 11-13 Hancock Street.

**Delete the Heritage Overlay from:**

- a) **the part of SM549 south of 11-13 Hancock Street for HO1216 (Bluestone pitched laneways group).**

**Amend the heritage citation in the Southbank and Fishermans Bend Heritage Review for:**

- a) **HO1216 (Bluestone pitched laneways group) to remove the part of SM549 south of 11-13 Hancock Street.**

## 6 Individual places

### 6.1 135 and 151 City Road, and 68-82 Southbank Boulevard, Southbank (HO366)

#### Exhibited 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
- 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 façade, separated by a glass link.

#### How is it significant?

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

#### Why is it significant?

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

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

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

**(i) The issue**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO366) to the reconstructed section of the James Moore's Timber Yards and Sawmills complex street façade at 155 City Road.

The Amendment proposes to:

- apply a new statement of significance for the James Moore's Timber Yards and Sawmills complex
- extend the mapped extent of the Heritage Overlay (HO366) to include more of the original façade and a section of new façade that replicates the existing façade up to the Sturt Street corner, which was the original extent of the property, as shown in Figure 3.

**(ii) Evidence and submissions**

Central Equity, which owns 155 City Road, submitted that the Heritage Overlay should not apply to the building façade to the extent proposed by the Amendment. It submitted that the façade is a modern structure built in 2014 and is referred to in the Heritage Study as *'a replica bay has been added to the west end of the façade, separated by a glass link.'* Figure 3 illustrates the extent of the reconstructed building as it relates to the James Moore's Timber Yards and Sawmills complex street façade.

**Figure 3** Extent of reconstructed building at 155 City Road and proposed extension of HO366



Source: Future Melbourne Committee Report, 2 October 2018

Mr Vines noted that the replica bay replaces a section of original façade that continued along the City Road frontage and wrapped around the side elevation. He considered the replica to be very close to the original, apart from the surface finish which reveals it is constructed in concrete rather than brick and cement render. He referred to the Heritage Study which recommended that the Heritage Overlay apply to the replica section to ensure that the historical and visual context of the surviving original fabric can be conserved, as well as the fabric itself.

Mr Vines pointed out that there are other examples of reproduction or reconstructed buildings with the Heritage Overlay or in the Victorian Heritage Register. For example, Kirby's Kiosk on St Kilda Pier which was destroyed by fire, but reconstructed, and the replica building continues to be protected through the Heritage Overlay.

Council supported Mr Vines' approach and did not recommend any changes to the Amendment in response to this submission.

**(iii) Discussion**

The Heritage Overlay (HO366) currently applies to most of the James Moore's Timber Yards and Sawmills complex street façade, except for approximately 30 per cent of the original façade.

The Heritage Overlay applies to a façade which has towers set back behind it. This is an example of facadism that is no longer supported by Council's heritage policy at Clause 22.04. That said, the Panel notes that this is an existing situation and that the changes introduced by the Amendment seek to improve the understanding of the site through the statement of significance, rather than manage a future design response.

Applying the Heritage Overlay to the entire façade enables an appreciation of the full extent of the original façade before it was partially demolished. Although about one quarter of the original façade has been reconstructed, this section contributes to the understanding of the whole heritage place. It has been done in a way that respects the original fabric but the new section is able to be distinguished from the original façade.

The heritage citation clearly documents that the western section of the façade is not original. The Panel considers that including the reconstructed portion of the façade is justified and does not diminish the understanding of the property's overall heritage significance.

The Heritage Overlay Schedule refers to the site at HO366 as 135 and 151 City Road. In light of the proposal to increase the extent of the Heritage Overlay mapping to 155 City Road, the Schedule should also be amended to reference 155 City Road.

**(iv) Conclusion and recommendation**

The Panel concludes that it is appropriate and justified to apply the Heritage Overlay (HO366) to the reconstructed section of the James Moore's Timber Yards and Sawmills complex street façade at 155 City Road.

The Panel recommends:

**Amend the Heritage Overlay Schedule to:**

- a) include the property address 155 City Road for HO366 (James Moore's Timber Yards and Sawmills complex street façade).**

## 6.2 272 City Road, Southbank (HO374)

### Exhibited 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
- contribution to the adjacent Victorian-era commercial streetscape, also built up by Murphy.

#### How is it significant?

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

#### Why is it significant?

Edward Murphy's warehouse is significant.

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

**(i) The issues**

The issue is whether the Heritage Overlay (HO374) should apply to all of 272 City Road, Southbank.

**(ii) Evidence and submissions**

Central Equity, which owns 272 City Road, acknowledged that:

- the Heritage Overlay (HO374) currently applies to the building
- the Amendment proposes to retain the Heritage Overlay to the whole building, including an additional splayed section at the rear of the building.

Central Equity submitted that the Heritage Overlay should apply only to the front portion of the building (fronting City Road) because an approved planning permit<sup>2</sup> and endorsed plans allow a substantial portion of the building to be demolished.

Mr Vines considered that, although a permit has been approved, development approvals are sometimes not acted upon. While the building exists, there is still an opportunity to conserve the remaining cultural values of the place. He considered that the significance of industrial buildings such as 272 City Road lies in both their outward appearance and their overall form. Where a building has been identified as a representative or characteristic warehouse or factory, the form, volumes, internal spaces and overall envelope of the building as well as its structural materials, walls, floors and roof, are all part of the significant elements. Reducing any building to a façade only severely limits the heritage values of the place and the ability of the public to appreciate its whole significance.

Council supported the evidence of Mr Vines.

**(iii) Discussion**

The building at 272 City Road is highly intact, demonstrates the historic and aesthetic criteria, and is significant in its three-dimensional form. The purpose of the Amendment is to consider whether the Heritage Overlay is justified based on heritage fabric and an assessment of the place's cultural heritage significance.

Irrespective of the approved permit to demolish part of the building, the entire heritage building exists so the Panel has assessed the property accordingly. The Panel considers that the Heritage Overlay should be applied to the entire property, consistent with guidance in Planning Practice Note 1.

**(iv) Conclusion**

The Panel concludes that it is appropriate and justified to apply the Heritage Overlay (HO374) to all of 272 City Road, Southbank.

<sup>2</sup> Permit approved in July 2018

## 6.3 113 Sturt Street, Southbank (HO390)

### Exhibited 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
- 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 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.

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.

**(i) The issues**

The issues are:

- whether it is appropriate and justified to apply the Heritage Overlay Schedule internal controls
- whether the HO390 heritage citation should be updated to include references to the contribution of the Playbox Theatre to the site's history.

**(ii) Evidence and submissions**

Mr Storey supported the Heritage Overlay being applied to the former Castlemaine Brewery Company malthouse building. He noted that, although the statement of significance identified internal elements of cast-iron columns, timber trusses and upper floors as contributory elements, no internal controls were proposed through the Heritage Overlay Schedule.

Mr Storey considered the remaining cast-iron and timber structure to be important as one of the few remaining nineteenth century maltings in Victoria and one of the few relatively intact industrial buildings in the Southbank area, including the internal built structure.

Mr Storey considered that the refurbishment for the Playbox Theatres, as a theatre complex may also be of significance. He clarified some factual details in the statement of significance including:

- the complex opened on 23 February 1990, not in 1989
- the complex was called the Playbox at Malthouse in 1990 before being renamed to the Malthouse in 2003
- the building was donated to the (then) independent Playbox theatre company, not the State Government
- the Playbox relocation to Sturt Street was a bold move, and the beginning of the Southbank Boulevard / Sturt Street 'Arts Precinct'.

Creative Victoria, on behalf of the owner of the site, clarified that it did not object to correcting a mapping error by removing HO390 from 111 Sturt Street and applying it to 113 Sturt Street (Malthouse Theatre).

Mr Vines agreed that an interior control should be applied. He noted that the Heritage Study recommends that internal alteration controls be applied: *"to original timber lining and fittings, and cast iron posts and wrought iron beams internal structures"*. He added that there were items of intact machinery intended to be considered as 'fittings'.

Mr Vines considered the Malthouse to be an important example of a fairly respectful heritage conversion which retains the most significant elements of the place. As the building was constructed for a specific industrial function, the interiors reflect that use. The conversion has



retained much of the internal structural elements, original wall finishes, and some plant and equipment and remnants of brackets and other fittings give some sense of former equipment.

Mr Vines considered that the HO390 heritage citation should be updated with the opening date of the Playbox Theatre included in the citation (with an appropriate citation), and the role of the Playbox Theatre in the site's history and significance.

Council submitted that it did not disagree with the analysis that the internal fabric is significant and acknowledged that it has not been included in the exhibited Amendment. It did not support this change being made through the Amendment because it had not been exhibited with an opportunity to comment.

**(iii) Discussion**

The Panel agrees with the correction of the Heritage Overlay mapping error.

The Panel inspected the interior of the Malthouse foyer area and noted the historical industrial fabric that has been retained and sympathetically incorporated into the refurbishment and adapted re-use of the former malthouse building.

It is not clear why the Amendment did not implement the recommendation of the Heritage Study to apply internal controls through the Heritage Overlay Schedule. The Panel considers the Malthouse interior to be a good candidate for considering internal controls and agrees with Council that it should occur through a separate planning scheme process. This will enable the necessary notice and opportunity to comment.

The Panel agrees with Mr Storey and Mr Vines that the Playbox Theatre is part of the history of the site and its history should be included in the HO390 heritage citation.

**(iv) Conclusions and recommendation**

The Panel concludes:

- The correction to the Heritage Overlay mapping error is appropriate.
- The original industrial internal features of the building should be considered for internal controls through a separate process.
- The HO390 heritage citation should be updated to include references to the contribution of the Playbox Theatre to the site's history.

The Panel recommends:

**Amend the HO390 heritage citation in the *Southbank and Fishermans Bend Heritage Review* for:**

- a) **HO390 (former Castlemaine Brewery Company malt house, corner Grant and Dodds Streets) to add information about the Playbox Theatre and its association with the site.**

## 6.4 107-127 (part), 129, 131 and 133 Queens Bridge Street, Southbank (HO1200)

### Exhibited statement of significance



#### What is significant?

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

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

The bottling stores of the former Castlemaine Brewery at 115-127 and 133 Queens Bridge Street are two storey buildings, originally of polychrome brick, with a parapet and a central arched pediment above (now been rendered and painted). The arched windows are divided by brick pilasters. The ground floor openings were altered in the post-World War II period and new arched openings similar to the originals were reinstated in 2003. The former yard at the rear has been built over. Reputedly, the building retains the cast iron columns and riveted beams that support the first floor, as well as the original timber lined ceiling.

The central five-storey brewing tower is constructed of polychrome brickwork surmounted by a Mansard roof with dormer windows and once surmounted by a cast-iron widow's walk balustrade. The timber-lined interior of the top floor is a significant element demonstrating the requirement for dust and vermin proofing of the process areas. The tower's four facades are of red brick with quoins, window heads and string courses, at each floor level, in contrasting cream brick. A decorative arch motif, five stories in height, relieves the front façade. The views to the brew tower are also significant contributory elements, now prominent from Kings Way and in shorter views from Queens Bridge

Street. Formerly, the tower was visible from across the Yarra River as a landmark, once facing another major brewing complex, McCracken's in Little Collins Street West, which has since been largely demolished.

Contributory elements include:

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

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

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

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

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

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

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

### **How is it significant?**

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

### **Why is it significant?**

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

The Castlemaine Brewery complex is significant historically and socially:

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

And aesthetically:

- as part of a wider brewing group that includes the significant Castlemaine Brewery Malt House (113 Sturt Street, Southbank, designed by Richard Buckley Whitaker and built in 1892), also a rare, large architectural landmark in the area
- for the multi-storey brewing tower form which represents an innovation in local brewing technology and greatly enhanced the company's prosperity, even though it is not a rare building form for breweries in Victoria
- as one of three Victorian-era brewing towers in the City of Melbourne (towers associated with the Melbourne Brewery in Stanley Street, West Melbourne and the Victoria Brewery, East Melbourne are not publicly visible)
- as a well preserved example of a nineteenth century brewing complex, including a brew tower and bottling stores, distinguished by its symmetrical composition and prominence in views across the Yarra River from Melbourne's Central Activities District.

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

### (i) The issues

The issues are:

- whether the Heritage Overlay (HO1200) should apply to all of 107-127 (part), 129, 131 and 133 Queens Bridge Street
- the extent to which the tower is a landmark building and how it should be reflected in the HO1200 statement of significance.

### (ii) Evidence and submissions

Mr Storey submitted that it is important to identify the three-dimensional landmark quality of Brewery tower as it is able to be viewed from all sides from many angles. The statement of significance states that it is significant for *"being an architectural landmark in the area"*, however the submission suggested that its landmark contribution could be better expressed in the statement of significance as *"being a prominent landmark in the area, a tower designed in the round, able to be seen for some distance from all the surrounding streets"*.

Eurasia Pacific Pty Ltd (Eurasia) submitted that it understands the heritage values of the building and agrees that the three buildings are worth protecting.

Eurasia explained that, in addition to the heritage buildings fronting Queens Bridge Street, the site contains modern buildings constructed in the early 2000s, backing onto City Road. It submitted that, as they do not have heritage value, the Heritage Overlay (HO1200) should not apply to them. It should apply only to the bottling store and not the entire site. Eurasia submitted that there are many examples in the City of Melbourne where the Heritage Overlay was applied to only part of the property.

Eurasia submitted that Heritage Overlay should also not apply to the wall at the southern and western edge of the site because it is a remnant wall. Although the heritage citation references the wall, it is *"back of house"* and while it can be preserved, it questioned the value of the fabric as it is a short piece of wall that does not add much to the understanding of the brewery.

Regarding its landmark contribution, Eurasia submitted that, in the immediate vicinity, the tower has 180-degree views as its background is not impeded and the main view was from Queens Bridge Street. However, it disagreed that the tower is able to be viewed from a 360-degree context and submitted that applying this standard would 'sterilise' the property.

Eurasia referred to Mr Barrett's evidence for the neighbouring Robur Tea House, where he found the tower only requires a 4 to 5 metre setback to give it 'breathing space'.

Mr Vines agreed that the view 'in the round' is important and the HO1200 statement of significance should be amended to strengthen wording around its landmark status.

Regarding extent of the Heritage Overlay, Mr Vines explained that the original boundary was included, (the cadastral boundary), because it assists in managing permit applications and is a more reliable boundary to administer and interpret.

Mr Vines acknowledged that the modern additions and alterations do not in themselves contribute to the cultural significance of the place, however, the existing scale and form of these buildings in their present state assists in protecting and revealing the cultural heritage of the significant components. He considered that if these areas were to be excluded there would be diminished ability to manage future changes within the excluded parcels of land outside the Heritage Overlay.

Mr Vines considered that the remnant brick wall on City Road assists in demonstrating the former extent of the Castlemaine Brewery complex and the former presence of outbuildings on the site. He considered it to be a contributory element to the significance of the place.

### **(iii) Discussion**

The Panel acknowledges that the place's significance is not in dispute. The issues relate to the extent of the Heritage Overlay, the extent of the landmark contribution of the tower and how this should be expressed in the statement of significance.

The Panel considers that the property comprises a complex of parts, including three buildings, the remnant wall on the south-western edge of the site and space around the tower.

From its site inspections, the Panel observed that the tower has a visual connection with City Road, Kings Way and Queens Bridge Street, and a connection between the state-listed Boyd School on the opposite side of City Road. The existing buildings behind the tower, constructed in 2006, demonstrate a sensitive development response, having regard to mass and scale, despite the fact that no heritage controls applied at the time.

The Panel agrees that the wording in the HO1200 statement of significance for the tower's landmark contribution should be strengthened, as proposed by Mr Storey, as it is part of the aesthetic significance of the place and provides more context.

Although the brick wall on the southern and western edge of the property is not individually important, it contributes to the understanding of the property in terms of its original extent.

The Panel finds that applying the Heritage Overlay to the entire cadastral property is a practical and clear delineation of the control and will enable Council to assess the potential impact of any future development proposal on the heritage fabric.

### **(iv) Conclusions and recommendation**

The Panel concludes that:

- The Heritage Overlay (HO1200) should apply all of 107-127 (part), 129, 131 and 133 Queens Bridge Street.
- The HO1200 statement of significance should be amended to include additional description of the context of the tower as a landmark.

The Panel recommends:

**Amend the heritage citation in the *Southbank and Fishermans Bend Heritage Review*:**

- a) **HO1200 (former Castlemaine Brewery complex, part 107-127, 129, 131 and 133 Queens Bridge Street) to provide additional description of the context of the tower as a landmark with the following *“being a prominent landmark in the area, a tower designed in the round, able to be seen for some distance from all the surrounding streets”*.**

## 6.5 45-99 Sturt Street, Southbank (HO1201)

### Exhibited statement of significance



#### What is significant?

The former Postmaster General's Department (PMG) workshops, garage & stores, comprising mostly 1930-40s one and two storey red brick buildings at 45-99 Sturt Street, South Melbourne, bounded by Sturt Street, Dodds Street, Grant Street and the modern Recital Centre to the north.

Contributory elements include fabric from the 1930s-1940s:

- one and two storey form
- modern classical and Moderne styling marking the staged construction in the lead-up to World War Two
- parapeted wings and expressed eaves marking the two styles
- red brick walls with some patterned brickwork
- cemented panels with streamlining and stylised classical motifs
- multi-pane metal framed glazing and joinery some as original and others as empathetic to the original
- regular trabeation in the form of brick piers and spandrels, and fenestration;
- steel framing and timber flooring
- pitched and sawtooth roofing
- proximity to and visual relationship with the former Victoria Police complex and other government sites, marking a public building precinct.

#### How is it significant?

The former PMG postal workshops are significant historically and aesthetically to South Melbourne and the City of Melbourne.

#### Why is it significant?

The former PMG postal workshops garage & stores are historically significant as representative of the growth of telecommunications in the lead-up to World War Two and a massive Commonwealth Government building program from the first decade after Federation to create unified communication services across the country. Prior to 1901, postal and telephone services were the responsibility of separate colonial governments but under the Federation of the colonies, the role reverted to the Commonwealth and became a major factor in the unification of the states.

The buildings are of aesthetic significance as well-preserved examples of the application of both the modern classical styles and Moderne style to utilitarian building under the important Commonwealth architects, J S Murdoch and H J Mackennal, respectively, also as complimentary to the similarly styled Victorian Police Mounted Branch.

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS Charter for Places of Cultural Heritage Significance ('The Burra Charter') 2013, using the HERCON criteria.

**(i) The issues**

The issues are:

- whether it is appropriate and justified to apply the Heritage Overlay (HO1201) to 49-99 Sturt Street as an individual place
- whether additional planning permit exceptions in the Incorporated document are warranted.

**(ii) Evidence and submissions**

The University of Melbourne submitted that, fundamentally, it agreed that the former Postmaster Generals Department workshops, garage & stores at 49-99 Stuart Street have heritage significance. However, it disagreed with how the heritage controls were drafted and proposed to be implemented.

The University submitted that it would be more appropriate for the Heritage Overlay (HO1201) to be a heritage precinct rather than an individual place. It explained that the property is a campus comprising numerous buildings with different construction dates and varying degrees of heritage significance. It submitted that rather than categorising the entire property as 'significant', the heritage precinct approach would enable individual buildings to be categorised in accordance with their differing levels of significance.

The University submitted that Heritage Overlay's curtilage should be revised to exclude the recently demolished Buildings 878 and 877 (part). It considered it appropriate to exclude the former 1973 amenities building (part Building 876) and the remaining element of Building 877 because they are non-contributory and are located at the periphery of campus. The University added that if this recommendation is supported, express references to Building 876 which appear in the Incorporated Document (allowing for its total demolition) should also be deleted.

The University considered the list of works that do not require a planning permit in the proposed Incorporated Document to be insufficiently detailed and incomplete. It sought to expand the list to include:

- a solar energy facility attached to a building that primarily services the land on which it is situated if the services are not visible from a street (other than a lane) or public park
- non-domestic disabled access
- construct or display a sign
- landscaping and public realm works and
- a fence.

At the Hearing, the University submitted that the blanket categorisation of the place as significant is now illogical because the new definition of significant introduced into the Planning Scheme by Amendment C258 is different from the previous definition when the Heritage Study was prepared. It added that the consequence that flows from applying a significant grading in the context of the updated policy at Clause 22.05 (Heritage Places outside the Capital City Zone), especially with regard to changes to buildings categorised as significant would mean that little change could be facilitated on the site.



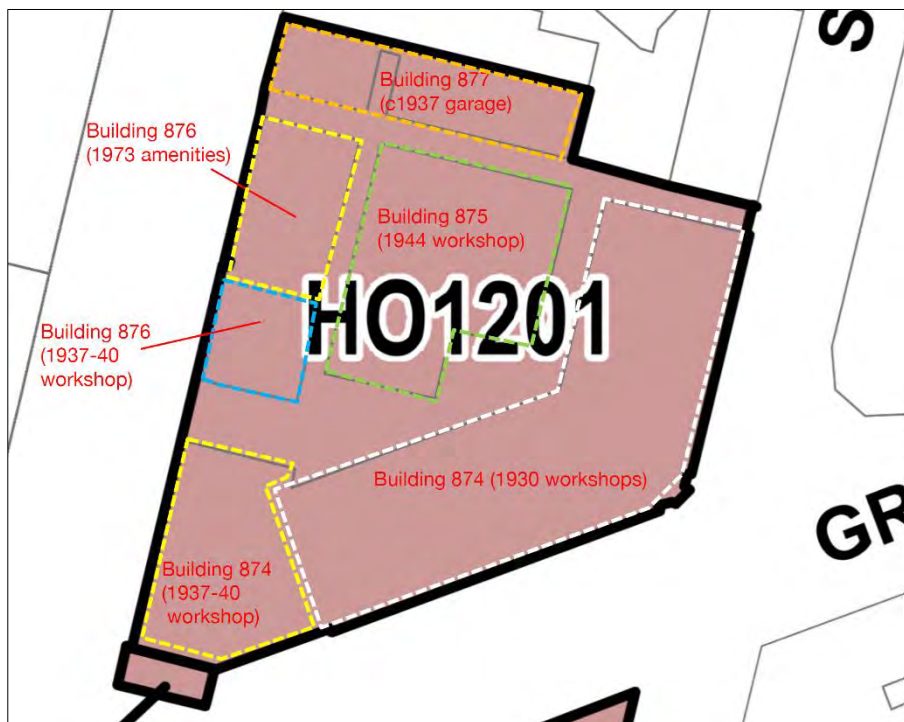
In response to a question from the Panel, the University confirmed that 45-99 Stuart Street was on a single property title<sup>3</sup>.

The University identified a typographical error in the Incorporated Document that referred to Clause 43.01-2 instead of 43.01-3. The latter Clause correctly refers to the role of incorporated plans as listed in the Heritage Overlay Schedule.

Mr Raworth, providing evidence for the University, supported heritage recognition of the site and considered the Heritage Overlay to be justified. However, he disagreed that the entire site should be categorised significant because this blanket approach fails to recognise the varying levels of significance and intactness of the buildings. He considered the Heritage Study does not adequately recognise that most of the buildings are of diminished intactness and integrity.

Mr Raworth acknowledged the recently introduced heritage policies in Clause 22.05, particularly around demolition. He explained that, given the nexus established between the degree of significance of a place and the extent of demolition to be considered under those policies, it is important that buildings of lower significance and intactness be recognised as such. He recommended that different buildings be categorised individually as contributory and non-contributory.

**Figure 4** Proposed Heritage Overlay and location of various University of Melbourne buildings



Source: Document 28

Referring to the above buildings, represented in Figure 4, Mr Raworth considered the following:

- Building 874 – Historically its role was ancillary to the function of the site and should be graded contributory.

<sup>3</sup> Document 65a

- Building 875 – Should be contributory however in its altered state it is more of a character building.
- Building 876 – Contributory, however it has been altered in terms of openings along its façade.
- Building 877 – Non-contributory as it is a façade only and there is a strong case for its exclusion.
- In his evidence Mr Raworth put forward alternative ways that the place could be recognised.

Mr Raworth considered that a precinct-based Heritage Overlay should apply to the site so that separately graded buildings could be listed in the inventory. He explained that this would be consistent with the approach taken by Council for other historical industrial sites with multiple buildings, including the former R Lohn & Co. Factory at 391-399 Macaulay Road, Kensington (HO251) where the more elaborately detailed main double-storey interwar Moderne style factory on the site is graded significant and the adjoining single-storey interwar factory with a simpler Moderne style façade is proposed to be graded contributory in the Heritage Inventory. Both buildings were listed in the Heritage Overlay Schedule with a single HO number. Other examples include the Little Pelham Precinct and the former Ramsay Surgical Precinct, and Scotch College, where in the latter example disparate buildings throughout the site share a group listing. Mr Raworth conceded that it is possible to see a group of buildings as a single entity, however the policy settings established by Council through Clause 22.05 demonstrate that there is a clear encouragement to manage heritage fabric by gradings.

Mr Raworth agreed that 49-99 Stuart Street is a place of local significance but disagreed with the Heritage Study that it is a collection of buildings that should be categorised as significant under the definitions of the Planning Scheme. He considered them to be a collection of minor buildings with importance in a group sense.

Mr Raworth agreed that further work would be required if it is to be a heritage precinct.

Regarding the Incorporated document, Mr Raworth considered a more detailed description of the buildings is necessary for the plan to be more useful.

Mr Raworth agreed with most of the permit exemptions proposed by the University except the fencing. He considered that small directional signage would be acceptable. He found non-domestic disabled access to be more challenging and usually this is something that the Council oversees to ensure that the design response is appropriate.

Melbourne Heritage Action (MHA) supported the Heritage Overlay for the site as an individual place. It considered the University's suggestion to apply it as a heritage precinct to be unjustified. MHA submitted that this approach should be used when a site is large and complex and has buildings that are significant, contributory and non-contributory.

MHA submitted that the site comprises two main buildings, built in the same decade, both typical if not outstanding 1930s industrial architecture, built as an important part of the growing telephone system, and greatly expanded as part of the lead up to World War 2 (WW2). It added:

- If the demolished section to the east including the façade of Building 877 is excluded, then the site is also largely externally intact, apart from the opening in Sturt Street.

- The original structure of the two main buildings, as well as most of the sawtooth roofed area of Building 875, are also intact; that is, they have not been reduced to façades.

MHA considered that any future works could be informed through a full Conservation Management Plan, as recommended by the Heritage Study. It submitted that a more accurate statement of significance could easily be prepared before the plan to note, for instance, that the 1973 Amenities building, and the reclad Building 875, are of lesser significance.

Mr Vines considered the site and its fabric demonstrates the important role the site played in telecommunications across Australia and its role in WW2 during the 1940s when the use was expanded and new buildings added to adapt the site to support military production, including the additional workshops encompassing the saw tooth roof. He considered the lightweight sawtooth roof on building 875 to be an important element, reflecting the site's period. Mr Vines was not convinced that the Building 857 workshops had been fully demolished, noting that the frame exists and has been reclad and relined.

Mr Vines stated that, while the site and its elements are not meant to be architecturally significant, it is a place of great historical significance. He was not opposed to a heritage precinct approach, however the approach that Mr Raworth suggested would end up with piecemeal changes and less control over height and setbacks.

Regarding the Incorporated Document, Mr Vines did not express concern regarding the additional exemptions proposed by the University.

Regarding the exemptions listed in the Incorporated Document, Council did not oppose the following additional exemptions:

- Minor works associated with non-domestic disabled access
- Directional signs
- Landscaping and public realm works
- Solar energy infrastructure attached to a building that primarily services the land on which it is situated if the infrastructure is not visible from a street (other than a lane) or public park.

Council confirmed that it proposed to include the Incorporated Document as a plan in accordance with Clause 43.01-3 of the Heritage Overlay. It agreed with the University that there is a typographic error in the Incorporated document that refers to this clause as 43.01-2 and it should be 43.01-3.

Regarding the University's submissions about the meaning of the 'significant heritage place' definition, Council submitted that it is clear from the definition that it is not necessary for a significant heritage place to be 'intact' as it is clearly contemplated that not all places will be. In addition, the use of 'and/or' makes this clearer noting that the inclusion of relevantly notable features is a disjunctive part of the definition from "*may be highly valued by the community*" and "*is typically externally intact*".

Council submitted that all parties accept that a place must also be of historic, aesthetic, scientific, social or spiritual significance to the municipality. It added that, while the interpretation of the definition is a matter of law, it is apparent when Mr Vines gave his evidence that he supported all buildings being categorised as significant even on the assumption that the current definition of significant heritage place is more stringent than the

previous definition set out in the Heritage Study. Council confirmed that the plain words of the recently introduced definition is consistent with Mr Vines’ assessment.

Council supported Mr Vines’ position that the whole site is worthy of protection. It maintained that the site is best recognised as an individual heritage place.

Council did not oppose a heritage precinct approach that is informed by a conservation management plan. However, it did not support the change through the Amendment because it considered such a change to be an inappropriate transformation from its exhibited form.

Council supported the Heritage Overlay being reduced to its post exhibition version which excludes the modern buildings to the north.

**Figure 5** Extent of the proposed Heritage Overlay (shown in green) at 45-99 Sturt Street



Extent of proposed Heritage Overlay shown in green – Source: Document 11

**(iii) Discussion**

The Panel recognises that there are various ways to applying the Heritage Overlay and policy in order to protect and manage heritage places. In weighing up the different options, the Panel has considered the history of the site, its use as a complex, that nature of buildings on the site and its title configuration.

The Panel notes that Mr Vines and Mr Raworth agree that it makes logical sense to manage the heritage fabric together, but have different views about the significance of buildings and to some degree how the heritage significance of the place should be recognised in the Planning Scheme.

The Panel has reviewed the HO1201 heritage citation and the history of the site and its uses. The site has developed over time and buildings have been added. This has been in the context

of the site operating as a whole complex; it has a history as a whole entity. The Panel agrees that the site in its entirety is of local significance and, as a complex, is significant. This does not mean that all of its parts are of equal heritage value or intactness.

This site has undergone various degrees of change throughout its history and the more contemporary changes are, in the most part, sympathetic to the original form of the buildings while clearly modern. Despite the intrusion of the 1973 amenities block on Sturt Street, one can still appreciate and interpret the Sturt Street elevation as a building complex constructed in late 1930s. The retention of the façade at the northern end, within its low and concealed modern addition to the rear does not compromise the overall integrity of the complex as a whole.

The Panel considers that, despite these modern changes, the place as a complex is significant and all of its elements, with the exception of the modern additions and 1970s amenity building, contribute to its significance. The site should be read and understood as one site.

The Panel is concerned that there is an issue with terminology and the language of heritage protection and management, which is somewhat clouding the issue – ‘Significant’ and ‘local significance’, ‘contributory’ and ‘contributes to’. This is demonstrated by the way the heritage experts at the Hearing considered their approach. While Mr Vines considers this is a significant site with contributory elements, while Mr Raworth prefers to deal with the site in terms of individual elements to be nominated as Contributory buildings (as defined under Clause 22.05).

On balance, the Panel considers that the most appropriate way to understand the site and apply a heritage control is to include the site as a complex, such as ‘Post Master General Complex’ and list it as Significant. The statement of significance and Incorporated Plan should identify and clearly define the elements of the site that contribute to significance of the complex and those elements that do not contribute to the significance of the complex, including the buildings in the complex itself. This should provide more context for assessing future permit applications.

The Panel is concerned that the University’s submission about the site’s proposed significant category is being driven by a response to permit policy in Clause 22.05, particularly in terms of demolition. The Panel considers that a more detailed statement of significance and Incorporated Document can facilitate a more nuanced and contextual application of Clause 22.05.

The Panel considers the following exemptions to be appropriate:

- a solar energy facility attached to a building that primarily services the land on which it is situated if the services are not visible from a street (other than a lane) or public park
- construct or display a directional sign or small building identification sign
- landscaping and public realm works and
- temporary a fence.

These planning permit exemptions would not compromise the fabric of the heritage buildings or the site.

**(iv) Conclusions and recommendations**

The Panel concludes:

- It is appropriate and justified to apply the Heritage Overlay (HO1201) to 49-99 Sturt Street as an individual place.
- The heritage fabric at 49-99 Sturt Street would be better managed through an improved statement of significance that clearly documents the contribution of all elements within the place.
- Additional planning permit exceptions in the Incorporated document are warranted and would not compromise the site's heritage fabric or setting.

The Panel recommends:

**Amend the heritage citation in the *Southbank and Fishermans Bend Heritage Review* for:**

- a) **HO1201 (49-99 Sturt Street) to clearly describe the site as a complex and the buildings within the complex, including their level of contribution to the complex.**

**Amend the *Former PMG garage, stores & workshops, part 45-99 Sturt Street Southbank (19 December 2017)* Incorporated Document to:**

- a) **change under purpose of the Incorporated Document the words "*The incorporated plan is prepared for the purposes of ~~Clause 43.01-2~~ Clause 43.01-3 of the Scheme to exempt certain development from the requirement for a permit under the provision of Clause 43.01 of the Scheme.*"**
- b) **include a list of elements that contribute to the complex:**
- **Building 874 (1930 & 1937-1940 workshops) – contributory element**
  - **Building 875 (Building workshop) – contributory element**
  - **Building 876 part (1937-1940 workshop, Sturt Street) – contributory element**
  - **Building 876 part (1973 amenities unit) – non-contributory element**
  - **Building 877 (1937 garage Façade) – contributory element**
  - **Building 877 (1937 garage modern addition) – non-contributory element**
- c) **add the following permit exemptions:**
- **a solar energy facility attached to a building that primarily services the land on which it is situated if the services are not visible from a street (other than a lane) or public park**
  - **construct or display a directional sign or small building identification sign**
  - **landscaping and public realm works and**
  - **a temporary fence.**

**Amend the Heritage Overlay Map for:**

- a) **HO1201 (45-99 Sturt Street) to delete the land and buildings to the north of Building 877 (1937 garage Façade and modern rear addition) and 874 (1930s workshop) as shown in Figure 5 of this report.**

## 6.6 35-41 City Road, Southbank (HO 1202)

### Exhibited statement of significance



#### What is significant?

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

Contributory elements include:

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

Added panel sign is removable and is not contributory.

#### How is it significant?

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

#### Why is it significant?

G.P. Motors, Pty Ltd. is significant historically as expressive of the continuing industrial expansion in the Southbank area into the Interwar period, with associated motor trade buildings nearby, such as Brooklands (since demolished) and the Melbourne Towing Service. It is a rare survivor of a representative of the motor trade, for which the Southbank area was once highly characteristic.

Aesthetically, it is a good example of the Moderne style as applied to retail imagery to promote a modern industry, motor car retailing and service.

**(i) The issue**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1202) to 35-41 City Road.

**(ii) Evidence and submissions**

Pro-invest Australian Hospitality Opportunity (ST) Pty Ltd (Pro-invest) submitted that the Heritage Overlay (HO1202) should only apply to the façade because this is the only part of the building which remains.

Pro-invest submitted that this approach is consistent with how the Heritage Overlay is applied to properties with only facades. This includes Heritage Overlay (HO366) for the James Moore's Timber Yards and Sawmills complex facade. Pro-invest added that reducing the Heritage Overlay area would:

- maintain the intent of overlay to protect the heritage fabric on site
- ensure that the contemporary development on site is not unreasonably burdened by heritage controls.

At the Hearing, Mr Vines considered that, despite the addition of the tower, the building demonstrated an attractive architectural treatment to the façade, built in the streamlined modern form and in some respects it still reflects the historical context of the place as an industrial/commercial building.

He conceded that the building was initially assessed in its original form (before the tower) and that the original use was now less understood and its new form impinges on the understanding of the significance of the place. He referred to the development as “*not a complete disaster*” and advised that if the Heritage Study was to be undertaken afresh at this point in time, this building may have been passed over.

Council addressed the issue generally by submitting:

The approach taken in this Amendment where appropriate is to include a limited extent of heritage fabric as the land to which the heritage overlay applies. This seeks to protect only so much material as is justified given the effect of past development in order to manage the heritage value of the identified material.

This approach is appropriate where demolition has occurred and there is a recognition that significant developments are likely on sites in this area. Conversely it would be inappropriate not to recognise the extent of heritage value which is represented by the area to which the heritage overlay is proposed to apply. Without this recognition, those parts of buildings which do represent the importance and history of larger buildings which were previously present on sites could be removed or remodelled without consideration of the heritage value which has led to the fabric being included in the heritage overlay. It follows that, it is appropriate that the Amendment includes recognition and protection in this way.

This approach is not to be mistaken for an endorsement of facadism but rather it is a response to an [sic] existing conditions the [sic] represents a proportionate approach to protection.

The policies approved in C258 more clearly discourage facadism than the previous policies applying to heritage in the Scheme. In the context of discussion of development outcomes within the CCZ the Council's submissions to that (C258) Panel clearly acknowledge that “there would continue to be more intense development in the CCZ and this may result in a different form.” The (C258) Panel noted that it agrees with the Council that “just because development will be at a greater intensity, it should not be permitted to compromise the heritage value attributed to a place.



Council supported the Heritage Overlay (HO1202) being applied to the façade only.

### (iii) Discussion

The Panel has considered the heritage significance of 35-41 City Road based on its circumstances at the time of the Hearing.

The building's original assessment considered it significant for its former use as a garage. The building was originally used as a garage and, in its three-dimensional form, this provided a context of its previous use.

The Panel notes that, since the Heritage Study was prepared, the entire original building has been demolished, with the exception of the façade, and a new tower has been constructed with its frontage flush with the remaining façade. While the original façade detailing remains, the sense of its original scale has been lost and the façade presents as an interesting moderne design detail competing with contemporary façade elements and a large tower flush above it. The Panel considers that the design outcome for this building has diminished the ability to appreciate what is significant about it: its historical context, its scale and its aesthetic architectural qualities.

**Figure 6** 35-41 City Road existing conditions



Source: The Panel, 30 July 2020

35-41 City Road is an example of the type of facadism that is discouraged in the policy in Clause 22.04.

One of the key considerations in considering whether to apply the Heritage Overlay is whether the place is sufficiently intact and has integrity. This situation is not one with a historical remnant ruin. It is also unlike the James Moore's Timber Yards and Sawmills complex street façade (HO366) because the Heritage Overlay already applies to that site and the new development has an upper level setback from the façade.

With 35-41 City Road, a new Heritage Overlay is proposed on a recently developed site which has retained the bare minimum of heritage fabric – a wall.

Having regard to the HO1202 statement of significance, the Heritage Overlay would have clearly been justified for the building in its original form because one could have appreciated

its original scale. The Panel agrees that what has been retained is an attractive and well-designed and composed façade, however changes to the site since the original assessment have undermined the integrity of the place to the extent that the Heritage Overlay is no longer appropriate or justified.

The Panel does not agree with Council that it can simply justify the Heritage Overlay on the surviving part of the building which has been substantially demolished part way through the amendment process without properly reassessing whether the heritage values are still evident to warrant the overlay. Having regard to Mr Vines' evidence, the Panel is not convinced that the site retains the same values that were originally identified.

The place should have been re-assessed based on the remaining fabric and new conditions following the new development. The Panel considers that the outcome of the development and the extent of retention of fabric does not make a case for applying the Heritage Overlay to 35-41 City Road as an individual place.

**(iv) Conclusion and recommendation**

The Panel concludes that it is not appropriate or justified to apply the Heritage Overlay (HO1202) to 35-41 City Road.

The Panel recommends:

**Delete the Heritage Overlay from 35-41 City Road (HO1202).**

## 6.7 63-65 City Road (HO1203)

### Exhibited statement of significance



#### What is significant?

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

Contributory elements include:

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

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

#### How is it significant?

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

#### Why is it significant?

Anderson's Printing and Publishing Co., Pty., Ltd. warehouse is significant historically as representative of the major industrial development that occurred along the south bank of the Yarra River from the Victorian-era through to the Interwar periods. Aesthetically, it is significant for the tall-arched fenestration of the façade that exhibits the interest in medieval architectural sources and Arts & Crafts detailing in the Edwardian-era warehouse design.

**(i) The issue**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1203) to 63 and 65 City Road, Southbank.

**(ii) Evidence and submissions**

Council submitted that it had approved the demolition of these buildings through Planning Permit TP-2015-1210 on 8 February 2017.

Collins McPherson Australia Pty Ltd submitted that, while it did not challenge the heritage attributes of the site, full demolition of the existing building was imminent and expected to be completed within a few weeks after the Hearing. It explained that there were no interim heritage controls in place to prevent the demolition and a planning permit is now being enacted upon. It submitted that there is no justification to apply the Heritage Overlay following an approved planning permit to demolish the two heritage buildings to make way for a major development.

At the Hearing, Collins McPherson Australia advised that preparatory works had begun to demolish 63-65 City Road.

Council submitted that this a *“moving feast”* and that, while recognisable fabric remains, the Heritage Overlay should continue to be applied as a basis for the remaining material to be protected.

On 14 August 2020, Collins McPherson Australia informed all parties that demolition was scheduled between 21 to 31 August 2020, subject to COVID-19 associated restrictions.

**(iii) Discussion**

During the Panel’s second site inspection after the Hearing (30 July 2020), the entire facade was encased in scaffolding.

The Panel notes that there is not an interim control in place and that the planning permit issued for this site approved and anticipated demolition of the building. On balance, the Panel considers that there is a very high probability that the building will be demolished in the short term.

**(iv) Conclusion and recommendation**

The Panel concludes that it is not appropriate and justified to apply the Heritage Overlay (HO1203) to 63 and 65 City Road, Southbank.

The Panel recommends:

**Delete the Heritage Overlay from 63-65 City Road (HO1203).**

## 6.8 67-69 City Road, Southbank (HO1219)

### Exhibited statement of significance



#### What is significant?

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

Contributory elements include:

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

#### How is it significant?

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

#### Why is it significant?

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

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

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

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

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

**(i) The issue**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1219) to 67-69 City Road, Southbank.

**(ii) Evidence and submissions**

Collins McPherson Australia Pty Ltd submitted that the Heritage Overlay (HO1219) should not apply to 67-69 City Road as an individual place. It explained that Council issued Planning Permit TP-2015-1210 on 8 February 2017 which enabled the building to be demolished (along with the neighbouring building at 63-65 City Road).

At the Hearing, Collins McPherson Australia Pty Ltd advised that 67-69 City Road had been demolished to facilitate the development permitted by the planning permit. It considered the Heritage Overlay to be unjustified because the heritage fabric the overlay seeks to protect no longer exists.

Council did not oppose this submission.

**(iii) Discussion**

The purpose of the Heritage Overlay is to identify and protect heritage values of the place. As the heritage values of the site are demonstrated in the fabric, and this fabric no longer exists, the Panel considers that the individual Heritage Overlay is no longer justified. Given no heritage fabric remains on site because of the demolition of the building, the Heritage Overlay should not be applied to 67-69 City Road.

**(iv) Conclusion and recommendation**

The Panel concludes that it is not appropriate or justified to apply the Heritage Overlay (HO1219) to 67-69 City Road, Southbank.

The Panel recommends:

**Delete the Heritage Overlay from 67-69 City Road (HO1219).**

## 6.9 71-75 City Road, Southbank (HO1220)

### Exhibited statement of significance



#### What is significant?

Maurice Artaud and Co 71-75 City Road Southbank

Contributory elements include:

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

#### How is it significant?

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

#### Why is it significant?

Maurice Artaud and Co, is significant historically as a representative example of the factory and warehouse buildings that were characteristic of the Southbank area in the late nineteenth and early twentieth century. Artaud was an importer of fancy goods and hat manufacturer, and one of a number of clothing businesses that concentrated in Flinders Lane and inner suburbs of Melbourne as an important part of the city's business prosperity. As such it represents an important phase in the history of Melbourne and Southbank.

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

**(i) The issue**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1220) on the remaining part of the building at 71-75 City Road, Southbank.

**(ii) Evidence and submissions**

Central Equity objected to the Heritage Overlay (HO1220) being applied to the entire property. It advised that the Minister for Planning had issued Planning Permit 201535466 on 12 March 2017 and endorsed plans, which allowed for the demolition of a substantial part of the rear of the building. It submitted that the Heritage Overlay should only apply to the facade proposed to be retained.

In its Future Melbourne Committee report, Council considered the Amendment did not impact on the permit which allows for the partial demolition of 71-75 City Road. It considered that heritage protection for this site is being pursued through the Amendment in case the permit is not acted upon. If the permit is acted on, the Heritage Overlay can be amended by changing the Amendment after Hearing or through a future Planning Scheme amendment.

At the Hearing, Mr Vines acknowledged that the rear portion of the building had been demolished in early 2020. He considered the Heritage Overlay should be reduced to include only the surviving walls and sufficient curtilage to ensure their integrity. This would entail the City Road façade, a section of wall about 13 metres long on the east side, and a section about 5 metres on the west side, along with a curtilage of about 3 to 5 metres to ensure structural integrity can be maintained.

**(iii) Discussion**

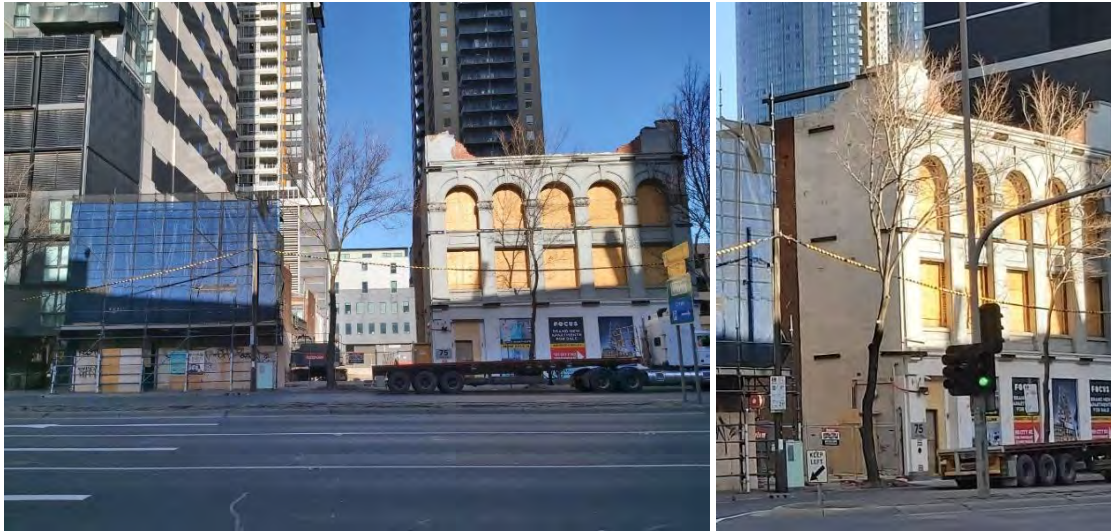
The Panel has included recent photographs in this report (Figure 7) which show existing conditions. As advised at the Hearing, the Panel subsequently inspected the property to understand the condition of the building at the time of the Panel's consideration of the matter.

During its inspections the Panel noted the rear portion of the building has been demolished, and the remaining building's parapet and windows have been removed). The façade and a depth of approximately 13 metres on the east side and 5 metres on the west side of the building remain.

The Panel notes that the property is in the process of being redeveloped. It acknowledges the proposed restoration of the façade (including the window detailing and parapet) and the retention of a substantial portion of the existing building form, as evidenced by the retained building. The remaining parts of the original building can be understood in terms of the façade detail, height and architectural style as assessed by the statement of significance in the Heritage Study.



Figure 7 71-75 City Road existing conditions



Source: The Panel, 30 July 2020

The Panel considers that the remaining part of the building is of aesthetic and historical significance and the Heritage Overlay should be applied.

**(iv) Conclusion and recommendation**

The Panel concludes that it is appropriate and justified to apply the Heritage Overlay (HO1220) on the remaining part of the building at 71-75 City Road, Southbank.

The Panel recommends:

**Amend the Heritage Overlay Map for HO1220 (71-75 City Road) to apply 13 metres from the front of the building.**

## 6.10 93-103 Clarendon Street, Southbank (HO1222)

### Exhibited statement of significance



#### What is significant?

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

Contributory elements include:

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

#### How is it significant?

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

#### Why is it significant?

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

**(i) The issue**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1222) to 93-103 Clarendon Street, Southbank.

**(ii) Evidence and submissions**

Crown Resorts objected to the Heritage Overlay being applied to their property at 93-103 Clarendon Street.

Crown Resorts called structural engineering evidence from Mr Gardiner of WSP. Mr Gardiner summarised the condition of the building and work that had been undertaken to the building to make it safe. The summary was divided into three categories.

Category 1: The original structure is in adequate condition. The structure is likely to remain adequate for the medium to long term provided general levels of maintenance and inspections are completed:

- Main warehouse sawtooth timber roof trusses and
- Haig Lane two story masonry façade.

Category 2: The original structure is in poor condition, and works are required in the medium to long term to address the integrity of the structure. The proposed works may be achieved without significant intrusion to the building:

- Western store sawtooth timber roof trusses
- Southern store sawtooth timber roof trusses
- Clarendon Street masonry façade
- Majority of Haig Lane masonry façade
- Eastern level 2, external storage yard masonry façade.

Category 3: The original structure is in poor condition, and significant works are required in the short to medium term to address the integrity of the structure. The works are likely to have aesthetic implications, and in some cases retention of the structure is impractical:

- Haig Street masonry façade. Large portions of the wall are required to be demolished and rebuilt, partially with new bricks, to maintain its long-term integrity.
- Haig Lane masonry façade at the corner of Clarendon Street. This façade is significantly damaged, and beyond repair without partial demolition and rebuilding.
- Internal timber column in the southern store. The timber column is significantly damaged and requires repair or replacement in the short term. It is likely that the building's foundations will continue to settle indefinitely, and therefore further movement of the building façade is also likely.

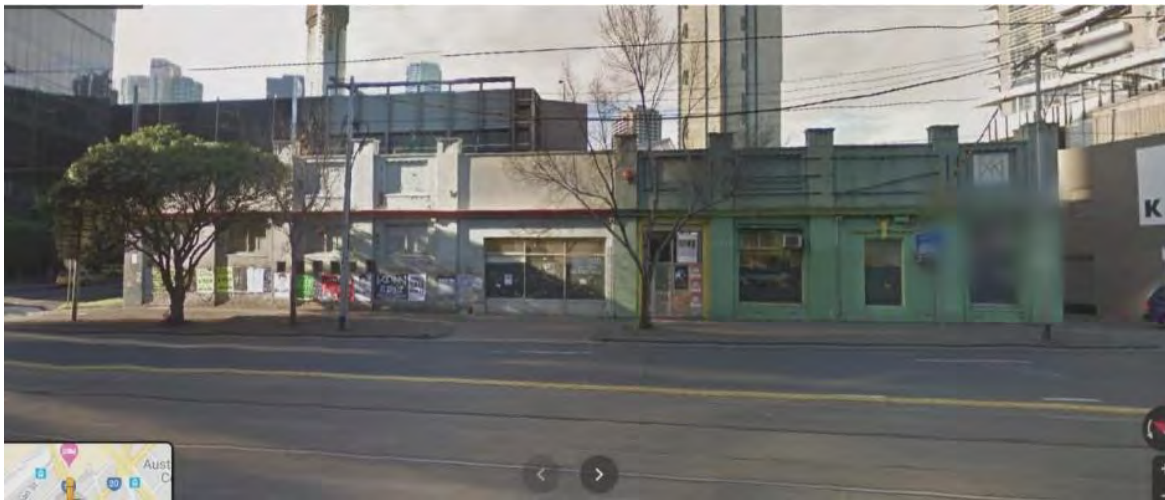
During his evidence it was confirmed that most of the frontage along Clarendon Street is constructed in cladding and the original wall is no longer extant. During cross examination, Mr Gardiner confirmed that the building could be reconstructed and restored.

Mr Lovell confirmed that about two thirds of the Clarendon Street frontage has been demolished and he considered that the building was far from intact and has been significantly altered. The principle façade is a fragment of the original building, the entire east side had been lost and the Haig Street side wall is a later addition. He considered that it is a shell, an industrial structure with a sawtooth roof and incomplete façade. Mr Lovell did not consider that sawtooth roofs were endangered in Melbourne.

Mr Lovell agreed that condition is not an issue for considering whether the place is significant however, he did not consider that the building had sufficient fabric to warrant protection through the Heritage Overlay.

MHA agreed with Mr Lovell's assessment in terms of the intactness of the building. It submitted that the significance of the place is not high; it is the least architecturally pretentious of all the places within the proposed precinct HO1214, but if it were intact, its significance as one of the relatively few surviving industrial places in the area would be sufficient to justify a grading as contributory within a precinct. MHA did not consider whether the place justifies the Heritage Overlay being applied as an individual place.

**Figure 8** Clarendon Street frontage in 2014



Source: Melbourne Heritage Action submission (Document 37)

**Figure 9** Current frontage of 93-103 Clarendon Street view of north west of site



Source: Mr Lovell's Evidence (Document 22)

Figure 10 Current frontage of 93-103 Clarendon Street view of south west of site



Source: Mr Lovells Evidence (Document 22)

Mr Vines stated:

- the building is an increasingly rare type of building
- the building is the only one which retains its manufacturing area
- the sawtooth roof is evidence of its industrial use
- sawtooth roofs have become increasingly redundant since the 1950s and are becoming critically endangered.

Mr Vines assumed that the original building was behind the façade cladding. Mr Gardiner however confirmed that a substantial extent of the wall along Clarendon Street had been demolished.

Mr Vines considered that the starting point is that the place is identified. While fabric is still there, the issue about condition is not a matter of that determines whether something is significant, but it is an engineering issue. He maintained that if most of the building is still there and the fabric demonstrates its significance, then the Heritage Overlay is justified. Mr Vines considered that because of the loss of industrial places within Southbank, places are elevated because of their rarity. He confirmed however, that he had not assessed the place under criterion B, rarity, because it did not meet that criterion.

### **(iii) Discussion**

The Panel notes that the building is identified as historically significant as one of few remaining relatively intact engineering works in the Southbank area, representing what was once the characteristic building form and use. The Panel agrees with the historical basis of the statement of significance, having regard to the strong historical theme of industry within the Southbank.

The Panel has considered that the assessment of significance, intactness and integrity needs to be made on existing conditions and not the potential for restoration and rebuilding.

The Panel has considered the definition of significance in the Melbourne Planning Scheme:

A significant heritage place is individually important at state or local level, and a heritage place in its own right. It is historic, aesthetic, scientific, social or spiritual significance to the municipality. A significant heritage may be highly valued by the community; is

typically externally intact; and/or has notable features associated with the place type, use, period, method of construction, siting or setting. When located in a heritage precinct a significant heritage place can make an important contribution to the precinct.

The Panel notes that the building has been substantially modified, especially with regard to the cladding along its frontage. While it retains some notable features, including the sawtooth roof, these present as remnants of a once intact building that has been compromised. It may have contributed to a precinct but does not achieve the justification for as individually significant.

**(iv) Conclusion and recommendation**

The Panel concludes that it is not appropriate or justified to apply the Heritage Overlay (HO1222) to 93-103 Clarendon Street, Southbank.

The Panel recommends:

**Delete the Heritage Overlay from 93-103 Clarendon Street (HO1222).**

## 6.11 Vault sculpture, corner Grant and Dodds Streets, Southbank (HO1225)

### Exhibited 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.

**(i) The issues**

The issues are:

- whether the modern buildings around Vault should be assessed now and form part of a complex
- whether the statement of significance should be expanded to include more information about the sculptor and their association with Vault as an important historical figure in Melbourne.

**(ii) Evidence and submissions**

Mr Storey supported the Heritage Overlay (HO1225) being applied to the sculpture Vault. He submitted that, in the future, it could be included within a complex that would include the Malthouse (which is included in this amendment) and the award winning ACCA building as a notable cultural building and the City Link exhaust tower.

The National Trust supported the inclusion of Vault within the Heritage Overlay. While the National Trust Public Art Committee, formed in 2002 is yet to undertake a cultural heritage assessment of the Vault sculpture, it is currently included on a 'watch-list' of significant public works. As such, the National Trust supported Council's initiative for identifying the artwork and for progressing statutory controls.

The submission requested that more information be provided in the heritage citation on the history of the sculptor Ron Robertson-Swann and the manufacture of the work.

Mr Vines considered that the history of the sculptor is well known and documented elsewhere, but the role of the statement of significance in communicating this aspect of the place's significance can be valuable. He considered that it is appropriate to amend the statement of significance to include a brief history of the sculptor, and to include its significance in association with Robertson-Swann as an important historical figure (Criterion H).

**(iii) Discussion**

The Panel notes the support for applying the Heritage Overlay to the Vault sculpture.

The Panel is unable to consider additional properties beyond the scope of the Amendment such as the ACCA building or the City Link exhaust towners. It notes that the Heritage Study includes these buildings in a list of further work to be undertaken at a future time. The Panel considers that these modern buildings should be assessed in the future to determine their cultural heritage significance.

Regarding the statement of significance, the Panel supports the inclusion of additional information in the statement of significance for Vault to further understand the background of the artist and the artist's association with the sculpture under criterion H. Although the Panel has not been provided with wording associated with criterion H, it accepts that there is a prima facie case to apply criterion H in this case.

**(iv) Conclusion and recommendation**

The Panel concludes that the HO1225 statement of significance should be amended to include further information about the artist and association with Vault.



The Panel recommends:

**Amend the heritage citation in the *Southbank and Fishermans Bend Heritage Review* for:**

- a) HO1225 (Vault sculpture, corner Grant and Dodds Streets) to provide additional information about the sculptor and Vault's significance in association with Robertson-Swann as an important historical figure (Criterion H).**

## 6.12 63 Kings Way, Southbank (HO1226)

### Exhibited statement of significance



#### What is significant?

Austral Otis engineering works 127-129 Kavanagh Street, Southbank.

Contributory elements include:

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

#### How is it significant?

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

#### Why is it significant?

Austral Otis is of historical and aesthetic significance as a distinctive and long lived engineering firm which pioneered the development of steam and electric power installations in Melbourne, and was a major contributor to the development of fast electric passenger lifts which facilitated the design and construction of multi-story office buildings in the late nineteenth century. As such it contributed to the Melbourne building boom and economic development in the state.

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

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

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

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

**(i) The issues**

The issues are:

- whether it is appropriate and justified to apply the Heritage Overlay (HO1226) to 127-129 Kavanagh Street/63 Kings Way
- whether the Heritage Overlay should apply to the entire property.

This place is referred to as 63 Kings Way in the Heritage Overlay Schedule and 127-129 Kavanagh Street in the HO1226 statement of significance.

**(ii) Evidence and submissions**

Run All International Pty Ltd and Hengmao Australia (Run All International) opposed the Heritage Overlay being applied to 63 Kings Way because it considered it to be too restrictive, given the development potential of this urban renewal area.

Run All International explained that Planning permit 2010/024795 applies to its property which initially involved demolishing the whole building. It had made an application to amend the permit under section 72 of the Act which seeks to improve the presentation of the built form of the proposed development and better respond to the historic and contemporary characteristics of the area by retaining and incorporating the façade of the existing building. It considered the precinct Heritage Overlay (HO1214) to be sufficient and the individual Heritage Overlay to be unjustified.

Run All International stated that the existing building is in significant disrepair and unstable internally. It did not challenge the statement of significance or the basis of its assessment.

Mr Vines explained that 63 Kings Way is the former Austral Otis engineering works. He referred to the Heritage Study which considers the building to be 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- nineteenth century. He considered that the building strongly reflects its purpose in the surviving fabric as it maintains both the elaborate Italianate architectural façade and utilitarian manufacturing space. This is an extremely rare combination as the vast majority of the industrial and engineering built structures in Southbank (and elsewhere in Victoria) have been demolished, with this process having accelerated dramatically in Southbank in the last 15 years. He maintained that the site is of individual local significance, potentially meeting the threshold of state significance, and potentially meets the threshold for State significance. Mr Vines considered that the condition of the building can be addressed by proper maintenance and repair and the presence of asbestos, which was also of concern to the submitter, does not preclude conservation of the building and would require similar mitigation whether the building was retained or demolished.

Council advised the Panel that an amended permit has been granted for this site which is understood to include the façade of the existing building. They continued to support the individual Heritage Overlay for this site.

**(iii) Discussion**

The Panel was not provided with any detailed information about the condition of the building and this appears to be a highly intact site that demonstrates the historic and aesthetic criteria set out in the statement of significance and is significant in its three-dimensional form.

The purpose of the Amendment is to consider the merits of the place and whether it is important enough to warrant inclusion in the Heritage Overlay as an individual place based fabric and an assessment of the place's cultural heritage significance.

Despite the approved permit which would facilitate partial demolition, the Panel considers that it is best practice to apply the Heritage Overlay to the entire former Austral Otis engineering works site under an individual Heritage Overlay.

**(iv) Conclusions**

The Panel concludes:

- It is appropriate and justified to apply the Heritage Overlay (HO1226) to 127-129 Kavanagh Street/63 Kings Way.
- The Heritage Overlay should apply to the entire property.

## 6.13 1-7 Queens Bridge Street, Southbank (HO1228)

### Exhibited 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.

**(i) The issue**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1228) to 1-7 Queens Bridge Street.

**(ii) Evidence and submissions**

Crown Resorts relied on flooding, planning and heritage evidence and submitted:

- flooding impacts the hotel building and surrounding area
- flood mitigation work cannot be properly undertaken without substantially impacting on the hotel building, or while the building exists
- the existing building creates significant impediments to properly addressing the flooding problem
- the strategic intent of Southbank and, in particular, the area in and around the hotel, which anticipates substantial change that is inconsistent with the heritage values identified within the heritage study
- the Strategic Assessment Guidelines should consider not just the heritage aspects of the amendment but the other planning strategies which apply to the Southbank area
- the comparatively low-level heritage significance of the hotel compared with the strong degree of strategic direction for urban renewal and substantial change in this area.

Mr McGowan of Water Technology provided evidence that the building is currently subject to flooding from storm tides in the Yarra River, increased levels from a combination of storm tides and Yarra River flood flows and stormwater generated by rainfall over the local catchment. Flooding already impacts the public realm outside the site, as well as the building's basement and it is expected that over time floods will become more frequent and intense, with higher flood levels. He identified the predicted flood levels on the building's western elevation (see Figure 11).

**Figure 11** Flood levels shown on the western elevation of Queens Street Hotel

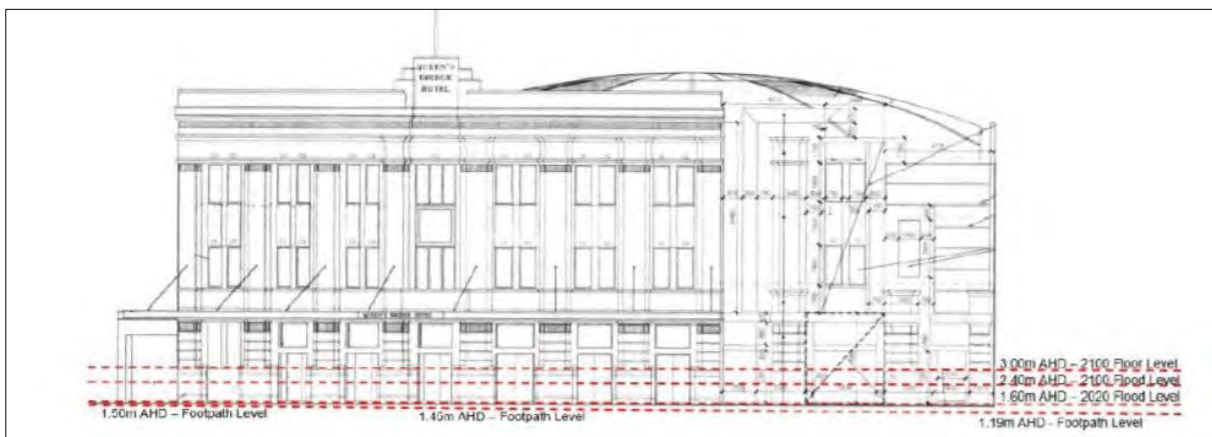


Figure (Source: McGowan evidence)

Mr McGowan referred to Crown's One Queensbridge development which was proposed for the site that included the demolition of the Hotel building and replacement with a new development. He considered this development would help to:

- alleviate the more frequent 'nuisance' flooding of Queens Bridge Street

- improve the safety of pedestrian access along the footpath under current climate conditions.

Mr McGurn provided planning evidence in the context of considering the implications of the application of the Heritage Overlay on the strategic planning objectives for the Crown Resorts' sites (1-7 Queen Street and 93-103 Clarendon Street) and the immediate adjacent areas, having regard to the State and Local Planning Policy and strategic documents, including the Capital City Zone, Design and Development Schedule 10, identification of Southbank as an urban renewal area in Clause 21.13, Southbank Structure Plan 2010 and Plan Melbourne.

Mr McGurn considered that this opportunity was previously recognised by Amendment C310 to the Melbourne Planning Scheme (2 March 2017) which approved redevelopment of the site by through an Incorporated Document at Clauses 81.01 and 52.03. The Incorporated Document, *'One Queensbridge, 1-29 Queens Bridge Street, Southbank (Crown's Queensbridge Hotel Tower), February 2017'* enabled:

- demolition of the existing buildings
- a 90 storey building comprising a fourth Crown Hotel (388 rooms), 708 dwellings, sky bar, viewing tower, destination restaurant, food and beverage offer and additional retail and office space
- elevated pedestrian connection over Queens Bridge Street to the Crown Complex
- extensive public works adjoining Queens Bridge Street, including a square and pedestrian laneway connection.

Mr McGurn explained that the Minister for Planning refused an application to extend the time for commencement in the Incorporated Document. The Document expired on 2 March 2019.

Mr McGurn considered that the Heritage Overlay proposed for the hotel site (and 93-103 Clarendon Street):

- would serve to potentially undermine legitimate development opportunities in a major, and well established urban renewal precinct
- could potentially frustrate the achievement of positive design and architectural outcomes such as provision of active frontages at the ground floor level, creation of contemporary building podiums and the opportunities for improvements to the public realm (particularly in the case of the Queens Bridge Street land)
- cannot be adequately justified with respect to the Strategic Assessment Guidelines for Planning Scheme Amendments.

Mr McGurn highlighted the positive impacts a new development would have, excluding the existing hotel building; including improved access, flood mitigation, urban design and land use mix. He considered there needs to be a rigorous justification of heritage controls, bearing in mind the weight of other significant existing policy designations and achieving balanced planning outcomes.

On its historical significance, Mr Lovell, was critical of the basis of the assessment of historical significance in the Heritage Study. He considered that, while the hotel serviced travellers and workers in the Southbank area is possibly correct, it is not substantiated by any detail and the same statement, as relevant to other locations, could be made about virtually every hotel in Melbourne and beyond. Mr Lovell considered:

To further state that 'As a 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', is to make a claim which in the absence of a detailed history, examination or hotel registers and the like presents as supposition.

Mr Lovell was of the view that there is very limited knowledge of the patronage of the place and it is inappropriate to surmise that historical value is related to specific associations in the manner proposed, although he did confirm that travellers were patrons. He considered that the hotel's history "*is common to all such places and does not elevate the place amongst others*".

On the matter of aesthetic significance, Mr Lovell noted this is associated with the facade design, comprising a stripped Classical style with neo-Egyptian motifs and the prominent siting which gives the building landmark status and it is one of a number of hotels in the stripped classical revival style, located in metropolitan Melbourne and elsewhere throughout Victoria. Mr Lovell explained that:

this style of hotel was a preferred style in the 1920s and also prominent in hotels owned by Carlton and United Breweries. New and reworked hotels of this period typically comprised two to three storeys, rectilinear forms, painted facades often with tiles to the ground floor, a balcony or loggia at first floor level and a parapet with a low-stylised pediment often decorated with detailing of Greek, Roman or classical origin. Cantilevered verandahs or canopies were also a mark of the inter war period and were on occasions applied to new and nineteenth century hotels. Within the hotel typology, as noted in the citation, it is used in the Greyhound Hotel in Richmond and also in the Tankerville Arms Hotel in Fitzroy. It is also evident to a greater or lesser degree in other hotels within Melbourne and the surrounding inner suburbs, ... recognising that some are makeovers of earlier hotel buildings.

Mr Lovell cited numerous hotels as comparisons, including Hotel Spencer 475 Spencer Street, West Melbourne (HO781), Carlton Hotel 193-199 Bourke Street, Melbourne (HO1001) and Batman's Hill Hotel 66 -70 Spencer Street, Melbourne (HO501 precinct).

Regarding its landmark position, and contribution to the aesthetic value of the place, Mr Lovell considered that many hotels are identified for their location and although it has a presence, it was not designed as a landmark building.

Mr Lovell's written evidence:

As noted, the existing building remained largely intact as originally constructed until the 1990s when it was substantially gutted, the rear wing demolished and a new precast concrete panel enclosed space created, with a saucer domed roof. The works appear to have include the incorporation of the adjacent site on Queens Bridge Street into the reworked premises. As compared to its state in 1996- 97 the surviving original fabric is now in large part limited to the external walls to Queens Bridge Street and a short length of the east side return wall. Part of the roof may also be intact.

At the Hearing Mr Lovell considered that the building has been substantially demolished and "*just the façade*" had survived. In this context he considered at best the façade should be included only because everything behind it is modern. He considered that there is no community concern about the loss of these hotels, it is not a hotel of local patronage, no strong community sentiment as the 'corner pub'. He considered that the hotel does not reach threshold for individual significance.

Crown Resort submitted that the casino is a catalyst of enormous economic activity for Victoria. He submitted that when considering the Strategic Assessment Guidelines, heritage is not the only issue that needs to be considered, but the strategic context of the Amendment in a broader context, including policy encouraging significant and intensive development



within the Southbank area, in particular the area around Crown. If there is clear conflict between controls and policy, as outlined in Mr McGurn's evidence, the Panel must balance these issues now and not at the planning permit stage.

Crown Resorts set out the issue in a 'Matrix of Significance', with a low or medium heritage value but a high social and economic policy for development. It submitted that, where there is low significance and little merit to include the place, it is counterproductive to apply the Heritage Overlay and other factors that make the site strategically important should "*knock it out*".

MHA submitted that the hotel building is a typical, externally intact, interwar pub, of the kind that the community expects would be protected by heritage controls, and so should retain an Individual grading.

In his evidence, Mr Vines found that Southbank did not have many hotels. He considered the hotel building to be reasonably intact and maintained, and significant. He explained that the hotel was initially positioned in a landmark position as it was located on the second crossing of the Yarra River on a prominent corner, as well as the primary access into the neighbourhood and it still retains its landmark position. At the Hearing, Mr Vines conceded that he was not claiming that the building is of outstanding architectural style but has a representative style, comparable with the Greyhound Hotel in Richmond.

Council submitted that there has been a hotel on the site since the 1880s, though it was reconstructed in the mid-1920s.

Council did not dispute the flooding issues pertaining to the site and its surrounds. It expected that mitigation works will be undertaken in the public realm over time. Future development, and how it relates to flooding, is speculative at this point in time. Council maintained that the building has landmark status with views to the site across the Yarra River, part of which makes this building important. Council submitted that Mr McGurn's evidence regarding the intersection of policy for development and heritage should be considered at the planning permit stage. It warned about making judgements on submissions about development aspirations without approved plans.

Council rejected the methodology matrix put forward by Crown Resorts. It explained that this approach had not been tested by experts and it was too simplistic to analyse the issues in this manner.

### **(iii) Discussion**

The Panel agrees with Crown Resorts that:

- there needs to be an assessment during the planning scheme amendment stage on how the controls and policy settings in the Planning Scheme might work together to achieve strategic outcomes
- the Strategic Assessment Guidelines call for the entire strategic context of the amendment to be considered, not just the heritage-associated strategic aspects of the Amendment.

However, as discussed earlier in this report, the Panel considers that the matter of heritage does not undermine the overall intent of urban renewal and the expectation of significant redevelopment in this part of Melbourne. As evidenced by local policy at Clause 22.04 (Heritage Places within the Capital City Zone), there is a clear expectation that heritage is part

of the mix of matters that do need to be considered and a combination of intensive development and heritage protection and management is expected. The union of both strategic objectives is evidenced in Melbourne's central city area, including parts of Southbank.

It appears that Council has tried to achieve balance through local policy in Clause 22.04, as updated through Amendment C258. It anticipates managing heritage values in a more intensive development context. There are many examples throughout the central city area where development has been able to occur while managing heritage values. In Southbank, this has been somewhat less successful, with a focus on facadism as the design response. Panel considers that Council has gone into the Amendment 'with its eyes wide open' and, as demonstrated by Clause 22.04, expects to manage both issues.

The issue of flooding is a significant one for this site, and in this part of Melbourne, and the Panel notes the design scenarios that show how this issue may be resolved through the One Queensbridge proposal, that has now expired. That said, the issue of flooding is not new in this part of Melbourne. The Panel was not persuaded by evidence presented at the Hearing that it is impossible to resolve flooding issues while retaining the existing building. The Panel considers this remains a matter that needs to be resolved between Council and affected landowners.

That said, the threshold for applying the Heritage Overlay to an individual place is considerably high so careful consideration is needed.

### **Criterion A**

Regarding criterion A '*Importance to the course or pattern of our cultural or natural history (historical significance)*', the Panel notes Mr Lovell's critique of the assertion that workers attended the Queens Bridge Hotel and that this was not supported by evidence. The Panel notes that both Mr Lovell and Mr Vines agree that the Hotel served travellers. Having considered the statement of significance and the evidence, the Panel considers that the Queens Bridge Hotel satisfies criterion A (historical significance) at the local level. The Panel accepts that every hotel has a history and that historical facts are not a reason that a place has historical significance.

The key issue for determining whether to apply the Heritage Overlay, and consideration of criterion A is, what is this place telling us about the history of Southbank and how it developed? The Panel accepts the analysis in the Heritage Study that the location of the Hotel at the edge of Southbank next to the river and entry point into this part of Melbourne was an important feature of the site, as was its role in serving travellers, which is directly connected to its location. This demonstrates the history and pattern of development of Southbank, as enunciated in the statement of significance. The Panel agrees with Mr Lovell that it appears that the Hotel's role in serving workers has not been substantiated in detail by use of historical documentation, however the Panel considers that, given the location of the Hotel in the context of the industrial and commercial areas of Southbank, that could be a well-founded assertion at the very least. Irrespective, the Panel does not consider that the significance of the Place turns on the issue of whether or not workers were the clientele of the Hotel. Based on the heritage citation, its location at the entry point into Southbank and at the river's edge, near a key crossing and its role servicing travellers demonstrate the development of Southbank and meets the threshold of historical significance.

## **Criterion E**

Regarding criterion E (aesthetic significance), the Panel considers that the Hotel demonstrates the contributory elements identified in the statement of significance and, when compared with other examples, particularly within the City of Melbourne that are included in a Heritage Overlay (in particular Hotel Spencer 475 Spencer Street, West Melbourne (HO781), Carlton Hotel 193-199 Bourke Street, , Melbourne (HO1001), the Queens Bridge Hotel is at least an equal, if not better example.

The Panel has considered Mr Lovell's opinion, during questions at the Hearing, that the building's design on the splayed corner does not contribute to the landmark quality of the site and agrees that the Hotel's 'landmark' presence has been compromised by taller buildings surrounding it and the presence of the bridge blocking the longer view to the site from the north. However, the Panel notes that the composition of the building's frontage is wide and, on the splayed corner, presents almost as a 'double fronted' façade, which is unlike other examples provided (which are corner or single fronted sites). The Panel agrees with Mr Vines that the design on the splayed corner makes an important an aesthetic contribution and at the very least is prominent.

The Panel considers that the Hotel has a moderate to high degree of integrity in its upper floors fronting Queens Bridge Street. Much of the ground floor façade retains a fair to good degree of integrity, and while it is noted that there is some boarding up of entrances, this does not diminish or undermine the understanding of the site.

### **(iv) Conclusions**

The Panel concludes:

- The degree to which heritage, development and flooding issues can be resolved is through the planning permit process.
- It is appropriate and justified to apply the Heritage Overlay (HO1228) to 1-7 Queens Bridge Street.

## 6.14 107-127 (part) Queens Bridge Street, Southbank (HO1229)

### Exhibited 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.

**(i) The issues**

The issues are:

- whether it is appropriate and justified to apply the Heritage Overlay (HO1229) to 107-127 (Part) Queens Bridge Street, Southbank
- whether the exhibited heritage citation accurately describes the changes to the building
- whether the Heritage Overlay should apply to the entire property.

**(ii) Evidence and submissions**

Council confirmed that the actual address is 107-125 Queens Bridge and not 107-127 Queens Bridge.

Sheng Le supported the fabric being retained on the site and did not dispute its heritage value. It objected to the extent of the Heritage Overlay.

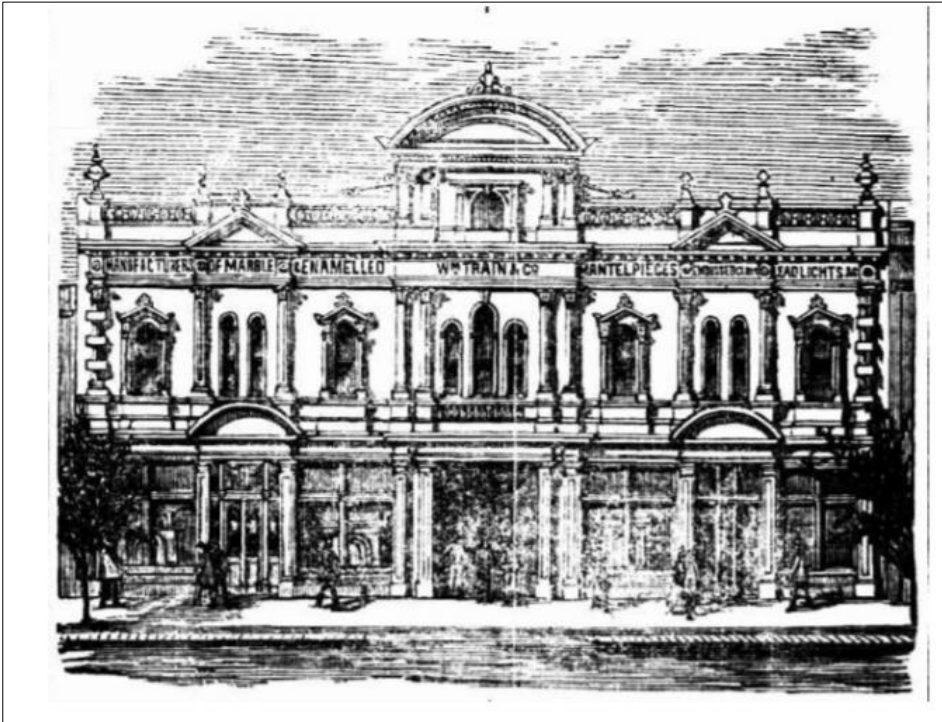
Sheng Le advised that the Tea House site and the Brewery were subject to an approved Incorporated Document, which went through a lengthy consideration and approval by the Minister for Planning. The extent of works includes partial demolition of the tea house (including the rear portion, and top two floors) leaving the 3-storey building comprising the front 6 metres of the building and a tower development to the rear. The Incorporated Document affords the subject land a site-specific exemption from various provisions of the Planning Scheme, including the Heritage Overlay Clause 43.01, and allows for:

Demolition of 87-105 Queens Bridge Street, partial demolition of 107-127 Queens Bridge Street and construction of a multi-level building comprising dwellings, residential hotel, office and retail premises (other than Adult sex bookshop, Department store, Hotel, and Tavern) subject to the conditions of this Incorporated Document and in accordance with plans endorsed under the conditions of this document.

Sheng Le submitted that, although they have received approval through the Incorporated Document to demolish part of the building, they wanted to retain their rights to demolish part of the building without the need for a permit. It was chiefly concerned with the risk of the Heritage Overlay being applied to the whole site as the permission associated with the development is due to expire in August 2023. It maintained that the statement of significance should reference the heritage fabric, which includes three storeys of the façade and the 6-metre setback.

Mr Barrett's written evidence was that the architectural embellishment was removed from the façade when alterations and additions were undertaken to the building, when James Service & Company/Robur occupied the building in the 1890s. These additions removed the symmetry of the original façade, adding an additional level to the northern portion of the façade, and three additional levels to the southern portion (see Figures 12 and 13). The scalloped corner to the side and below the entablature at the south end of the three-storey addition, and the abrupt end of this three-storey addition approximately midway along the façade, indicates it had been intended to extend along the entire width of the elevation. It is not known why the works were never fully completed.

Figure 12 1887 Weekly Times Illustration of 107-127 Queens Bridge Street



Source: Barrett Evidence

Figure 13 107-127 Queens Bridge Hotel as shown in 1907 publication



Source: Document 45

Mr Barrett considered that the overall composition of the façade reads as an awkward arrangement of competing Classical Revival and Romanesque Revival detailing and did not agree with the analysis in the Heritage Study. He added that, in its unfinished condition, the Heritage Study is not correct to say it is a “*well-developed architectural treatment*” with the

*tall arched fenestration “demonstrating Medieval (Romanesque Revival?) and Arts & Crafts detailing on an Edwardian (Victorian?) warehouse.”*

Mr Barrett found the façade of the Maurice Artaud & Company building of 1911, at 71-75 City Road to be a finer example of a three storey Edwardian-era Romanesque Revival composition. In comparative terms, as a tea warehouse within Southbank, the former warehouse of Robur in Clarendon Street, itself also readapted for this purpose, is a finer example of this type of warehouse of this firm. The Clarendon Street tea house is included on the Victorian Heritage Register as a site of State significance.

Mr Barrett recommended that, as there are two overlays proposed for the site, a precinct and individual overlay, the duplication should be removed. He suggested that proposed heritage controls for this site should have followed the Incorporated Document which identifies which parts of the building are important, including the façade and a six-metre setback. He considered that the contribution of the site to City Road is not strong. He found the Queens Bridge Road façade to be the most important element, while the back does not make a strong contribution.

MHA supported the protection of the building. It submitted that the building was not in its original late nineteenth century form but an entirely new building, constructed after 1907 and was a different style.

Mr Barrett considered that the building has modest aesthetic value and given changes to use, it is not worthy of an individual Heritage Overlay. He did, however, consider that it has contributory value to the Precinct. Mr Barrett recommended that the site-specific Heritage Overlay be removed and that the Precinct Heritage Overlay apply only to the front 6 metres of the building. He considered that two thirds of the upper floor have been removed (see Figure 14) and this has diminished its aesthetic value.

**Figure 14** Current condition of 107-127 Queens Bridge Hotel



Source: Barrett Evidence

He did not think that it is an exemplar of its style, and does not demonstrate its use, compared with, for example, the neighbouring brewery. Instead its original use is more associated with

the setting in a previous industrial area. He considered that it is worthy of a “*lower level*” of protection.

Mr Vines explained that the site was not a typical warehouse and although it was initially designed as a distribution centre, it was also designed to have a presentation. He did not agree that the appropriate response is to only keep the façade and considered that the distinctive form of the rear of the building is also expressed and should be included in the Heritage Overlay.

Council supported Mr Vines’ assessment that the overall site makes an important contribution to the significance of the place and the full extent of the site should be included. Council acknowledged that while the Incorporated Document facilitates the demolition of the rear and upper two storeys of the former tea house, in accordance with Mr Vines’ evidence, the upper levels and larger footprint should be recognised within the Heritage Overlay.

Council submitted that while the present permission under the Incorporated Document has resulted from the assessment of a particular form of development as being appropriate (including the identified extent of demolition) that does not mean that the material permitted to be demolished does not have heritage significance. If the permission is not acted upon, Council submitted that it is appropriate that any new consideration should include the heritage value of all the place identified as significant by Mr Vines and wholly supported by Council.

Council submitted that minor amendments should be made to accurately recognise the addresses and descriptions of the land. Council submitted that it is appropriate to include the word ‘(part)’ to clarify, where appropriate, that part of 107-127 Queens Bridge Street that contains Robur Tea Company factory-warehouse.

### **(iii) Discussion**

This site, known as the Robur Tea House, underwent substantial change in its early period of establishment, including a re-build in 1906 and additional storeys, all of which are stylistically different to the original late nineteenth century building. The Panel notes the evidence of Mr Barrett and the MHA submission that provides additional information about the history of the site and its development over time, including the fact that an entirely new building was constructed in place of its original in the early 1900s. The Panel considers that this additional information does not compromise the basis of establishing the significance of the site but adds to the site’s history and should be reflected in the citation to provide a more accurate documentation of its history.

The Panel notes the changes to the window detailing and that is not original, however the remaining elements of the building are highly intact.

The Panel considers that the place clearly reflects the thematic context of 5.3 Developing a large, city-based economy and 5.5 Building a manufacturing industry and meets the threshold of local significance based on both historical and aesthetic values.

Regarding the extent of the Heritage Overlay, the Panel agrees with Sheng Le’s submission that the heritage fabric should be referenced in the statement of significance, however it considers that the statement of significance as exhibited is comprehensive, including multi story form with Romanesque and Classical façade elements, cement moulding details, multi-paned glazing, exposed red brick utilitarian industrial rear and side elevations and rear loading



doors. The Panel does not agree with Sheng Le's submission that only the façade and front 6 metres of the building should be cited in the statement of significance to accord with the Incorporated Plan.

The Panel considers that the rear of the building, as identified in the statement of significance, is a contributory element on the site and assists in understanding the industrial function of the building in its three-dimensional form.

The Panel notes the submission of the owner that the Heritage Overlay should be consistent with the Incorporated Document, and Council's view the Heritage Overlay should apply in the form of what is significant on the site, regardless of the extent of demolition that the Incorporated Document approves. The Panel notes that works have commenced on the site and the buildings are still extant. It considers that, while the buildings survive, the Heritage Overlay should apply to the site as identified as significant within the Heritage Study.

Regarding the address of the property, this is a matter that the Council will need to resolve within its property department and ensure that it is reflected correctly within the planning scheme. In the immediate term, the Panel is satisfied with the description "part 107-127 Queens Bridge Street".

#### **(iv) Conclusions and recommendations**

The Panel concludes:

- The Robur Tea House complex at part 107-127 Queens Bridge Street meets the threshold of local significance and warrants inclusion within an individual Heritage Overlay.
- Having regard to submissions and evidence, the heritage citation should be amended to include a more accurate history and description of the building.
- The Heritage Overlay Schedule should include the address as "*part 107-127 Queens Bridge Street*".

The Panel recommends:

**Amend the heritage citation in the *Southbank and Fishermans Bend Heritage Review* for:**

- a) **HO1229 (Part 107-127 Queens Bridge Road) to include an accurate history of the replacement of the original 1880s building and the construction of its replacement in the early 1900s.**

**Amend the Heritage Overlay Schedule to:**

- a) **include in the description of the heritage place "*part 107-127 Queens Bridge Street*" as the address of the property in HO1229 (107-127 (part) Queens Bridge Street, Southbank.**

## 6.15 242-246 Sturt Street, Southbank (HO1230)

### Exhibited 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.

**(i) The issue**

The issue is whether it is appropriate and justified to apply the Heritage Overlay (HO1230) to 242-246 Stuart Street, Southbank.

**(ii) Evidence and submissions**

Powdervale Pty Ltd submitted that the site presents as an altered industrial factory building with no architectural or aesthetic quality. It submitted that the Heritage Overlay is proposed to be applied to a site where only half of the original site survives.

Mr Lovell did not challenge the history of the building as described in the Heritage Study. He explained there was a cluster of defence buildings in Southbank area in 1930s and 1940s, however in reality all these buildings have been demolished except the repatriation hospital and Victoria barracks. He said this connection to the history of defence in this area is now a weak proposition. Regarding health buildings, he compared the site with the VD clinic (façade remains) and TB clinic (now demolished), and Queen Victoria hospital site in Melbourne. Having regard to returned soldiers, these buildings would have a greater significance. He considered prosthetics relates to a smaller and more focused group and therefore the argument that this is an important health building to that group does not elevate its importance.

Mr Lovell considered that one of the characteristics of the Heritage Study was that it involved picking up the remnants of an area that was previously more prolific in places that represent the historical themes, including sites of defence-related operations. There needs to be rigour in the process of deciding if the remnants are worthy of listing or whether the Heritage Study is "*scraping the bottom of the barrel*". He said that, if the Limbs factory was among a group of other defence related buildings that survived, it may have made a greater contribution to understanding this theme. However, in isolation, it does not warrant an individual listing.

Mr Lovell considered that one of the issues of identifying places on purely historical and social values as a basis of significance is that these criteria do not necessarily go to the fabric of the place, other than it is a factory. Furthermore, he considered that there is a disconnect between the list of contributory elements in the statement of significance, and the basis of significance, which has nothing to do with the fabric of the building.

Regarding criterion G, Mr Lovell did not consider that social significance had been established and tested and more robust analysis testing this proposition was required, including the convergence of matters including the existence of a community or cultural group, existence of a strong attachment of a community or cultural group to a place or object and existence of a time depth to that attachment, as a methodology provided through the Heritage Council of Victoria's '*The Victorian Heritage Register Criteria and Threshold Guidelines*'.

He did not think that the aspirational proposition of educating people about the site supports the argument that the place should be listed.

In cross examination Mr Lovell considered that he would be more comfortable with the place being assessed under criteria D and E as a representative interwar factory building, which would be more consistent with the listing of elements in the statement of significance.

In terms of external fabric, Mr Lovell agreed that it is intact enough that the form and function is able to be understood as a non-descript factory. It perhaps would have been more

appropriate to apply D and E, as representative of a factory building, with an interesting history.

MHA submitted that, while this place has modest levels of significance, it is still worthy of an individual Heritage Overlay. They considered that the Sturt Street elevation is largely intact to its 1950s state when the first floor was added (apart from the vehicle entry), the time during which the building was being used for the purpose which is the most significant aspect of the place.

They submitted that the provision of artificial limbs to returned servicemen is an interesting part of the history of services to the armed forces, and it is one that has for a long time been taken over by hospitals rather than by a dedicated service. It is also important to note that the first world war resulted in large numbers of returned servicemen wounded by the loss of a limb, hence the provision of this service at this site beginning in 1918, a service which saw a new wave of wounded servicemen after WW2, and continued serving them into the 1990s. They considered that the loss of this building would remove a minor, but notable, reminder of the effects of war on Victorians.

Mr Vines conceded that unless one had previous knowledge of the history of the building, it is difficult to interpret the history of the building through its fabric.

Mr Vines did not agree that a memorial or plaque would be an appropriate alternative to a Heritage Overlay. He considered the purpose of the Heritage Overlay is to protect the structure, the other issue is about the ability to communicate and interpret the significance of the place.

Mr Vines considered that there is very little remaining built fabric in Southbank which documents how soldiers returned from the war. He said it is true that the building is a small scale factory and could have been used for an array of purposes. He explained this was a place for medical consultation, where limbs were designed and measurements to be stored and then manufactured and understanding the use is important. He did not consider that its exact use needed to be expressed in the fabric. If that was the case, then only extremely unique industrial sites would be included in the Heritage Overlay. He maintained that the building was built in the primary period of significance and its purpose and use directly relates to thematic history of the area which includes military and defence.

Regarding social significance, Mr Vines considered that tens of thousands of people would have been treated or benefited from the factory, including treating patients from the Vietnam War and that it is disingenuous to ignore this group. He conceded that due to the constraints of the preparing the Heritage Study, the research on the extent of social significance was constrained and that over time the social significance may have transferred into historical significance.

Council submitted that Mr Lovell underplayed the significance of the building and that there is ample fabric on the site to manage the heritage values.

Council dismissed submissions that buildings must show some immediate indication of the precise association which has been identified as important in the statement of significance.

Council cited the Panel report for Melbourne C186 [2012] PPV 79 which observed:

We find that the linked building is both historically and aesthetically significant at the local level for its association with the tobacco industry and as a remnant of the industrial/warehouse precinct in this part of the city. We find that the changes which

have been made to the buildings do not detract from an appreciation of their original industrial/warehouse role. We also do not think it is a fair criticism that the fabric does not reveal an association with Snider and Abrahams: warehouse buildings of this kind frequently were not 'labelled' as to the firm occupying them nor did the materials produced or stored inside generally dictate the form of the building - they are a generic type of building.

Such criticisms risk missing the point of understanding the heritage significance of a place particularly where the nature of industrial or warehouse buildings need to be carefully considered, as Mr Vines has done, with their link to the values sought to be protected.

### **(iii) Discussion**

Having regard to the evidence and the Heritage Study, the Panel does not consider that enough evidence was provided that the Commonwealth Artificial Limb Factory is of social significance, that it has a *“Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.”* There was very little analysis in the Heritage Study that established the extent to which the community or a particular group values this particular site. The Panel recognises that establishing social significance requires research and investigation, and at times this may be a time-consuming exercise. However, in this case this criterion is a key basis for identifying the place as significant. In this context, there should be a robust and clear understanding of the degree to which the place is of social significance. The Panel is not convinced that this has been established in this case.

On the matter of historical significance, the Panel notes the historical context of the site and the key theme within Southbank of military and defence services and infrastructure.

The Panel has considered the definition in clause 22.05 *“A ‘significant’ heritage place is individually important at state or local level, and a heritage place in its own right. It is of historic, aesthetic, scientific, social or spiritual significance to the municipality. A ‘significant’ heritage place may be highly valued by the community; is typically externally intact; and/or has notable features associated with the place type, use, period, method of construction, siting or setting. When located in a heritage precinct a ‘significant’ heritage place can make an important contribution to the precinct.”* There is an expectation within this definition that, if identifying the place individually, it needs to be strongly convincing.

The Panel considers that this theme is more strongly expressed in the remaining repatriation hospital and Victoria barracks, including within the fabric. While the former artificial limbs factory does relate to this theme, it is not expressed in the building or its fabric to any substantial extent to understand this connection or history. The Panel considers that the justification to include the building within the Heritage Overlay is not strong and, in this context, does not consider that it meets the threshold for local significance.

### **(iv) Conclusion and recommendation**

The Panel concludes that it is not appropriate or justified to apply the Heritage Overlay (HO1230) to 242-246 Stuart Street, Southbank.

The Panel recommends:

**Delete the Heritage Overlay from 242-246 Sturt Street (HO1230).**

## Appendix A Document list

No	Date	Description	Provided by
<b>2019</b>			
1	26 Jul	Letter – draft notice	Ms Porritt
2	18 Sep	Letter – City of Melbourne to Panel Chair requesting to defer the Hearing to May 2020	Council
3	1 Oct	Letter – Panel inviting parties to comment on Council’s request to defer the Hearing	Panel
4	8 Oct	Letter – Crown Resorts Limited and Schiavello (Vic) Pty Ltd to Planning Panels Victoria	Ms Hall and Ms Seddon, Ashurst
5	10 Oct	email – Council to Planning Panels Victoria	Ms Laing, Council
6a	15 Oct	Letter – Panel notice of the second Directions Hearing (week of 13 April 2020) and Hearing (week of 11 May 2020)	Panel
6b	6 Nov	email - Council to Panel with Letter from the Department of Environment, Land, Water and Planning with extension for the adoption of Amendment C305	Council
7	26 Nov	Letter – Panel inviting parties to the Directions Hearing and to update their request to be heard details	Panel
<b>2020</b>			
8	16 Mar	Letter – Panel advising that COVID-19 may potentially impact the Hearing process	Ms Clark, PPV
9	6 Apr	Letter – Panel advising that the second Directions Hearing will be conducted by video conference	Ms Clark
10	14 Apr	Submission – University of Melbourne’s views on procedural matters	Ms Vilagosh, Norton Rose Fulbright Australia
11	15 Apr	Melbourne Planning Scheme Incorporated Document – <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank, 19 December 2017</i>	Ms Vilagosh
12	16 Apr	Letter – Panel decision on process and further directions	Ms Clark
13	24 Apr	email – Council to Panel - grounds for objection to the Hearing by video conference	Ms Bowler, Council
14	15 May	Letter – Panel inviting parties to the third Directions Hearing	Ms Selvaraj, PPV
15	29 May	Table - Places where Heritage Overlay is proposed to be applied	Council
16	29 May	Map - Heritage Overlay as exhibited with actual details	Council
17	26 Jun	email – Crown Resorts Ltd seeking approved copy of Amendment C258	Mr McLeish, Ashurst

No	Date	Description	Provided by
18	2 Jul	Letter – Collins McPherson Pty Ltd to the Panel advising that it is no longer calling expert evidence	Ms Kovatch, BSP Lawyers
19	3 Jul	Expert evidence – Peter Lovell for Powdervale Pty Ltd	Ms Wilson, Mills Oakley
20	3 Jul	Expert evidence – Peter Barrett for Sheng Le Group	Ms Wilson
21	3 Jul	Expert evidence – Peter Lovell for Crown Resorts (Queens Bridge Street)	Ms Seddon
22	3 Jul	Expert evidence – Peter Lovell for Crown Resorts (Clarendon Street)	Ms Seddon
23	3 Jul	Expert evidence – Stuart McGurn for Crown Resorts	Ms Seddon
24	3 Jul	Expert evidence – Phil Gardiner for Crown Resorts	Ms Seddon
25	3 Jul	Expert evidence – Andrew McCowan for Crown Resorts	Ms Seddon
26	3 Jul	Council Part A submission with the following attachments: <ul style="list-style-type: none"> <li>a. Exhibited Planning Scheme Amendment Maps</li> <li>b. Melbourne Planning Scheme Zone Maps 8 and 11</li> <li>c. Melbourne Planning Scheme extracts</li> <li>d. Plan Melbourne extracts</li> <li>e. Responsible authority and decisions</li> <li>f. Proposed changes to the exhibited Amendment</li> </ul>	Ms Laing, Council
27	3 Jul	Expert evidence – Gary Vines for Council	Ms Laing
28	3 Jul	Expert evidence – Bryce Raworth for University of Melbourne	Ms Vilagosh
29	13 Jul	Council Part B submission with the following attachments: <ul style="list-style-type: none"> <li>a. Sample of places affected by Amendment C305</li> <li>b. Sample of development in Melbourne where heritage fabric has been retained</li> <li>c. Amendment C284 Incorporated Document for 87-127 Queens Bridge Street</li> <li>d. Addresses for Robur Tea Factory Company warehouse and Castlemaine Brewery</li> <li>e. Notification letter to stakeholders regarding C305</li> </ul>	Ms Laing
30	13 Jul	Slideshow presentation – supplement to Gary Vines evidence	Ms Laing
31	13 Jul	Post exhibition map (including demolished sites and live permits) prepared by Gary Vines	Ms Laing
32	14 Jul	C308 Urban Design in Central City and Southbank – report to FMC 19 November 2019	Ms Laing
33	14 Jul	Panel report – Melbourne PSA C258 [2019] PPV	Ms Laing, Council
34	14 Jul	Melbourne Design and Development Overlay Schedule 10	Ms Laing
35	15 Jul	Panel report – Moonee Valley PSA C164 [2016] PPV	Ms Selvaraj

No	Date	Description	Provided by
36	15 Jul	Panel report – Boroondara PSA C305boro [2019] PPV	Ms Selvaraj
37	15 Jul	Submission – Melbourne Heritage Action	Ms Laing
38	15 Jul	Submission – University of Melbourne	Ms Vilagosh, Norton Rose
39	15 Jul	Submission – Euroasia (Pacific) Pty Ltd	Mr Newton- Brown
40	16 Jul	Submission – National Trust of Australia (Victoria)	Ms Watson, National Trust
41	16 Jul	National Trust response to Panel questions	Ms Watson
42	16 Jul	Extracts of City North Heritage Review 2013 (updated 2015) Incorporated Document	Ms Vilagosh
43	16 Jul	Submission – Sheng Le Group with the following attachments: a. Map: 87-127 Queens Bridge Street b. Site Context: 87-127 Queens Bridge Street c. Incorporated Document: 87-127 Queens Bridge Street d. Plans: 87-127 Queens Bridge Street	Ms Wilson
44	17 Jul	Map – 107-133 Queens Bridge Street with notations	Ms Porritt
45	17 Jul	Information regarding Robur Tea building, Punch publication, 27 August 1907	Mr Barrett
46	20 Jul	Submission – Development Victoria	Ms Deutscher
47	20 Jul	Submission – Powdervale Pty Ltd	Ms Wilson
48	21 Jul	Gary Vines response to Robur Tea Rooms article, 18 July 2020	Ms Laing
49	21 Jul	Planning Practice Note 46 – Strategic Assessment Guidelines, August 2018	Ms Hall, Ashurst
50	21 Jul	Planning Practice Note 1 – Applying the Heritage Overlay, August 2018	Ms Hall
51	21 Jul	Southbank Structure Plan 2010	Ms Hall
52	21 Jul	Crown Resorts Limited Annual Report 2019	Ms Hall
53	21 Jul	Letter – Crown Resorts Limited to Ashurst regarding project capital spend, 16 July 2020	Ms Hall
54	21 Jul	One Queensbridge proposal prepared for Crown by Architectus	Ms Hall
55	21 Jul	Letters – City of Melbourne Municipal Building Surveyor, Victoria Police, Melbourne Fire Brigade	Ms Hall
56	21 Jul	Photos – Flood event at Queens Bridge Hotel, 24 June 2014	Ms Hall
57	21 Jul	Memo – saw-tooth roofing prepared by Peter Lovell, 20 July 2020	Ms Hall



No	Date	Description	Provided by
58	21 Jul	Photos – Work in progress for 93-103 Clarendon Street, 2013	Ms Hall
59	22 Jul	Submission – Crown Resorts Limited	Ms Hall
60	22 Jul	Submission – Rohan Storey	Mr Storey
61	23 Jul	Map – post exhibition changes with street addresses	Ms Laing
62	23 Jul	email – Municipal Building Surveyor to Schiavello and others	Ms Laing
63	23 Jul	Article – ‘Heritage Victoria’s Maritime Heritage at Risk Program’, Australasian Journal of Maritime Archaeology	Ms Laing
64	23 Jul	Submission – Collins McPherson	Ms Kovatch
65	24 Jul	Supplementary submission – The University of Melbourne with the following attachments: <ul style="list-style-type: none"> <li>a. Certificate of Title for 45-99 Sturt Street</li> <li>b. Map showing extent of land of proposed Heritage Overlay and balance of land</li> <li>c. Plan of Consolidation</li> </ul>	Ms Vilagosh
66	24 Jul	email – Confirmation of typical approval process for Crown developments	Ms Hall
67	24 Jul	Council Part C submission	Ms Laing
68	24 Jul	Dustday Investments Pty Ltd v Minister for Planning [2015] VSC 101	Ms Laing

## Attachment 3: Management Response to Panel Recommendations and Recommended Changes to Amendment C305

The Panel recommended that Amendment C305 be adopted as exhibited, subject to its recommendations dated 4 September 2020. This document is an aide to decision making by the Future Melbourne Committee and Melbourne City Council only and is to be read in conjunction with the amendment documentation. To the extent of any inconsistency, the amendment documentation prevails.

### Contents

1.	Management Response to Panel Recommendations .....	2
2.	Recommended Supplementary Changes to Amendment C305 .....	23
3.	Summary of Recommended Changes to Exhibited Heritage Overlay Extents .....	25
Appendix 1: PMG Postal Workshops, Garages & Stores Complex Maps and Aerial Images.....		29

## 1. Management Response to Panel Recommendations

Table 1: Panel recommendations and management response

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
<p>1. Delete the Heritage Overlay (HO1214) from all properties proposed to be included in the City Road Industrial and Warehouse Precinct.</p>	<ul style="list-style-type: none"> <li>- The Panel found that the area referred to as the 'City Road Industrial and Warehouse Precinct' may have been a cohesive heritage precinct a while ago but that such a precinct no longer exists. The Panel concluded that it does not meet the threshold of local heritage significance to justify the Heritage Overlay.</li> <li>- The Panel also concluded that the City Road Park – which was proposed to be contributory to the precinct – should be assessed, through a separate process, to determine whether it meets the local heritage threshold as an individual place, based on criterion C.</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management accepts that significant changes have occurred to the City Road Industrial and Warehouse Precinct since the <i>Southbank Heritage Review, 2017, updated November 2020</i><sup>1</sup> (the Review) was undertaken. A number of sites in the proposed Precinct have been demolished or redeveloped resulting in substantial fragmentation. Deletion of the Precinct (the extent recommended in response to submissions) does not reduce protection for any heritage buildings given they are also protected within individual Heritage Overlays. Management accepts the deletion of the Precinct for these reasons.</li> <li>- Management notes that the City Road Park has already been assessed as part of the Review and found to be a contributory place. The Review also identified that the City Road Park and the former South Melbourne Post Office site at 229 City Road have archaeological values and recommended they be included in the Victorian Archaeology and Heritage Inventory (VAHI). Applications to add the City Road Park and the former South Melbourne Post Office site to the VAHI were submitted to Heritage Victoria in November 2020. The application of Criterion C to a place as the sole applicable criterion is an unnecessary duplication of controls</li> </ul>

<sup>1</sup> Originally prepared as the *Southbank and Fishermans Bend Heritage Review, 2017*. The Review is recommended to be renamed the *Southbank Heritage Review, 2017, updated November 2020* in response to Panel recommendation 5.

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
			<p>triggered by the VAHI in this case.</p> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the Schedule to Clause 43.01 Heritage Overlay to remove HO1214.</li> <li>- Update planning scheme amendment addition map 001 and delete addition map 003 to remove proposed permanent HO1214. Delete interim HO1214 from the Melbourne Planning Scheme by including it on deletion map 006 and on new deletion map 010.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to remove the statement of significance for the City Road Industrial and Warehouse Precinct.</li> <li>- The exhibited <i>Southbank Heritage Places Inventory</i> has been annotated to identify properties which are not recommended to be included in the <i>Heritage Places Inventory February 2020 Part A (Amended December 2020)</i> because of the deletion of the City Road Industrial and Warehouse Precinct.</li> </ul>
<p>2. Delete the Heritage Overlay from:</p> <p>a) the part of SM549 south of 11-13 Hancock Street for HO1216 (Bluestone pitched laneways group)</p>	<ul style="list-style-type: none"> <li>- The Panel found that it is appropriate and justified to apply the Heritage Overlay HO1216 to the Bluestone Pitched Laneways thematic group.</li> <li>- The Panel noted that HO1216 should not apply to the part of</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management agrees that the part of Sm0549 which runs along the southern boundary of 11-13 Hancock Street does not include heritage fabric and should not be part of the Amendment consistent with its response to submissions in October 2018.</li> </ul> <p>The following change should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update planning scheme amendment addition map 001 to remove the part of permanent HO1216 which is the part of Sm0549 to the south of 11-13 Hancock Street. Delete the part of interim HO1216</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
	Sm0549 south of 11-13 Hancock Street as that section of laneway is no longer sufficiently intact.		which is the part of Sm0549 to the south of 11-13 Hancock Street from the Melbourne Planning Scheme by including it on deletion map 006.
b) 35-41 City Road (HO1202)	<ul style="list-style-type: none"> <li>- The Panel noted that the Heritage Overlay HO1202, for the Former G.P. Motors, would have clearly been justified for the building in its original form.</li> <li>- The Panel did not accept the City of Melbourne's position that the Heritage Overlay was justified on the remaining part of the building given only a façade was retained.</li> </ul>	Supported	<ul style="list-style-type: none"> <li>- Management accepts the Panel's recommendation that HO1202 be deleted given only the façade of the building is retained.</li> </ul> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the Schedule to Clause 43.01 Heritage Overlay to remove HO1202.</li> <li>- Update planning scheme amendment addition map 004 to remove HO1202.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to remove the statement of significance for 35-41 City Road.</li> <li>- The exhibited <i>Southbank Heritage Places Inventory</i> has been annotated to identify that 35-41 City Road is not recommended to be included in the <i>Heritage Places Inventory February 2020 Part A (Amended December 2020)</i> because of the deletion of HO1202.</li> </ul>
c) 63-65 City Road (HO1203)	- The Panel considered that there is a very high probability that the Crown Chemical Company warehouse at 63-65 City Road will be demolished in the short term and, as a result, that it is not appropriate and justified to apply the Heritage Overlay	Not supported	<ul style="list-style-type: none"> <li>- Management notes that the existing live permit TP-2015-1210 allows for the demolition of 63-65 City Road and 67-69 City Road, as well as redevelopment.</li> <li>- A site visit was undertaken on 24 November 2020 (refer to photo below). The Crown Chemical Company warehouse at 63-65 City Road had not been demolished at that time whereas Kosky Bros at 67-69 City Road had been fully demolished.</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
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(HO1203) to this place.



- Management notes the standard practice to pursue heritage protection for sites with permits that allow demolition of heritage places in the event that the building is not demolished under the permit. Management further notes that the application of HO1203 will not affect the existing permit TP-2015-1210.
- Management notes that this position was set out in the City of Melbourne’s part C submission which stated that it does not support removing the heritage overlay while the heritage fabric remains.
- Management is satisfied that the heritage significance of the Crown Chemical Company warehouse at 63-65 City Road is appropriately justified based on the expert evidence of Mr Vines, of Biosis and as detailed in the Review and that HO1203 should be applied.

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
			<p>No changes to Amendment C305 are recommended in response to this Panel recommendation.</p>
<p>d) 67-69 City Road (HO1219)</p>	<ul style="list-style-type: none"> <li>- The Panel noted that the owner of Kosky Bros at 67-69 City Road submitted during the hearing that this place had been demolished.</li> <li>- The Panel found that Heritage Overlay (HO1219) was no longer justified because this place had been demolished.</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management accepts that HO1219 should be deleted given that Kosky Bros at 67-69 City Road has been fully demolished. Refer to photo above from site visit on 24 November 2020.</li> </ul> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the Schedule to Clause 43.01 Heritage Overlay to remove HO1219.</li> <li>- Update planning scheme amendment addition map 004 to remove HO1219.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to remove the statement of significance for 67-69 City Road.</li> <li>- The exhibited <i>Southbank Heritage Places Inventory</i> has been annotated to identify that 67-69 City Road is not recommended to be included in the <i>Heritage Places Inventory February 2020 Part A (Amended December 2020)</i> because of the deletion of HO1219.</li> </ul>
<p>e) 93-103 Clarendon Street (HO1222)</p>	<ul style="list-style-type: none"> <li>- The Panel noted that while the Eckersley &amp; Sons soda fountain works at 93-103 Clarendon Street retained some notable features, it has been substantially modified and does not justify the application of an individual Heritage Overlay (HO1222).</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management accepts the Panel's recommendation that HO1222 be deleted given two thirds of the Clarendon Street frontage of the building was proven to be demolished behind the modern cladding.</li> </ul> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the Schedule to Clause 43.01 Heritage Overlay to remove HO1222.</li> <li>- Update planning scheme amendment addition map 004 to remove</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
			<p>proposed permanent HO1222. Delete interim HO1222 from the Melbourne Planning Scheme by including it on new deletion map 009.</p> <ul style="list-style-type: none"> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to remove the statement of significance for 93-103 Clarendon Street.</li> <li>- The exhibited <i>Southbank Heritage Places Inventory</i> has been annotated to identify that 93-103 Clarendon Street is not recommended to be included in the <i>Heritage Places Inventory February 2020 Part A (Amended December 2020)</i> because of the deletion of HO1222.</li> </ul>
<p>f) 242-246 Sturt Street (HO1230)</p>	<ul style="list-style-type: none"> <li>- The Panel found that there is insufficient evidence that the Commonwealth Artificial Limb Factory is of social significance given this criterion was a key basis for identifying the place as significant.</li> <li>- Further, it found that it did not meet the threshold for individual significance in relation to historic significance. It found that while the factory does relate to this theme it is not expressed in the building or its fabric to any substantial extent to sufficiently understand its history.</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management accepts the Panel's recommendation that HO1230 be deleted as there is insufficient evidence to establish social significance when this is a key basis for its significance and its historical significance is not adequately expressed in the building fabric.</li> </ul> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the Schedule to Clause 43.01 Heritage Overlay to remove HO1230.</li> <li>- Update planning scheme amendment addition map 002 to remove proposed permanent HO1230. Delete interim HO1230 from the Melbourne Planning Scheme by including it on deletion map 006.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to remove the statement of significance for 242-246 City Road.</li> <li>- The exhibited <i>Southbank Heritage Places Inventory</i> has been annotated to identify that 242-246 Sturt Street is not recommended</li> </ul>



Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
			to be included in the <i>Heritage Places Inventory February 2020 Part A (Amended December 2020)</i> because of the deletion of HO1230.
3. Amend the Heritage Overlay Schedule to:	<p>a) include the property address 155 City Road for HO366 (James Moore's Timber Yards and Sawmills complex street façade).</p> <ul style="list-style-type: none"> <li>- The Panel supported the application of HO366 to the James Moore's Timber Yards and Sawmills complex façade and increasing the length of façade in HO366 so that all of the original façade and the replicated section of façade are included.</li> <li>- The Panel found that the Schedule to Clause 43.01 Heritage Overlay for HO366 should refer to 155 City Road as well as 135 and 151 City Road given the proposal to increase length of HO366.</li> </ul>	Supported	<ul style="list-style-type: none"> <li>- To avoid any confusion about the properties containing HO366, management recommends using the addresses from the City of Melbourne's property database which use street ranges rather than single numbers in the Schedule to Clause 43.01, the Southbank Statements of Significance and the Heritage Places Inventory.</li> <li>- The properties containing HO366 should therefore be listed as:                             <ul style="list-style-type: none"> <li>• 133-139 City Road</li> <li>• 141-155 City Road</li> <li>• 68-82 Southbank Boulevard</li> </ul> </li> </ul> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the description for HO366 in the Schedule to Clause 43.01 Heritage Overlay from "James Moore's Timber Yards and Sawmills complex façade, 135 &amp; 151 City Road, &amp; 68-82 Southbank Boulevard, Southbank" to "James Moore's Timber Yards and Sawmills complex façade, 133-139 City Road, 141-155 City Road &amp; 68-82 Southbank Boulevard, Southbank".</li> <li>- Update the address used in the Southbank Statements of Significance from "135 &amp; 151 City Road, 68-82 Southbank Boulevard" to 133-139 City Road, 141-155 City Road &amp; 68-82 Southbank Boulevard".</li> <li>- List the James Moore's Timber Yards and Sawmills complex façade in the <i>Heritage Places Inventory February 2020 Part A</i></li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
			<p><i>(Amended December 2020)</i> using the following addresses: 133-139 City Road, 141-155 City Road and 68-82 Southbank Boulevard. The James Moore’s Timber Yards and Sawmills complex façade was previously listed in the exhibited <i>Southbank Heritage Places Inventory</i> with the following addresses: 135 City Road, 155 City Road and 68-82 Southbank Boulevard.</p>
<p>b) include in the description of the heritage place “part 107-127 Queens Bridge Street” as the address of the property in HO1229 (107-127 (part) Queens Bridge Street, Southbank).</p>	<ul style="list-style-type: none"> <li>- The Panel found that the Robur Tea Company factory-warehouse at 107-127 (part) Queens Bridge Street meets the threshold of local significance and warrants inclusion within an individual Heritage Overlay.</li> <li>- The Panel noted that the City of Melbourne submitted during the hearing that the word ‘(part)’ should be used to clarify that part of 107-127 Queens Bridge Street contains the Robur Tea Company factory-warehouse.</li> <li>- The Panel noted that the City of Melbourne confirmed that the actual address of this place is 107-125 Queens Bridge Street, not 107-127 Queens Bridge Street. It noted that this address issue will need to be resolved within the City of Melbourne’s property department but that in</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management agrees that the word part should be added to the address to clarify that only part of the property contains this place.</li> <li>- Management has confirmed that 107-125 Queens Bridge Street is the correct address as listed in the City of Melbourne’s property database for this property. The property contains both the Robur Tea Company factory-warehouse at 107-113 Queens Bridge Street and part of the former Castlemaine Brewery complex – one of the two bottling store buildings – at 115-127 Queens Bridge Street. The City of Melbourne did not suggest that the address should be 107-125 Queensbridge Street at the Panel.</li> <li>- Management recommends updating the Schedule to Clause 43.01 and the Southbank Statements of Significance to identify that the address of the Robur Tea Company factory-warehouse is Part 107-127 Queens Bridge Street, Southbank.</li> <li>- Management recommends that the Heritage Places Inventory be updated to list the heritage places within 107-127 Queens Bridge Street in line with the <a href="#">Proposed Approach to Inventory Listings</a> tabled at the Amendment C258 Heritage Policies Review Panel Hearing. 107-127 Queens Bridge Street should be listed as one entry and with the heritage categories specified for the buildings within the site.</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
	<p>the immediate term, the Panel is satisfied with the description “part 107-127 Queens Bridge Street”.</p>		<p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the description for HO1229 in the Schedule to Clause 43.01 Heritage Overlay from “Robur Tea Company factory-warehouse, 107-127 Queens Bridge Street Southbank” to “Robur Tea Company factory-warehouse, Part 107-127 Queens Bridge Street Southbank”.</li> <li>- Update the address used in the Southbank Statements of Significance for the Robur Tea Company factory-warehouse from “107-127 Queens Bridge Street Southbank” to “Part 107-127 Queens Bridge Street Southbank”.</li> <li>- List 107-127 Queens Bridge Street in the <i>Heritage Places Inventory February 2020 Part A (Amended December 2020)</i> in line with the <a href="#">Proposed Approach to Inventory Listings</a> as containing two significant places at 107-113 Queens Bridge Street – the Robur Tea Company factory-warehouse – and at 115-127 Queens Bridge Street – part of the former Castlemaine Brewery complex.</li> </ul>
<p>4. Amend the Heritage Overlay Map for:</p>	<p>a) HO1220 (71-75 City Road) to apply 13 metres from the front of the building.</p> <ul style="list-style-type: none"> <li>- The Panel found that it is appropriate and justified to apply the Heritage Overlay (HO1220) to the remaining part of Maurice Artaud at 71-75 City Road.</li> <li>- The Panel noted that Mr Vines, the heritage expert for the City of Melbourne, recommended that the Heritage Overlay be</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management accepts the Panel’s recommendation that the extent of HO1220 be reduced to apply 13 metres from the front of the building.</li> <li>- The citation in the Review and the Statement of Significance in the <i>Southbank Statements of Significance</i> should also be updated to reflect that the rear of the building has been demolished.</li> </ul> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update planning scheme amendment addition map 004 to reduce</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
	<p>reduced to include the City Road façade, a section of wall about 13 metres long on the east side, and a section about 5 metres on the west side, along with a curtilage of about 3 to 5 metres.</p>		<p>the extent of HO1220 so that it applies 13 metres from the front of the building.</p> <ul style="list-style-type: none"> <li>- Update the Review to reflect that the rear of the building has been demolished.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to reflect that the rear of the building has been demolished.</li> </ul>
<p>b) HO1201 (45-99 Sturt Street) to delete the land and buildings to the north of Building 877 (1937 garage façade and modern rear addition) and 874 (1930s workshop) as shown in Figure 5 of this report.</p>	<ul style="list-style-type: none"> <li>- The Panel found that it is appropriate and justified to apply the Heritage Overlay HO1201 to the PMG Postal Workshops, Garage &amp; Stores complex at part 45-99 Sturt Street as an individual place.</li> <li>- The Panel noted the City of Melbourne’s recommendation that the extent of HO1201 be reduced in line its response to submissions in October 2018 so that HO1201 does not apply to the recently demolished Building 878 and part of Building 877. The updated extent was shown in Figure 5 in the Panel report.</li> </ul>	<p>Supported in part</p>	<ul style="list-style-type: none"> <li>- Management notes the Panel recommendation to delete the land and buildings to the north of Building 877 and to identify the façade of Building 877 as a contributory element to the complex.</li> <li>- Management notes that Figure 5 in the Panel report shows in green shading the extent which the City of Melbourne recommended HO1201 be reduced to in response to submissions in October 2018.</li> <li>- Management notes that following the evidence presented at the hearing it is now apparent that the façade of Building 877 extends approximately 3.1 metres north of the extent shown in green shading on Figure 5. Figure 5 is included as Figure 1 in Appendix 1 and the façade has been annotated in blue to indicatively show the retained length.</li> <li>- Management recommends that the extent of HO1201 be reduced to delete the recently demolished Building 878 and recently demolished part of Building 877 – which has been replaced by the modern addition behind the façade – but include all of the remaining façade of Building 877. Figure 2 in Appendix 1 shows the extent of HO1201 as exhibited and the extent in the recommended final form of the Amendment.</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
			<p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update planning scheme amendment addition map 002 to reduce the extent of proposed permanent HO1201 to delete the northern part of Building 877 which is the modern addition, to include the full extent of the retained façade of Building 877 to a depth of 1 metre and to delete Building 878 (now demolished) which was located to the north of Building 874. Delete the part of interim HO1201 which is not part of the permanent HO1201 from the Melbourne Planning Scheme by including it on deletion map 006.</li> <li>- Update Figure 1 in the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank</i> Incorporated Document to show the revised extent of HO1201.</li> </ul>
<p>5. Amend the Southbank and Fishermans Bend Heritage Review to delete any reference to specific properties in Fishermans Bend and any associated statement of significance.</p>	<ul style="list-style-type: none"> <li>- The Panel noted that Development Victoria and The University of Melbourne had objected to the <i>Southbank and Fishermans Bend Heritage Review</i> being referenced in the local heritage policies given the heritage review contains content about places in Fishermans Bend which are not subject to Amendment C305.</li> <li>- The Panel agreed with submitters that the Review should be rewritten to exclude references to specific properties in Fishermans Bend. The Panel found that the Review should be</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management accepts the Panel's recommendation to delete all references to specific properties in Fishermans Bend and any associated statement of significance from the Review. The Review should also be renamed the <i>Southbank Heritage Review, 2017, updated December 2020</i>.</li> <li>- The City of Melbourne submitted during the hearing that the Review should be referenced in the local heritage policies as it provides useful context and further detail about heritage places in Southbank. Management accepts this recommendation as it will achieve this outcome.</li> <li>- Previous content in the Review related to Fishermans Bend is available in the exhibited <i>Southbank and Fishermans Bend Heritage Review, 2017</i> which remains available on the City of Melbourne's Participate Melbourne website (<a href="http://participate.melbourne.vic.gov.au/amendmentc305">participate.melbourne.vic.gov.au/amendmentc305</a>). Heritage protection for places in Fishermans Bend will be pursued through a separate process which will go through a public notice and</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
	<p>referenced in the Planning Scheme because it is well researched and contains insightful information that explains the local heritage significance of the places in Southbank subject to Amendment C305.</p>		<p>exhibition process.</p> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the Review to:                             <ul style="list-style-type: none"> <li>• Rename it the <i>Southbank Heritage Review, 2017, updated November 2020</i>.</li> <li>• Delete all references to specific properties in Fishermans Bend.</li> <li>• Delete the Southbank and Fishermans Bend Statement of Significance.</li> </ul> </li> </ul>
<p>6. Amend Southbank Statements of Significance to delete pages 4 to 10.</p>	<ul style="list-style-type: none"> <li>- Pages 4 to 10 of the <i>Southbank Statements of Significance</i> Incorporated Document include a Statement of Significance for Southbank and Fishermans Bend.</li> <li>- The Panel found that including content about Fishermans Bend is not consistent with the Planning Practice Note 13 <i>Incorporated and Background Documents</i>.</li> <li>- The Panel noted that it agreed with Development Victoria, the University of Melbourne and the City of Melbourne who made submissions during the Panel that the content about Fishermans Bend be removed,</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management agrees that it is inappropriate to include a Statement of Significance for Southbank and Fishermans Bend in the <i>Southbank Statements of Significance</i> Incorporated Document because each statement of significance should relate to a specific heritage overlay. Information relating to Southbank from the Statement of Significance provides context for the proposed heritage controls and has been retained in the Historical Character of Southbank section of the Review.</li> </ul> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to delete pages 4 to 10.</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
specifically pages 4 to 10.			
<p>7. Amend the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document</i> to:</p>			
<p>a) change under the purpose of the Incorporated Document the words “The incorporated plan is prepared for the purposes of <del>Clause 43.01-2</del> Clause 43.01-3 of the Scheme to exempt certain development from the requirement for a permit under the provision of Clause 43.01 of the Scheme.”</p>	<p>- The Panel noted that that the University of Melbourne had identified this typographical error in its submissions to the Panel.</p>	<p>Supported</p>	<p>- Management agrees that this reference should be updated to Clause 43.01-3. Further, management notes that the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document</i> should be identified as an incorporated plan for consistency with Clause 43.01.</p> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Amend the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document</i> to reflect that the plan was prepared for the purposes of clause 43.01-3.</li> <li>- Amend the title of the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document</i> to <i>PMG Postal Workshops, Garages &amp; Stores complex, Part 45-99 Sturt Street Southbank Incorporated Plan, November 2020</i> to correctly identify it as an Incorporated Plan, to identify the place as a complex in line with the response to recommendation 7b and to ensure consistency with respect to the place name and address across amendment documentation.</li> </ul>
<p>b) include a list of elements that contribute to the complex:</p>	<p>- The Panel found that the most appropriate way to apply the heritage control was to consider</p>	<p>Supported in part</p>	<p>- Management agrees that the heritage fabric of the site should be considered together as an individual place, relying on the evidence</p>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
<ul style="list-style-type: none"> <li>• Building 874 (1930 &amp; 1937-1940 workshops) – contributory element</li> <li>• Building 875 (Building workshop) – contributory element</li> <li>• Building 876 part (1937-1940 workshop, Sturt Street) – contributory element</li> <li>• Building 876 part (1973 amenities unit) – non-contributory element</li> <li>• Building 877 (1937 garage Façade) – contributory element</li> <li>• Building 877 (1937 garage modern addition) – non-contributory element</li> </ul>	<p>the site as a complex, categorised in the Heritage Places Inventory as Significant.</p> <p>- The Panel further found that the Statement of Significance and the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document</i> should identify and clearly define the elements of the site that contribute to the significance of the complex.</p>		<p>of Mr Vines, the heritage expert for the City of Melbourne.</p> <ul style="list-style-type: none"> <li>- This approach was supported by the Panel who considered that the site should be considered as a complex which is significant and that all of its elements contribute to its significance, with the exception of the modern additions and the 1970s amenity building.</li> <li>- Mr Vines submitted that the property contains a number of separate buildings which were all part of the same PMG complex and constructed in a similar style and period, apart from the 1973 amenities building. His evidence noted that there have been demolitions and alterations, including the demolition of Building 878 and part of Building 877.</li> <li>- Mr Raworth, as the heritage expert for the University of Melbourne, submitted that Building 877 has been almost entirely demolished and that only part of the façade was retained.</li> <li>- The City of Melbourne’s heritage expert, Mr Vines, has reviewed the panel recommendations in relation to the PMG Postal Workshops, Garage &amp; Stores complex Incorporated Document. It is apparent from Mr Vines’ analysis of aerial images that, of the three roof forms that made up Building 877, the northern and middle roof forms were demolished in 2017 and the southern roof form was retained. Part of the façade of the middle roof form was also retained. Refer to aerial images at Figure 3 in Appendix 1.</li> <li>- This analysis has been confirmed from the planning permit application for permit TP-2016-665 which was issued in December 2016 for the development of the Conservatorium of Music to the north of Building 877 and the redevelopment of Building 877. The Heritage Impact Statement which is part of the application notes that the proposal included demolishing about two thirds of Building 877 and about 55% or 20 metres of its façade.</li> </ul>



Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
			<p>- It is therefore appropriate to include the retained 1937 garage southern roof form and the part of the 1937 garage façade of the middle roof form which has been retained as contributory elements, rather than only the 1937 façade. This is inline with the Panel's comments that all of its elements contribute to its significance, with the exception of the modern additions and the 1970s amenity building.</p> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Amend the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document</i> to include the following list of elements that contribute to the significance of the complex: <ul style="list-style-type: none"> <li>• Building 874 (1930 workshop)</li> <li>• Building 874 (1937-40 workshop)</li> <li>• Building 875 (workshop)</li> <li>• Building 876 part (1937-1940 workshop, Sturt Street)</li> <li>• Building 877 part (1937 garage façade and roof form)</li> <li>• Building 877 part (1937 garage façade in front of modern addition)</li> </ul> </li> <li>- Amend the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document</i> to include the following list of elements that do not contribute to the significance of the complex: <ul style="list-style-type: none"> <li>• Building 876 part (1973 amenities unit)</li> <li>• Building 877 part (1937 garage modern addition)</li> </ul> </li> <li>- Update the map in the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017)</i></li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
<p>c) add the following permit exemptions:</p> <ul style="list-style-type: none"> <li>• a solar energy facility attached to a building that primarily services the land on which it is situated if the services are not visible from a street (other than a lane) or public park</li> <li>• construct or display a directional sign or small building identification sign</li> <li>• landscaping and public realm works and</li> <li>• a temporary fence.</li> </ul>	<p>- The Panel noted that the University of Melbourne sought to expand the list of works that do not require a planning permit in the Incorporated Document to include:</p> <ul style="list-style-type: none"> <li>• A solar energy facility attached to a building that primarily services the land on which it is situated if the services are not visible from a street (other than a lane) or public park</li> <li>• Non-domestic disabled access</li> <li>• Construct or display a sign</li> <li>• Landscaping and public realm works, and</li> <li>• A fence.</li> </ul> <p>- The Panel noted that the City of Melbourne did not oppose expanding the list of works that do not require a planning permit to include:</p> <ul style="list-style-type: none"> <li>• Solar energy infrastructure attached to a building that</li> </ul>	<p>Supported in part</p>	<p><i>Incorporated Document</i> to clearly identify the contributory and non-contributory elements.</p> <p>- Management accepts the Panel recommendation except in relation to the use of the term solar energy facility. Management notes that a solar energy facility is defined in the Victorian Planning Provisions as “land used to generate solar energy using ground-mounted photovoltaic and thermal technology, where the primary role is to export power to the electricity network”. This definition is not consistent with the use described in the permit exemption. Management therefore recommends the use of the term solar energy infrastructure.</p> <p>The following changes should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Amend the <i>Former PMG garage, stores &amp; workshops, part 45-99 Sturt Street Southbank (19 December 2017) Incorporated Document</i> to add the following permit exemptions: <ul style="list-style-type: none"> <li>• Solar energy infrastructure attached to a building that primarily services the land on which it is situated if the infrastructure is not visible from a street (other than a lane) or public park</li> <li>• Construct or display a directional sign or small building identification sign</li> <li>• Landscaping and public realm works and</li> <li>• A temporary fence.</li> </ul> </li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
	<p>primarily services the land on which it is situated if the infrastructure is not visible from a street (other than a lane) or public park.</p> <ul style="list-style-type: none"> <li>• Minor works associated with non-domestic disabled access</li> <li>• Directional signs</li> <li>• Landscaping and public realm works</li> </ul>		
<p>8. Amend the heritage citation in the <i>Southbank and Fishermans Bend Heritage Review</i> for:</p>			
<p>a) HO1216 (Bluestone pitched laneways group) to remove the part of SM549 south of 11-13 Hancock Street.</p>	<p>- The Panel noted that HO1216 should not apply to the part of Sm0549 south of 11-13 Hancock Street as that section of laneway is no longer sufficiently intact.</p>	<p>Supported</p>	<p>- Management notes that the citation for the bluestone pitched laneways group in the Review includes a map at Figure 93 on page 559 which shows the part of Sm0549 to the south of 11-13 Hancock Street included in the bluestone pitched laneways group. This is an error. The mapped extent is shown correctly on page 552.</p> <p>The following change should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update Figure 93 on page 559 of the Review to remove the part of Sm0549 to the south of 11-13 Hancock Street.</li> </ul>
<p>b) HO390 (former Castlemaine Brewery Company malt house, 113</p>	<p>- The Panel recommended the statement of significance be updated in response to the</p>	<p>Supported</p>	<p>- Management accepts the recommendation to update the statement of significance which is consistent with its response to submissions in October 2018.</p>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
<p>Sturt Street) to add information about the Playbox Theatre and its association with the site.</p>	<p>submission of Mr Storey which clarified some factual details.</p> <ul style="list-style-type: none"> <li>- The Panel also noted in relation to this place that it had inspected the Malthouse interiors and considered it to be a good candidate for considering internal controls. The Panel agreed with the City of Melbourne that this should occur through a separate process with appropriate notice and opportunity to comment.</li> </ul>		<ul style="list-style-type: none"> <li>- Management notes that the exhibited Schedule to Clause 43.01 Heritage Overlay did not identify that internal alteration controls should apply. Consideration of controls for significant interiors may be considered in the future.</li> </ul> <p>The following change should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the citation in the Review to add information about the Playbox Theatre and its association with the site.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to add information about the Playbox Theatre and its association with the site. Also update the <i>Southbank Statements of Significance</i> Incorporated Document to remove the following from the list of contributory elements in the <i>What is significant</i> section: “internal elements of cast iron columns, timber trusses and upper floors”.</li> </ul>
<p>c) HO1200 (former Castlemaine Brewery complex, part 107-127, 129, 131 and 133 Queens Bridge Street) to provide additional description of the context of the tower as a landmark with the following <i>“being a prominent landmark in the area, a tower designed in the round, able to be seen for some distance from all the surrounding streets”</i>.</p>	<ul style="list-style-type: none"> <li>- The Panel agreed with the submission of Mr Storey and the evidence of Mr Vines (who appeared for the City of Melbourne) that the wording in the Statement of Significance be strengthened to recognise the brewery tower’s land mark contribution.</li> </ul>	<p>Supported</p>	<ul style="list-style-type: none"> <li>- Management accepts this recommendation which is consistent with its response to submissions in October 2018.</li> </ul> <p>The following change should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the citation in the Review to provide additional description of the context of the tower as a landmark.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to provide additional description of the context of the tower as a landmark.</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
<p>d) HO1201 (49-99 Sturt Street) to clearly describe the site as a complex and the buildings within the complex, including their level of contribution to the complex.</p>	<p>- The Panel found that the most appropriate way to apply the heritage control was to consider the site as a complex, categorised in the Heritage Places Inventory as Significant.</p>	<p>Supported</p>	<p>- Management accepts this recommendation which is consistent with its position that the PMG Postal Workshops, Garage &amp; Stores complex be considered as whole site recognised as an individual heritage place and categorised in the Heritage Places Inventory as Significant.</p> <p>The following change should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the citation in the Review to identify the site as a complex and to list the contributory and non-contributory elements as described in the response to recommendation 7b.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to identify the site as a complex and to list the contributory and non-contributory elements as described in the response to recommendation 7b.</li> <li>- Update the Schedule to Clause 43.01 Heritage Overlay to identify the site as a complex and that this heritage place is within part of the property 45-99 Sturt Street by updating the description from “HO1201 PMG Postal Workshops, Garage &amp; Stores, 45-99 Sturt Street, Southbank” to “HO1201 PMG Postal Workshops, Garage &amp; Stores complex, Part 45-99 Sturt Street, Southbank”.</li> </ul>
<p>e) HO1225 (Vault sculpture, corner Grant and Dodds Streets) to provide additional information about the sculptor and Vault’s significance in association with Robertson-Swann as an</p>	<p>- The Panel noted its support for the inclusion of additional information in the Statement of Significance for the Vault sculpture to further understand the background of the artist and the artist’s association with the sculpture under criterion H –</p>	<p>Supported</p>	<p>- Management accepts this recommendation which is consistent with its response to submissions in October 2018, but also includes identifying the Vault sculpture as having associative significance (criterion H) as well as historic and aesthetic significance.</p> <p>The following change should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the citation in the Review to provide additional information</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
important historical figure (Criterion H).	associative significance. It noted that although the Panel had not been provided with wording associated with criterion H, it accepts there is a prima facie case to apply criterion H in this case.		<p>about the sculptor and Vault's significance in association with Robertson-Swann as an important historical figure and to identify that this place is of associative significance (Criterion H) as well as of historical and aesthetic significance.</p> <ul style="list-style-type: none"> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to provide additional information about the sculptor and Vault's significance in association with Robertson-Swann as an important historical figure and to identify that this place is of associative significance (Criterion H) as well as of historical and aesthetic significance.</li> </ul>
f) HO1229 (Part 107-127 Queens Bridge Street) to include an accurate history of the replacement of the original 1880s building and the construction of its replacement in the early 1900s.	<ul style="list-style-type: none"> <li>- The Panel noted the evidence of Mr Barrett, the heritage expert for the owner of 87-127 Queens Bridge Street, who submitted that alterations and additions were undertaken to the building in the 1890s. This work added an additional level to the northern portion of the building and three additional levels to the southern portion.</li> <li>- The Panel noted the Melbourne Heritage Action (MHA) submission that the building was constructed after 1907 as an entirely new building.</li> <li>- The Panel noted the fact that an entirely new building was constructed in the early 1900s,</li> </ul>	Supported in part	<ul style="list-style-type: none"> <li>- Management notes that the citation for the Robur Tea Company factory-warehouse in the exhibited version of the Review identified that the creation or major development date of the place was 1904 and that the building appeared to have been built in two stages and later refurbished, making both additions and modifications to the two upper storeys.</li> <li>- Mr Barrett's evidence noted that the warehouse was built in two main stages. The first stage in 1887, the second in the 1890s when James Service and Company/Robur occupied the building. Mr Barrett's evidence was that the second stage involved rebuilding the façade and adding an additional level to the northern portion of the building and three additional levels to the southern portion.</li> <li>- Management notes the Punch magazine article of 27 August 1907 which was uncovered after Mr Barrett prepared his written evidence and which was tabled by Mr Barrett during the hearing (document 45). This shows that three additional levels were added across the whole building rather than only at the southern portion.</li> <li>- Management notes that the submission by MHA stated that the building "was either entirely rebuilt, and certainly the façade was</li> </ul>

Panel recommendation	Comments in relation to Panel recommendation	Overall Management Response	Management response and recommended changes to Amendment C305
	<p>but considered that this additional information does not compromise the basis of establishing the significance of the site. It adds to the site's history and should be reflected in the citation to provide a more accurate documentation of its history.</p>		<p>rebuilt (from 2 to three floors) not in 'the 1890s', but in c1905 for Robur" (document 37). Note that the submission was prepared before the new information in the Punch article was tabled which showed the building constructed to five storeys, rather than three storeys.</p> <ul style="list-style-type: none"> <li>- The City of Melbourne's heritage expert, Mr Vines, has reviewed the Panel recommendation and the evidence of Mr Barrett, the submission of MHA and the memorandum by Lovell Chen which was an attachment to the original submission made in June 2018 by the owners of the site.</li> <li>- Mr Vines agrees with the Lovell Chen memorandum and the Barrett evidence that the surviving building is – at its core – that constructed in 1887. As noted in the Lovell Chen memorandum, the 1895 MMBW plans show the building with an unusual stepped building footprint at its rear which remains today. Mr Vines agrees with the Lovell Chen memorandum, the Barrett evidence and MHA that the façade was heavily modified and reads as a different building.</li> <li>- The City of Melbourne's heritage consultant Biosis has clarified the history of the building which includes that the façade of the building was rebuilt and three storeys added in the early 1900s.</li> </ul> <p>The following change should be made to Amendment C305:</p> <ul style="list-style-type: none"> <li>- Update the citation in the Review to provide an accurate history of the building, including that the façade of the building was rebuilt and three storeys added in the early 1900s.</li> <li>- Update the <i>Southbank Statements of Significance</i> Incorporated Document to reflect the accurate history of the building.</li> </ul>

# C305 SOUTHBANK HERITAGE

## 2. Recommended Supplementary Changes to Amendment C305

Further to the proposed changes in response to Panel recommendations listed in Section 1, management also recommends the following supplementary changes:

- Deleting HO5 South Melbourne Precinct from the Schedule to Clause 43.01 and deleting HO5 from Wadey Street on planning scheme amendment map 006.

The *Southbank Heritage Review, 2017, updated November 2020*<sup>2</sup> (the Review) recommended the removal of HO5 because it no longer contained heritage fabric apart from the Victorian Heritage Register (VHR) listed place H2359 St Kilda Road. HO5 was retained in the exhibited version of Amendment C305 because it related to this VHR place along St Kilda Road. HO5 can now be removed following the gazettal of Amendment C298 in March 2019 which introduced HO1234 St Kilda Road to align with this VHR place. The deletion of HO5 from Wadey Street was not included on planning scheme amendment map 006 in the exhibited version of the Amendment in error.

- Deleting HO390 Castlemaine Brewery Malthouse/Malthouse Theatre 113 Sturt Street, Southbank from planning scheme amendment map 006 to remove it from where it is currently incorrectly located at 111 Sturt Street.

The exhibited version of the planning scheme amendment maps correctly showed HO390 being applied to 113 Sturt Street but did not show HO390 being deleted from 111 Sturt Street in error. This issue was identified in the submission by Creative Victoria during exhibition. The Panel concluded in its report that this correction is appropriate.

- Amending the existing *Heritage Places Inventory February 2020 Part A* which is an incorporated document to the Melbourne Planning Scheme by adding, amending or removing properties affected by Amendment C305. This is instead of the approach proposed in the exhibited version of Amendment C305 which was to introduce a new *Southbank Heritage Places Inventory* incorporated document and to remove the section which relates to Southbank from the *Heritage Places Inventory June 2016* incorporated document.

This change follows the gazettal of Amendment C258 in July 2020 which introduced the *Heritage Places Inventory February 2020 Part A* incorporated document which contains properties across the municipality and uses the significant, contributory, non-contributory heritage category system introduced through Amendment C258.

- Removing Statements of Significance for VHR listed places from the *Southbank Statements of Significance* Incorporated Document. These Statements of Significance had

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<sup>2</sup> Originally prepared as the *Southbank and Fishermans Bend Heritage Review, 2017*. The Review is recommended to be renamed the *Southbank Heritage Review, 2017, updated November 2020* in response to Panel recommendation 5.



# C305 SOUTHBANK HERITAGE

been copied from their Victorian Heritage Database listing. Removing them will avoid Statements becoming out of date in the *Southbank Statements of Significance* Incorporated Document when they are updated in the Victorian Heritage Database.

- Making minor administrative changes to place descriptions and addresses to ensure consistency across Amendment documentation.

# C305 SOUTHBANK HERITAGE

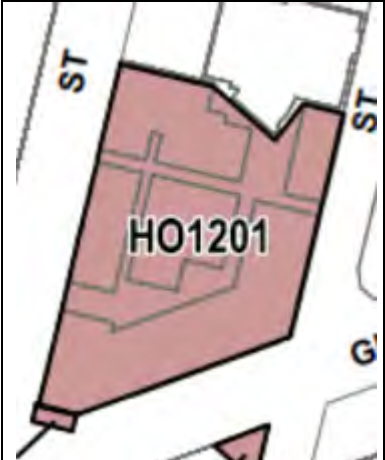
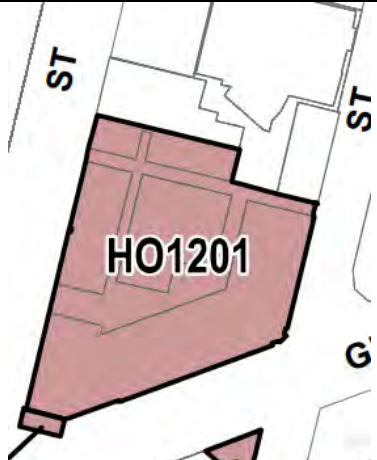

### 3. Summary of Recommended Changes to Exhibited Heritage Overlay Extents

This section summarises recommended changes to Heritage Overlay extents in response to panel recommendations and as supplementary changes to the amendment.

#### Changes to Exhibited Heritage Overlay Extents in Response to Panel Recommendations

##### *HO1201 PMG Postal Workshops, Garage & Stores complex, Part 45-99 Sturt Street Southbank*

- The exhibited form of Amendment C305 proposed to apply HO1201 to part of 45-99 Sturt Street.
- The recommended change to Amendment C305 is to apply HO1201 to part of 45-99 Sturt Street but to reduce the extent to delete the northern part of Building 877 which is the modern addition, to include the full extent of the retained façade of Building 877 to a depth of 1 metre and to delete Building 878 (now demolished) which was located to the north of Building 874 (refer to Appendix 1).

Exhibited addition map:	Recommended addition map in response to submissions (October 2018):	Final recommended addition map (December 2020):
		

##### *HO1202 Former G.P. Motors, Pty. Ltd., 35-41 City Road, Southbank*

- The exhibited form of Amendment C305 proposed to apply HO1202 to 35-41 City Road.
- The recommended change to Amendment C305 is to not apply HO1202 to 35-41 City Road.

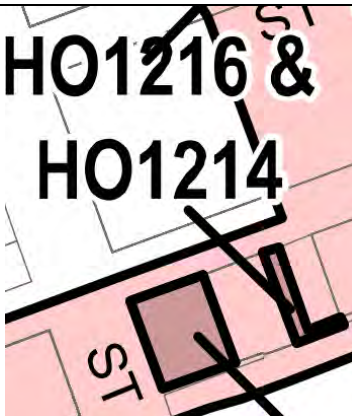
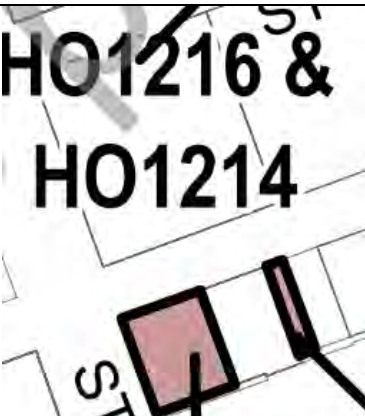

##### *HO1214 City Road Industrial and Warehouse Precinct*

- The exhibited form of Amendment C305 proposed to apply HO1214 to various sites along City Road and surrounding streets.
- The recommended change to Amendment C305 is to not apply HO1214 on a permanent basis and to delete interim HO1214.

# C305 SOUTHBANK HERITAGE

## HO1216 Bluestone pitched laneways group

- The exhibited form of Amendment C305 proposed to apply HO1216 to ten laneways in Southbank.
- The recommended change to Amendment C305 is to apply HO1216 to ten laneways in Southbank but to not include the part of Sm 549 to the south of 11-13 Hancock Street.

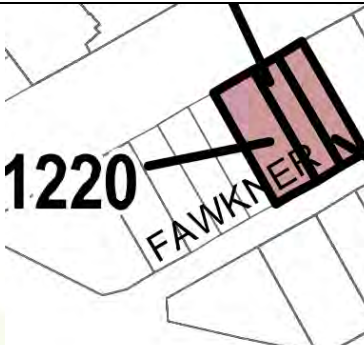
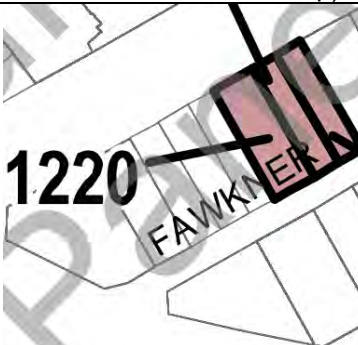

Exhibited addition map (only part of HO1216 shown):	Recommended addition map in response to submissions (October 2018, only part of HO1216 shown):	Final recommended addition map (December 2020, only part of HO1216 shown, no change from recommended deletion map in response to submissions):
		

## HO1219 Kosky Bros., 67-69 City Road

- The exhibited form of Amendment C305 proposed to apply HO1219 to 67-69 City Road.
- The recommended change to Amendment C305 is to not apply HO1219 to 67-69 City Road.

## HO1220 Maurice Artaud & Co. façade, 71-75 City Road, Southbank

- The exhibited form of Amendment C305 proposed to apply HO1220 to 71-75 City Road.
- The recommended change to Amendment C305 is to reduce the extent of HO1220 so that it applies 13 metres from the front of the building.

Exhibited addition map:	Recommended addition map in response to submissions (October 2018, no change from exhibited deletion map):	Final recommended addition map (December 2020):
		

# C305 SOUTHBANK HERITAGE

## HO1222 Eckersley & Sons, 93-103 Clarendon Street, Southbank

- The exhibited form of Amendment C305 proposed to apply HO1222 to 93-103 Clarendon Street.
- The recommended change to Amendment C305 is to not apply HO1222 on a permanent basis and to delete interim HO1222.

## HO1230 Commonwealth Artificial Limb Factory, 242-246 Sturt Street, Southbank

- The exhibited form of Amendment C305 proposed to apply HO1230 to 242-246 Sturt Street.
- The recommended change to Amendment C305 is to not apply HO1230 on a permanent basis and to delete interim HO1230.

### Supplementary Changes to Exhibited Heritage Overlay Extents

#### HO5 South Melbourne Precinct

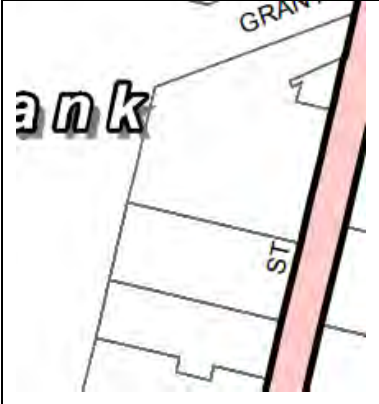
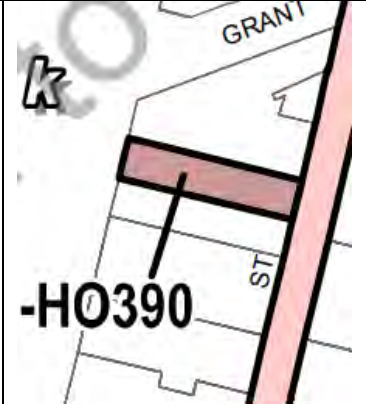

- The exhibited form of Amendment C305 proposed to delete HO5 from the site of the demolished Commonwealth Clothing Factory and from streets in Southbank, except Wadey Street and St Kilda Road.
- The recommended change to Amendment C305 is to delete HO5 from the site of the demolished Commonwealth Clothing Factory and from streets in Southbank, including Wadey Street. HO5 no longer applies to St Kilda Road.

Exhibited deletion map:	Recommended deletion map in response to submissions (October 2018, no change from exhibited deletion map)	Final recommended deletion map (December 2020):

# C305 SOUTHBANK HERITAGE

*HO390 Castlemaine Brewery Malthouse/Malthouse Theatre, 113 Sturt Street, Southbank*

- The exhibited form of Amendment C305 proposed to apply HO390 to 113 Sturt Street.
- The recommended change to Amendment C305 is to delete HO390 from where it incorrectly applies to 111 Sturt Street as well as applying HO390 to 113 Sturt Street.

Exhibited deletion map:	Recommended deletion map in response to submissions (October 2018):	Final recommended deletion map (December 2020, no change from recommended deletion map in response to submissions):
		

# C305 SOUTHBANK HERITAGE

## Appendix 1: PMG Postal Workshops, Garages & Stores Complex Maps and Aerial Images

Figure 1: Copy of Figure 5 from the Amendment C305 Panel report (indicative length of retained façade annotated in blue)



Figure 2: Excerpts of exhibited and updated planning scheme amendment map 002

Exhibited addition map:

Recommended addition map in response to submissions (October 2018):

Final recommended addition map (December 2020):



# C305 SOUTHBANK HERITAGE

Figure 3: Aerial images showing the three original roof forms of Building 877, the retained southern roof form and the retained part of the façade of the middle roof form

January 2017:



(Source: AAM CIP)

May 2017:



(Shows the retention of the southern roof form and part of the façade of the middle roof form, source: Nearmap)

October 2018:



(Source: Nearmap)

August 2019:



(Source AAM CIP)

## Attachment 4: Amendment Documents for Adoption with Tracked Changes

- Explanatory Report
- Instruction Sheet
- Schedule to Clause 43.01 Schedule to the Heritage Overlay
- Clause 22.04 Heritage Places In the Capital City Zone
- Clause 22.05 Heritage Places Outside the Capital City Zone
- Schedule to Clause 72.04 Documents Incorporated in this Planning Scheme
- Planning scheme amendment maps
- Southbank Statements of Significance (December 2020)
- PMG Postal Workshops, Garage & Stores complex, Part 45-99 Sturt Street, Southbank Incorporated Plan
- Heritage Places Inventory February 2020 (Amended December 2020) Part A
- Southbank Heritage Review, 2017, updated November 2020



Planning and Environment Act 1987

**MELBOURNE PLANNING SCHEME**  
**AMENDMENT C305 MELB**  
**EXPLANATORY REPORT**

Colour coding used in this document

Post exhibition changes are shown in this document as tracked changes highlighted yellow.

Post panel changes are shown in this document as un-highlighted tracked changes.

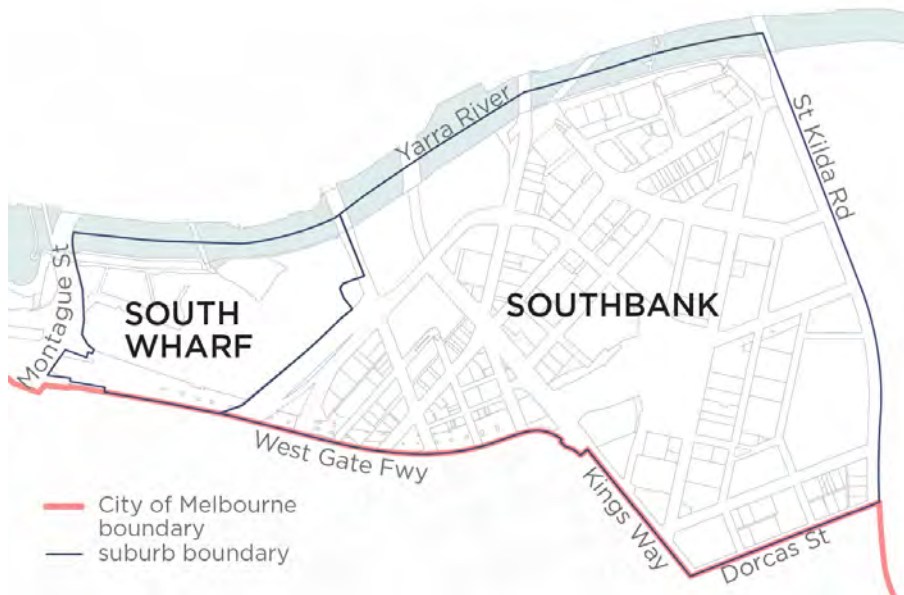
**Who is the planning authority?**

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

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

**Land affected by the Amendment**

The Amendment affects ~~48~~ 46 places in the suburbs of Southbank and South Wharf shown below and one place in Port Melbourne located at 344-370 Lorimer Street and 231-249 Todd Road. The affected places are listed in Attachment 1 to this Explanatory Report.



**What the amendment does**

The Amendment implements the recommendations of the *Southbank and Fishermans Bend Heritage Review* ~~16 June 2017~~, updated November 2020 (the Review) by:

- Amending the Schedule to clause 43.01 Heritage Overlay for places in Southbank and South Wharf on a permanent basis, by:
  - Applying the Heritage Overlay to ~~20~~ 15 additional places, including ~~one precinct~~ two group listings and ~~47~~ 13 individual places.
  - Deleting the Heritage Overlay from ~~44~~ 12 places due to buildings being demolished or places being incorrectly mapped.
  - Deleting interim HO1214 City Road Industrial and Warehouse Precinct because this place does not meet the threshold for local heritage significance.

**Commented [PP1]:** Change to reflect response to panel recommendation 1.

- o ~~Deleting interim HO1222 Eckersley & Sons, 93-103 Clarendon Street, Southbank because this place does not meet the threshold for local heritage significance.~~
- o ~~Deleting interim HO1230 Commonwealth Artificial Limb Factory, 242- 246 Sturt Street, Southbank because this place does not meet the threshold for local heritage significance.~~
- o Amending the Heritage Overlay for ~~47-16~~ existing places to correct addresses, descriptions or boundary anomalies.
- o Adding references to the *Southbank Statements of Significance, December 2020* for all new or amended Heritage Overlays for locally significant places.
- o Adding a reference to the *PMG Postal Workshops, Garages & Stores complex, Part 45-99 Sturt Street Southbank Incorporated Plan, November 2020* for HO1201 PMG Postal Workshops, Garage & Stores complex, Part 45-99 Sturt Street Southbank.
- Amending the Schedule to Clause 43.01 Heritage Overlay for one place in Port Melbourne located at 344-370 Lorimer Street and 231-249 Todd Road to reflect that an aircraft hangar that was previously in this location has been relocated to Tyabb.
- Inserting the following new Incorporated Documents into the Melbourne Planning Scheme at the Schedule to Clause ~~81.0172.04~~:
  - o *Southbank Statements of Significance, 2 October 2017* *December 2020*
  - o ~~*Southbank Heritage Places Inventory, 26 April 2018* [approval date] (this inventory will replace that section of the existing *Heritage Places Inventory June 2016* relating to Southbank).~~
  - o ~~*Former-PMG Postal Workshops, gGarage & sStores complex & workshops, pPart 45-99 Sturt Street Southbank Incorporated DocumentPlan, 19 December 2017* [approval date] *November 2020*.~~
- ~~Deleting the following Incorporated Documents from the Melbourne Planning Scheme at the Schedule to Clause 72.04 which had been included on an interim basis, and deleting references to them in the Schedule to Clause 43.01:~~
  - o ~~Southbank and Fishermans Bend Heritage Inventory, January 2017~~
  - o ~~Southbank Heritage Review: Statements of Significance, January 2017~~
  - o ~~Southbank Heritage Inventory, February 2018~~
  - o ~~Southbank Statements of Significance, February 2018~~
- ~~Removing the section which relates to Southbank from the *Heritage Places Inventory June 2016*. The *Heritage Places Inventory June 2016* is an Incorporated Document to the Melbourne Planning Scheme.~~
- ~~Amending the existing Incorporated Document titled *Heritage Places Inventory February 2020 Part A (Amended July 2020)* by adding, amending or removing properties affected by this Amendment and renaming the Incorporated Document *Heritage Places Inventory February 2020 Part A (Amended December 2020)*.~~
- Amending Local Policies Clause 22.04 (Heritage Places ~~within in~~ the Capital City Zone) and Clause 22.05 (Heritage Places outside the Capital City Zone) to ~~make amend the~~ reference to the *Southbank and Fishermans Bend Heritage Review, 2017, updated 2020* [date] ~~16 June 2017~~ and the *Southbank Statements of Significance, 2 October 2017*.
- Amending planning scheme maps 8HO, 8HO1, 8HO2 and 11HO to reflect the changes described above.

**Commented [PP2]:** Change to reflect response to panel recommendation 2e.

**Commented [PP3]:** Change to reflect response to panel recommendation 2f.

**Commented [PP4]:** Change required following gazettal of Amendment VC148 in July 2018.

**Commented [PP5]:** Change required following gazettal of Amendment C258 in July 2020.

**Commented [PP6]:** Change to reflect the stage of the Amendment.

**Commented [PP7]:** Change required following gazettal of Amendment C258 in July 2020.

**Commented [PP8]:** Change required following gazettal of Amendment C258 in July 2020.

**Commented [PP9]:** Change required following gazettal of Amendment C258 in July 2020.

**Commented [PP10]:** Change made given the Southbank Statements of Significance Incorporated Document is already proposed to be an Incorporated Document to the Melbourne Planning Scheme and inline with Planning Practice Note 13 which sets out the distinction between reference/background and incorporated documents.

It is noted that ~~four~~ three of the additional heritage places identified as part of the *Southbank and Fishermans Bend Heritage Review, 16 June 2017 updated November 2020* were

initially proposed to be the subject of Amendment C280 and have now been incorporated into Amendment C305. –These places are:

- ~~G.P. Motors Pty. Ltd, 35-41 City Road Southbank.~~
- Former Crown Chemicals Co warehouse, 63-65 City Road Southbank.
- ~~The Former~~ Castlemaine Brewery, Part 107-127, 129-131 and 133 Queens Bridge Street Southbank.
- ~~The PMG Postal Workshops, Garage & Stores complex/ GPO depot, Part~~ 45-99 Sturt Street Southbank.

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

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

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

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

**Commented [PP11]:** Change to reflect the stage of the Amendment.

**Commented [PP12]:** Change required because the Review has been updated to remove places in Fishermans Bend in response to Panel recommendation 5.

## Strategic assessment of the Amendment

### Why is the Amendment required?

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

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

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

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

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

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

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

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

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

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

#### **Does the Amendment address relevant bushfire risk?**

The Amendment will not result in any increased bushfire risk.

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

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

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

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

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

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

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

##### Clause 15 - Built Environment and Heritage

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

##### Clause 17 - Economic Development

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

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

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

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

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

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

The Amendment also addresses the requirements of the Planning Practice Note “Applying the Heritage Overlay, ~~September 2012~~August 2018”. 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?**

Notice of the Amendment was sent to VicRoads, VicTrack and Infrastructure Victoria in May 2018. These agencies did not make submissions.

A submission on the Amendment was received from the Environmental Protection Authority (EPA) in June 2018 during the exhibition period. The submission noted that some of the properties subject to the Amendment had the potential for land contamination and noted that future work could investigate applying the Environmental Audit Overlay to potentially contaminated land. The submission was referred to the Panel, who commended the EPA for advising the City of Melbourne of properties with potential contamination but considered that this was not a relevant when considering heritage significance and that it is beyond the scope of the Amendment.

~~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.~~

**Commented [PP13]:** Change to reflect the stage of the Amendment.

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

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

**Resource and administrative costs**

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

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

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

### Where you may inspect this Amendment

~~The Amendment is available for public inspection, free of charge, during office hours at:  
City of Melbourne  
Customer Service Counter  
Ground Floor  
Melbourne Town Hall Administration Building  
120 Swanston Street  
MELBOURNE VIC 3000~~

The Amendment can ~~also~~ be inspected free of charge:

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

### Submissions

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

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

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

### Panel hearing dates

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

- ~~Directions hearing: Week of 8 October, 2018. TBA~~
- ~~Panel hearing: Week of 5 November, 2018. TBA~~

**Commented [PP14]:** Change to reflect the stage of the Amendment.

## ATTACHMENT 1: SITES AFFECTED BY AMENDMENT C305MELB

1. Existing permanent heritage overlays to be amended

HO Number	HO Map changed	Address	Name /Description and proposed change
<del>HO5</del>	<del>Deletion Map - 8HO and 11HO</del>	<del>Various streets</del>	<del>Commonwealth Clothing Factory and surrounding streets (no heritage significance)</del>
HO366	Deletion Map - 8HO and 11HO & Addition Map - 8HO	<del>135-133-139 City Road, and 151-141-155 City Road,</del> 68-82 Southbank Boulevard, Southbank	James Moore's <del>T</del> timber <del>y</del> Yards and <del>s</del> Sawmills <del>complex</del> façade – revised address in the schedule to the heritage overlay, <u>revised listing in the</u> heritage inventory and revised heritage overlay boundaries
HO368	Deletion Map - 8HO and 11HO	171-193, 195-205 City Road, <del>100 and 118 Kavanagh Street,</del> 1 Balston Street, Southbank	Sharp & Sons <del>t</del> Timber, <del>later</del> -General Motors ( <u>Australia</u> ), <del>later</del> -International Harvester - revised address in the schedule to the heritage overlay, <u>revised listing in</u> the heritage inventory and revised heritage overlay boundaries
HO369	N/A	207 City Road, Southbank	State school No. 2686, <del>later</del> -South Melbourne Girls School, J.H. Boyd Domestic College ( <del>1932 -</del> ) and <del>Boyd Community Hub</del> - revised address in the schedule to the heritage overlay, <u>revised listing in the heritage inventory, and no mapping change</u>
HO370	N/A	235-239 City Road, Southbank	Main Point Hotel – revised address in the schedule to the heritage overlay, <u>revised listing in the -and</u> heritage inventory, and no mapping change
HO371	Deletion Map - 8HO and 11HO	269--283 City Road, Southbank	Bank of New South Wales - revised address in <del>heritage inventory</del> the schedule to the heritage overlay, <u>revised listing in the heritage inventory,</u> and revised heritage overlay boundaries
HO374	<u>Addition</u> Map - 8HO	272 City Road, Southbank	Edward Murphy's warehouse and workshop - revised address in the schedule to the heritage overlay and revised heritage overlay boundaries
HO375	Deletion Map - 8HO and 11HO	276-282 City Road, Southbank	Murphy's Buildings, <del>Australian Chemicals/Scott Paint Works</del> - revised address in the schedule to the heritage overlay, <u>revised listing in the -and</u> heritage inventory, and revised heritage overlay boundaries

**Commented [PP15]:** This change can now be made given that Amendment C298 introduced HO1234 St Kilda Road to correspond to VHR place H2359 St Kilda Road in March 2019.

HO Number	HO Map changed	Address	Name /Description and proposed change
HO376	Deletion Map - 8HO <sub>1</sub> and 11HO & Addition Map - 8HO	300 City Road, Southbank	White & Hancock's Warehouse, <del>later</del> White, Hancock and Mills Pty. Ltd - revised address in the schedule to the heritage overlay and revised heritage overlay boundaries
HO390	Addition Map - 8HO & Deletion Map - 8HO & 11HO	113 Sturt Street, Southbank	Castlemaine Brewery Malthouse/ <del>Malthouse Theatre</del> - revised address in the schedule to the heritage overlay, <u>revised listing in the</u> <del>and</del> heritage inventory, and <u>revised</u> heritage overlay boundaries
HO760	N/A	100 St. Kilda Road, <u>2 St. Kilda Road</u> , Southbank	Hamer Hall and Arts Centre – <u>revised address in amend</u> the <del>and</del> schedule to the heritage overlay, <u>revised listing in</u> <del>and</del> the heritage inventory, <u>and</u> no mapping change
HO762	N/A	<u>Queensbridge Square</u> <del>4 Queens Bridge Street</del> , Southbank	Sandridge Rail Bridge, over the Yarra River, <del>Queensbridge Square</del> -- revised address in the schedule to the heritage overlay, <u>revised listing in the</u> <del>and</del> heritage inventory, no mapping change
HO764	N/A	1-27 <del>and</del> <u>&amp;</u> 29-65 South Wharf Promenade <del>and</del> <u>&amp;</u> 2 Clarendon Street, South Wharf	Duke and Orr's Dry Dock, <del>South Wharf and</del> <u>&amp;</u> Cargo Sheds 4, 5, 6, 7, 8, 9, <u>adjoining Melbourne Convention &amp; Exhibition Centre</u> , South Wharf – revised address in the schedule to the heritage overlay, <u>revised listing in the</u> <del>and</del> heritage inventory, no mapping change
HO765	N/A	28 Clarendon Street, Southbank	Fergus <del>and</del> <u>&amp;</u> Mitchell, <del>later</del> Robur Tea <del>warehouse</del> <u>House</u> - revised <u>address place name</u> in the schedule to the heritage overlay <del>and heritage inventory</del> , no mapping change
HO791	N/A	Queens Bridge Street, Southbank	Queens Bridge, <u>Queens Bridge Street</u> over Yarra River - revised address in the schedule to the heritage overlay, <u>revised listing in the</u> <del>and</del> heritage inventory, no mapping change
HO792	N/A	180 St. Kilda Road, Southbank	National Gallery <del>of</del> Victoria – revised address in the schedule to the heritage overlay, <u>revised listing in the</u> <del>and</del> heritage inventory, no mapping change
HO910	N/A	234 St. Kilda Road and 13 Dodds Street, Southbank	<u>Victoria Police depot including Barracks, Mounted Branch stables and Police Hospital</u> ( <del>later part of the Victorian</del>



HO Number	HO Map changed	Address	Name /Description and proposed change
			<del>College of the Arts</del> - revised address in the schedule to the heritage overlay, <u>revised listing in the</u> <del>and</del> heritage inventory, no mapping change

## 2. Existing permanent heritage overlays to be deleted

HO Number	HO Map changed	Address	Name / Description
<u>HO5</u>	<u>Deletion Maps - 8HO &amp; 11HO</u>	<u>Various streets</u>	<u>South Melbourne Precinct (demolished Commonwealth Clothing Factory and surrounding streets, no heritage significance)</u>
HO367	Deletion Map - <del>8HO</del> and <del>11HO</del>	157-165 City Road, South Melbourne	Stewarts & Lloyds (demolished)
HO377	Deletion Map - <del>8HO</del> and <del>11HO</del>	109-117 Clarendon Street, South Melbourne	Southern Cross Service Station (demolished)
HO378	Deletion Map - <del>8HO</del> and <del>11HO</del>	Clarendon <del>Street</del> Bridge, South Melbourne	Clarendon Street Rail Bridge (demolished)
HO380	Deletion Map - <del>8HO</del> and <del>11HO</del>	46-48 Haig Street, South Melbourne	Former Cider factory (demolished)
HO381	Deletion Map - <del>8HO</del> and <del>11HO</del>	93 Kavanagh Street, South Melbourne	Former Halford Timber (demolished)
HO384	Deletion Map - <del>8HO</del> and <del>11HO</del>	40-46 Kavanagh Street, South Melbourne	Former Thomas Warburton & co (demolished)
HO387	NA	234-254 St. Kilda Road, South Melbourne	Victorian College of The Arts (listed twice in <u>the HO schedule to the heritage overlay</u> with two separate numbers - HO387 needs to be deleted from schedule)
HO388	Deletion Map - 8HO2	23-31 Sturt Street, South Melbourne	Alcock's Billiard Tables (demolished)
HO389	Deletion Map - <del>8HO</del> and <del>11HO</del>	<del>43-45</del> Sturt Street, <del>Southbank</del> <u>Sth Melbourne</u>	<u>PMG Postal Workshops, Garage &amp; Stores complex</u> <del>Victorian College of the Arts</del> (replaced with new HO <u>1201</u> )
HO391	Deletion Map - <del>8HO</del> and <del>11HO</del>	102-118 Sturt Street, <del>Southbank</del> <u>Sth Melbourne</u>	Former Melford Motors (demolished)
HO913	Deletion Map - 8HO2	20 Convention Centre Place, South Wharf	Buchanan & Brock (demolished - mapping change only required, not listed in <u>the schedule to the heritage overlay</u> <del>43-01s</del> )

HO Number	HO Map changed	Address	Name / Description
HO934	Not on existing HO maps	<u>344-370 Lorimer Street /and 231-249 Todd Road, Port Melbourne</u>	Former Commonwealth Aircraft <u>Corporation</u> Hangar (building no longer exists <u>in this location</u> , <u>deletion from the schedule to the heritage overlay only required</u> )

### 3. Existing interim heritage overlays to be deleted

<u>HO Number</u>	<u>HO Map changed</u>	<u>Address</u>	<u>Name / Description</u>
<u>HO1214</u>	<u>Deletion Maps - 8HO &amp; 8HO1</u>	<u>Heritage Precinct – various addresses on City Road and other streets, Southbank</u>	<u>City Road Industrial and Warehouse Precinct (does not meet the threshold for local heritage significance)</u>
<u>HO1222</u>	<u>Deletion Map - 8HO2</u>	<u>93-103 Clarendon Street, Southbank</u>	<u>Eckersley &amp; Sons (does not meet the threshold for local heritage significance)</u>
<u>HO1230</u>	<u>Deletion Map – 8HO</u>	<u>242-246 Sturt Street, Southbank</u>	<u>Commonwealth Artificial Limb Factory (does not meet the threshold for local heritage significance)</u>

#### 4. New heritage overlays to be introduced on a permanent basis

HO Number	HO Map changed	Address	Name /Description	Proposed changes
HO1214		Heritage precinct: City Road various (and others); Southbank	City Road Industrial and Warehouse Precinct	
HO1215	Addition Map - 8HO	Group listing – various addresses, Southbank	Electricity substation thematic group <del>Group listing</del> – 5 Electrical substations	<ul style="list-style-type: none"> <li>- Permanent HO1215 added to map 8HO</li> <li>- Schedule to the heritage overlay updated to: <ul style="list-style-type: none"> <li>- Delete the expiry date of HO1215</li> <li>- Delete reference to the <i>Southbank Heritage Inventory, February 2018</i></li> <li>- Replace reference to the <i>Southbank Statements of Significance, February 2018</i> with reference to the <i>Southbank Statements of Significance, December 2020</i>, and</li> <li>- Correct an address to reflect exhibited Amendment C305</li> </ul> </li> </ul>
HO1216	Addition Maps - 8HO & 11HO, & Deletion Map - 8HO	Group Listing – various addresses, Southbank	Bluestone pitched laneways group <del>Group Listing</del> – 10 bluestone laneways	<ul style="list-style-type: none"> <li>- Permanent HO1216 added to maps 8HO &amp; 11HO, with extent reduced from the exhibited extent to remove the part of Sm 549 to the south of 11-13 Hancock Street</li> <li>- Deleted the part of interim HO1216 which is the part of Sm 549 to the south of 11-13 Hancock Street from map 8HO</li> <li>- Schedule to the heritage overlay updated to: <ul style="list-style-type: none"> <li>- Delete the expiry date of HO1216</li> <li>- Delete reference to the</li> </ul> </li> </ul>

Commented [PP16]: Change to reflect response to panel recommendation 1.

				<p><u>Southbank Heritage Inventory, February 2018</u></p> <ul style="list-style-type: none"> <li>- <u>Replace reference to the Southbank Statements of Significance, February 2018 with reference to the Southbank Statements of Significance, December 2020, and</u></li> <li>- <u>Correct identifier for part of Wells Place from Sml 248 to Sm 0248</u></li> </ul>
HO1200	<u>Addition Map - 8HO2</u>	<u>Part 107-127, 129 -131 and 133 Queens Bridge Street, Southbank</u>	<u>Former Castlemaine Brewery</u>	<ul style="list-style-type: none"> <li>- <u>Permanent HO1200 added to map 8HO2</u></li> <li>- <u>Schedule to the heritage overlay updated to:</u> <ul style="list-style-type: none"> <li>- <u>Delete the expiry date of HO1200</u></li> <li>- <u>Add reference to the Southbank Statements of Significance, December 2020</u></li> </ul> </li> </ul>
HO1201	<u>Addition Map - 8HO, &amp; Deletion Map - 8HO</u>	<u>Part 45-99 Sturt Street, Southbank</u>	<del>GPO</del> /PMG <u>Postal Workshops, Garage &amp; Stores complex</u> <del>depot</del>	<ul style="list-style-type: none"> <li>- <u>Permanent HO1201 added to map 8HO, with the extent reduced from the exhibited extent</u></li> <li>- <u>Deleted the part of interim HO1201 which is not part of the permanent HO1201 from map 8HO</u></li> <li>- <u>Schedule to the heritage overlay updated to:</u> <ul style="list-style-type: none"> <li>- <u>Delete the expiry date of HO1201</u></li> <li>- <u>Add reference to the Southbank Statements of Significance, December 2020</u></li> <li>- <u>Add reference to the PMG Postal Workshops, Garages &amp; Stores, Part 45-99 Sturt Street Southbank Incorporated Plan, November 2020</u></li> </ul> </li> </ul>

<del>HO1202</del>		<del>35-41 City Road, Southbank</del>	<del>G.P. Motors Pty. Ltd.</del>	
HO1203	<u>Addition Map - 8HO2</u>	63-65 City Road, Southbank	<u>Former Crown Chemicals Co warehouse</u>	<ul style="list-style-type: none"> <li>- <u>Permanent HO1203 added to map 8HO2</u></li> <li>- <u>Schedule to the heritage overlay updated to add HO1203</u></li> </ul>
HO1218	<u>Addition Map - 8HO2</u>	20 City Road, Southbank	New St John's Lutheran eChurch	<ul style="list-style-type: none"> <li>- <u>Permanent HO1218 added to map 8HO2</u></li> <li>- <u>Schedule to the heritage overlay updated to:</u> <ul style="list-style-type: none"> <li>- <u>Delete the expiry date of HO1218</u></li> <li>- <u>Delete reference to the Southbank Heritage Inventory, February 2018</u></li> <li>- <u>Replace reference to the Southbank Statements of Significance, February 2018 with reference to the Southbank Statements of Significance, December 2020</u></li> </ul> </li> </ul>
<del>HO1219</del>		<del>67-69 City Road, Southbank</del>	<del>Kosky Bros Pty. Ltd. Furriers</del>	
HO1220	<u>Addition Map - 8HO2</u>	71-75 City Road, Southbank	Maurice Artaud & Co. <u>façade</u>	<ul style="list-style-type: none"> <li>- <u>Permanent HO1220 added to map 8HO2, with the extent reduced from the exhibited extent</u></li> <li>- <u>Schedule to the heritage overlay updated to add HO1220</u></li> </ul>
HO1221	<u>Addition Map - 8HO2</u>	Clarendon Street, Southbank and Spencer Street, Melbourne	Spencer Street Bridge	<ul style="list-style-type: none"> <li>- <u>Permanent HO1221 added to map 8HO2</u></li> <li>- <u>Schedule to the heritage overlay updated to add HO1221</u></li> </ul>
<del>HO1222</del>		<del>93-103 Clarendon Street, Southbank</del>	<del>Eckersley &amp; Sons soda fountain factory</del>	

**Commented [PP17]:** Change to reflect response to panel recommendation 2b.

**Commented [PP18]:** Change to reflect response to panel recommendation 2d.

**Commented [PP19]:** Change to reflect response to panel recommendation 2e.

HO1223	<a href="#">Addition Map - 8HO</a>	67-69 Clarke Street, Southbank	Melbourne and Metropolitan Tramways Board Electricity Substation 'S'	<ul style="list-style-type: none"> <li>- <a href="#">Permanent HO1223 added to map 8HO</a></li> <li>- <a href="#">Schedule to the heritage overlay updated to:</a> <ul style="list-style-type: none"> <li>- <a href="#">Delete the expiry date of HO1223</a></li> <li>- <a href="#">Delete reference to the <i>Southbank Heritage Inventory, February 2018</i></a></li> <li>- <a href="#">Replace reference to the <i>Southbank Statements of Significance, February 2018</i> with reference to the <i>Southbank Statements of Significance, December 2020</i></a></li> </ul> </li> </ul>
HO1224	<a href="#">Addition Map - 11HO</a>	49-61 Coventry Street and 50 Dorcas Street, Southbank	Thornycraft (Aust.) Ltd, later Herald Sun Television Studio	<ul style="list-style-type: none"> <li>- <a href="#">Permanent HO1224 added to map 11HO</a></li> <li>- <a href="#">Schedule to the heritage overlay updated to:</a> <ul style="list-style-type: none"> <li>- <a href="#">Delete the expiry date of HO1224</a></li> <li>- <a href="#">Delete reference to the <i>Southbank Heritage Inventory, February 2018</i></a></li> <li>- <a href="#">Replace reference to the <i>Southbank Statements of Significance, February 2018</i> with reference to the <i>Southbank Statements of Significance, December 2020</i></a></li> </ul> </li> </ul>
HO1225	<a href="#">Addition Map - 8HO</a>	<a href="#">Corner Grant Street</a> <del>(corner and Dodds Street)</del> , Southbank	Vault sculpture	<ul style="list-style-type: none"> <li>- <a href="#">Permanent HO1225 added to map 8HO</a></li> <li>- <a href="#">Schedule to the heritage overlay updated to add HO1225</a></li> </ul>
HO1226	<a href="#">Addition Map - 8HO</a>	63 Kings Way, Southbank	Austral Otis engineering works, later Regent House	<ul style="list-style-type: none"> <li>- <a href="#">Permanent HO1226 added to map 8HO</a></li> <li>- <a href="#">Schedule to the heritage overlay updated to add HO1226</a></li> </ul>

HO1227	<u>Addition Maps - 8HO &amp; 8HO2</u>	Kings Way, Southgate	Kings Way Bridge	<ul style="list-style-type: none"> <li>- <u>Permanent HO1227 added to maps 8HO and 8HO2</u></li> <li>- <u>Schedule to the heritage overlay updated to add HO1227</u></li> </ul>
HO1228	<u>Addition Map - 8HO2</u>	1-7 Queens Bridge Street, Southbank	Queens <u>B</u> bridge Hotel	<ul style="list-style-type: none"> <li>- <u>Permanent HO1228 added to map 8HO2</u></li> <li>- <u>Schedule to the heritage overlay updated to add HO1228</u></li> </ul>
HO1229	<u>Addition Map - 8HO2</u>	<u>Part</u> 107-127 Queens Bridge Street, Southbank	Robur Tea Company factory- warehouse	<ul style="list-style-type: none"> <li>- <u>Permanent HO1229 added to map 8HO2</u></li> <li>- <u>Schedule to the heritage overlay updated to:</u> <ul style="list-style-type: none"> <li>- <u>Delete the expiry date of HO1229</u></li> <li>- <u>Delete reference to the <i>Southbank Heritage Inventory, February 2018</i></u></li> <li>- <u>Replace reference to the <i>Southbank Statements of Significance, February 2018</i> with reference to the <i>Southbank Statements of Significance, December 2020</i></u></li> </ul> </li> </ul>
<b>HO1230</b>		<b>242-246 Sturt Street, Southbank</b>	<b>Commonwealth Artificial Limb Factory</b>	

**Commented [PP20]:** Change to reflect response to panel recommendation 2f.



*Planning and Environment Act 1987*

**MELBOURNE PLANNING SCHEME**

**AMENDMENT C305 MELB**

**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 87 attached map sheets.

**Overlay Maps**

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

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

2. In Local Planning Policy Framework – replace Clause 22.04 with a new Clause 22.04 in the form of the attached document.
3. In Local Planning Policy Framework – replace Clause 22.05 with a new Clause 22.05 in the form of the attached document.
4. In Overlays – Clause 43.01 replace the Schedule with a new Schedule in the form of the attached document.
5. In Incorporated Documents – Clause 81.0172.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document

**Commented [PP1]:** Change required following gazettal of Amendment VC148 in July 2018.

29/03/2019  
C351melb

## SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

### 1.0

18/10/2018  
C304

#### Application requirements

None specified.

### 2.0

~~29/10/2020-  
C373melb-  
Proposed  
C305melb~~

#### Heritage places

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

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	<b>PRECINCTS OUTSIDE THE CAPITAL CITY ZONE</b>							
HO1120	Former Ramsay Surgical Precinct 182-210 Berkeley Street, Carlton	Yes	No	No	No	No	No	No
HO1121	Little Pelham Street Precinct 183 195 Bouverie Street, (Alternate addresses 168-180 Leicester Street & 150-170 Pelham Street, Carlton)	Yes	No	No	No	No	No	No
HO1	<i>Carlton Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statements of Significance February 2020	Yes	No	No	No	No	No	No
HO2	<i>East Melbourne &amp; Jolimont Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1124	<i>Elizabeth Street North (Boulevard) Precinct</i> 518-708 and 527-605 and 647-651 Elizabeth Street, 60 O'Connell Street, 309-317 Queensberry Street and 222-238 Victoria Street	Yes	No	No	No	No	No	No
HO9	<i>Kensington Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1122	<i>Lincoln Square South Precinct</i> 11-31 Lincoln Square South & 631-645 Swanston Street, Carlton	Yes	No	No	No	No	No	No
HO3	<i>North &amp; West Melbourne Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO4	<i>Parkville Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
<del>HO5</del>	<del><i>South Melbourne Precinct</i></del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
HO6	<i>South Yarra Precinct</i> <b>Incorporated plan:</b> Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002 <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	Yes – 120W Toorak Rd: 2 Canary Island Date Palms & Row of 11 Italian Bhutan Cypress	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1123	<i>Villiers Street Precinct 14-42 Villiers Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO992	<i>World Heritage Environs Area Precinct</i>	Yes	No	No	No	No	No	No
HO1162	<i>Barnett Street North Residential Precinct</i>	Yes	No	No	No	-	No	No
HO1163	<i>Barnett Street South Residential Precinct</i>	Yes	No	No	No	-	No	No
HO1164	<i>Kensington Railway Station Commercial &amp; Residential Precinct</i>	Yes	No	No	No	-	No	No
HO1165	<i>Lambeth Street Streetscape</i>	Yes	No	No	No	-	No	No
HO1166	<i>Parsons Street South Streetscape</i>	Yes	No	No	No	-	No	No
HO1167	<i>Parsons Street West Precinct</i>	Yes	No	No	No	-	No	No
HO1168	<i>Pridham Street North Residential Street North Residential Precinct</i>	Yes	No	No	No	-	No	No
HO1169	<i>Rankins Road North Streetscape</i>	Yes	No	No	No	-	No	No
HO1170	<i>Smith Street Victorian Era Residential Streetscape</i>	Yes	No	No	No	-	No	No
HO1171	<i>William Adams' Investment House Streetscape</i>	Yes	No	No	No	-	No	No
HO1092	<i>Moonee Ponds Creek and Infrastructure Precinct</i>  <i>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</i>  <b>Incorporated plan:</b> Melbourne Water Permit Exemptions for the Moonee Ponds Creek and Infrastructure Precinct 2015	Yes	No	Yes	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO869	<i>Home for Lost and Starving Dogs, later Lost Dogs Home &amp; Animal Hospital</i> 2-52 Gracie Street, North Melbourne	Yes	No	No	No	No	No	No
HO455	<i>North and West Melbourne Biscuit Making &amp; Flour Milling Precinct</i> 3-21 Anderson Street, 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne	Yes	No	No	No	No	No	No
<b>PRECINCTS INSIDE THE CAPITAL CITY ZONE</b>								
<del>HO1214</del> <del>Interim control</del> <del>Expiry date:-</del> <del>22/01/2021</del>	<del><i>City Road Industrial and Warehouse Precinct</i></del> <del><b>Incorporated document:</b></del> <del>Southbank Heritage Inventory, February 2018</del> <del><b>Statement of Significance:</b></del> <del>Southbank Statements of Significance, February 2018</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
HO503	<i>Bank Place Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO500	<i>Bourke Hill Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO501	<i>Bourke West Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO502	<i>The Block Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO504	<i>Collins East Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1290 Interim Control Expiry date: 29/05/2021	<i>Drewery Lane Precinct</i> <b>Statement of Significance:</b> Drewery Lane Precinct Statement of Significance, July 2020	No	No	No	No	No	No	No
HO1125	<i>Elizabeth Street (CBD) Precinct</i> <i>413-503 Elizabeth Street</i>	Yes	No	No	No	No	No	No
HO1204	<i>Elizabeth Street West Precinct</i> <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020) <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO505	<i>Flinders Gate Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO506	<i>Flinders Lane Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1205	<i>Guildford &amp; Hardware Laneways Precinct</i> <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020) <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No
HO1286 Interim Control Expiry date: 29/05/2021	<i>Flinders Lane East Precinct</i> <b>Statement of Significance:</b> Flinders Lane East Precinct Statement of Significance, July 2020	No	No	No	No	No	No	No
HO1297 Interim Control Expiry date: 29/05/2021	<i>Little Lonsdale Street Precinct</i> <b>Statement of Significance:</b> Little Lonsdale Street Precinct Statement of Significance, July 2020	No	No	No	No	No	No	No
HO510	<i>Law Courts Precinct</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO507	<i>Little Bourke Street Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO509	<i>Post Office Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO7	<i>Queen Victoria Market Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1288 Interim Control Expiry date: 29/05/2021	<i>Swanston Street North Precinct</i> <b>Statement of Significance:</b> Swanston Street North Precinct Statement of Significance, July 2020	No	No	No	No	No	No	No
HO1289 Interim Control Expiry date: 29/05/2021	<i>Swanston Street South Precinct</i> <b>Statement of Significance:</b> Swanston Street South Precinct Statement of Significance, July 2020	No	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO984	<i>Little Lon Precinct</i> <b>Statement of Significance:</b> Heritage Precincts Statement of Significance February 2020	Yes	No	No	No	No	No	No
	<b>TREES &amp; GARDENS</b>							
HO10	<i>Aboriginal Scarred Tree Fitzroy Gardens</i>	No	No	Yes	No	No	No	Yes
HO11	<i>Aboriginal Scarred Tree Royal Zoological Gardens</i>	No	No	Yes	No	No	No	Yes
HO14	<i>Aboriginal Burial Site Kings Domain</i>	No	No	No	No	No	No	Yes
HO402	<i>Royal Botanic Gardens, Birdwood Ave, Melbourne</i>	-	-	-	-	Yes Ref No H1459	Yes	No
HO512	<i>Chinese Honey Locusts Tree, King Street, Melbourne</i>		No	Yes	No	No	No	No
HO514	<i>Common Olive Tree, Little Lonsdale Street, Melbourne</i>	No	No	Yes	No	No	No	No
HO907	<i>Federal Oak, Parliament House Gardens, 110-160 Spring St, Melbourne</i>	-	-	-	-	Yes Ref No H1317		
HO883	<i>Fitzroy Gardens, Wellington Pde, Lansdowne St, Clarendon St and Albert St, East Melbourne</i>	-	-	-	-	Yes Ref No H1834	No	No
HO793	<i>Flagstaff Gardens, King St &amp; William St &amp; LaTrobe St &amp; Dudley St, West Melbourne</i>	-	-	-	-	Yes Ref No H2041	Yes	No
HO69	<i>Royal Exhibition Building and Carlton Gardens (World Heritage Place), Nicholson Street &amp; Victoria Street &amp; Rathdowne Street &amp; Carlton Street, Carlton</i>	-	-	-	-	Yes Ref No H1501	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO917	<i>Treasury Gardens, Spring Street, and Wellington Parade, Melbourne</i>	-	-	-	-	Yes Ref No H1887	Yes	No
HO1095	<i>Mature pepper tree row Part 208-292 Arden Street, North Melbourne The heritage place is the pepper tree row and land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter</i>	No	No	Yes	No	No	No	No
HO1096	<i>Clayton Reserve, drinking fountain and plane trees which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter 201-241 Macaulay Road, North Melbourne</i>	Yes	No	Yes	No	No	No	No
	<b>CARLTON</b>							
HO17	<i>Former Myer Despatch Buildings 31-47 Barry Street and 258-274 Queensberry Street, Carlton</i>	Yes	No	No	No	No	No	No
HO800	<i>Pair of houses 56-58 Barry Street, Carlton</i>	Yes	No	No	No	No	No	No
HO1126	<i>RepcO Warehouse 90-104 Berkeley Street, Carlton</i>	Yes	No	No	No	No	No	No
HO803	<i>Former Modern Printing Company Warehouse 21 – 25 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	No
HO1127	<i>Former Modern Printing Company Factory 129-135 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	No
HO804	<i>Former Ingram Bros Warehouse 145 – 147 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1130	<i>Former Baptist Kindergarten Part 197-235 Bouverie Street, Carlton (alternate address 233-235 Bouverie Street, Carlton)</i>	Yes	No	No	No	No	No	No
HO25	<i>Former Carlton &amp; United Brewery, 2-76 Bouverie Street &amp; Swanston Street, Carlton</i>	-	-	-	-	Yes Ref No H24	Yes	No
HO1128	<i>Former Pitman Books Building 158-164 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	No
HO1129	<i>House 166-170 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	No
HO27	<i>51 – 65 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	No
HO28	<i>71 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	No
HO29	<i>83-87 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	No
HO30	<i>101-111 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	No
HO32	<i>199-201 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	No
HO34	<i>245-257 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	No
HO35	<i>18-22 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	No
HO36	<i>50-56 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	No
HO799	<i>Melbourne General Cemetery, College Crescent, Carlton North</i>	-	-	-	-	Yes Ref No H1788	Yes	No
HO39	<i>Drummond Terrace, 93-105 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H872	Yes	No
HO40	<i>Lothian Buildings, 175-179 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H372	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO41	<i>Shops and residences, 313-315 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H43	Yes	No
HO43	<i>Carlton Court House, 345-349 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H1467	Yes	No
HO37	<i>Rosaville, 46 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H408	Yes	No
HO38	<i>Medley Hall, 48 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H409	Yes	No
HO45	<i>Police Station, 334-344 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H1543	Yes	No
HO46	<i>518 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	No
HO49	<i>556 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	No
HO50	<i>576 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	No
HO51	<i>580 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	No
HO52	<i>614-618 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	No
HO44	<i>656-668 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	No
HO54	<i>708 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	No
HO924	<i>Underground Public Toilets, Faraday Street, Carlton</i>	-	-	-	-	Yes Ref No H2134	Yes	No
HO925	<i>La Mama Theatre Building, 205-207 Faraday St, Carlton</i>	-	-	-	-	Yes Ref No H1991	Yes	No
HO56	<i>272-278 Faraday St, Carlton</i>	Yes	No	No	No	No	No	No

MELBOURNE PLANNING SCHEME  
Page 181 of 1446

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO57	<i>Kathleen Syme Education Centre (Former Primary School No. 112) 251 Faraday Street, Carlton</i>	-	-	-	-	Yes Ref No H1625	Yes	No
HO884	<i>Queen Elizabeth Maternal &amp; Child Health Centre, 52-112 Keppel Street, 455-495 Cardigan Street &amp; 960 Swanston Street, Carlton</i>	-	-	-	-	Yes Ref No H1813	Yes	No
HO59	<i>The 60L Green Building 62 Leicester St, Carlton</i>	Yes	No	No	No	No	No	No
HO62	<i>Pattison Terrace 148-152 Leicester St, Carlton</i>	Yes	No	No	No	No	No	No
HO85	<i>Carlton Inn 154-160 Leicester Street, Carlton (Alternate address is 175 Pelham St, Carlton)</i>	Yes	No	No	No	No	No	No
HO1131	<i>Former Astral Motor Wheel Works 51-61 Leicester Street, Carlton</i>	Yes	No	No	No	No	No	No
HO63	<i>Former Factory &amp; Residence 119-125 Leicester St, Carlton</i>	Yes	No	No	No	No	No	No
HO1132	<i>Former Factory 135-139 Leicester Street, Carlton</i>	Yes	No	No	No	No	No	No
HO64	<i>1-31 Lygon St, Carlton</i>	Yes	No	No	No	No	No	No
HO65	<i>St Judes Anglican Church, 349-371 Lygon Street, 221-239 Palmerston Street &amp; 2-34 Keppel Street, Carlton</i>	-	-	-	-	Yes Ref No H14	Yes	No
HO68	<i>Trades Hall, 2 Lygon Street &amp; 172 Victoria Street, Carlton</i>	-	-	-	-	Yes Ref No H663	Yes	No
HO66	<i>Lygon Buildings, 98-126 Lygon Street and 68-72 Queensberry Street, Carlton</i>	-	-	-	-	Yes Ref No H406	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO67	<i>Holdsworth Buildings, 380 Lygon St, Carlton</i>	-	-	-	-	Yes Ref No H74	Yes	No
HO885	<i>Former Carlton Creche, 101-111 Neill Street, Carlton</i>	-	-	-	-	Yes Ref No H1864	Yes	No
HO70	<i>16-22 Orr St, Carlton</i>	Yes	No	No	No	No	No	No
HO71	<i>22-24 Palmerston St, Carlton</i>	Yes	No	No	No	No	No	No
HO976	<i>Church of All Nations and Organ, 180 Palmerston St, Carlton</i>	-	-	-	-	Yes Ref No H2179	Yes	No
HO81	<i>5-21 Pelham St, Carlton</i>	Yes	No	No	No	No	No	No
HO84	<i>Former C Huppert &amp; Co. Factory 157-163 Pelham St, Carlton</i>	Yes	No	No	No	No	No	No
HO82	<i>96 Pelham St, Carlton</i>	Yes	No	No	No	No	No	No
HO83	<i>Former Residence 226 Pelham St, Carlton</i>	Yes	No	No	No	No	No	No
HO1159	<i>House 228 Pelham Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO926	<i>Cast Iron Urinal, Queensberry Street – North Side, East of Elizabeth Street, Carlton</i>	-	-	-	-	Yes Ref No H2137	No	No
HO927	<i>Cast Iron Urinal, Queensberry Street – South Side, West of Swanston Street, Carlton</i>	-	-	-	-	Yes Ref No H2138	No	No
HO87	<i>19 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO88	<i>Dalmeny House, 21 Queensberry St, Carlton</i>	-	-	-	-	Yes Ref No H525	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO89	<i>Cramond House, 23 Queensberry St and 4-12 Elm Tree Place, Carlton</i>	-	-	-	-	Yes Ref No H482	Yes	No
HO90	<i>59 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO91	<i>133-135 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO1136	<i>Former Factory 225-227 Queensberry Street, Carlton</i>	Yes	No	No	No	No	No	No
HO94	<i>Former Independent Mission Hall 229 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO95	<i>Former Mills Hotel 259 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO96	<i>106-108 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO97	<i>128-140 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO807	<i>144-146 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO1134	<i>Former Paton's Brake Replacement Factory 198-202 Queensberry street, Carlton</i>	Yes	No	No	No	No	No	No
HO99	<i>Shop 210 Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO1135	<i>Carlton Tram Substation 214-222 Queensberry Street, Carlton</i>	-	-	-	-	Yes Ref No H2325	Yes	No
HO93	<i>Former Primary School No. 2365 224 Queensberry St, Carlton</i>	-	-	-	-	Yes Ref No H970	Yes	No
HO102	<i>Public Urinal, Queensberry St, Carlton</i>	Yes	No	No	No	No	No	No
HO103	<i>25-27 Rathdowne St, Carlton</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO809	29-31 Rathdowne St, Carlton	Yes	No	No	No	No	No	No
HO104	49 Rathdowne St, Carlton	Yes	No	No	No	No	No	No
HO105	Former Presbyterian Manse, 97-105 Rathdowne Street, Carlton	-	-	-	-	Yes Ref No H17	Yes	No
HO106	Primary School No. 2605, 201-231 Rathdowne St, Carlton	-	-	-	-	Yes Ref No H1624	Yes	No
HO107	Sacred Heart Catholic Church, 169-199 Rathdowne Street, 2-40 Pelham Street & 154-184 Drummond Street, Carlton	-	-	-	-	Yes Ref No H16	Yes	No
HO108	Queensberry Hotel 593 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO810	Shop 599 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO110	625-629 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO111	466 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO112	508-512 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO113	554-556 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO811	630 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO115	Former No 3 Carlton Fire Station, 644-658 Swanston St, Carlton	-	-	-	-	Yes Ref No H1320	Yes	No
HO116	676-682 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO117	784-786 Swanston St, Carlton	Yes	No	No	No	No	No	No
HO912	Residence, 896-898 Swanston Street, Carlton	-	-	-	-	Yes Ref No H95	Yes	No



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HO1299	<i>Plumbers and Gasfitters Union Building, 50-52 Victoria Street, Carlton</i>	-	-	-	-	Yes Ref No H2307	Yes	No
HO118	<i>68-72 Victoria St, Carlton</i>	Yes	No	No	No	No	No	No
	<b>EAST MELBOURNE/ JOLIMONT</b>							
HO928	<i>Mary Mackillop House, 348-362 Albert Street, East Melbourne</i>	-	-	-	-	Yes Ref No H1062	Yes	No
HO120	<i>402-406 Albert St, East Melbourne</i>	Yes	No	No	No	No	No	No
HO121	<i>Terrace, 408 Albert St, East Melbourne</i>	-	-	-	-	Yes Ref No H851	Yes	No
HO122	<i>Victorian Artists Society, 428-430 Albert St, East Melbourne</i>	-	-	-	-	Yes Ref No H634	Yes	No
HO123	<i>Former Baptist Church House, 486-492 Albert St, East Melbourne</i>	-	-	-	-	Yes Ref No H3	Yes	No
HO124	<i>East Melbourne Synagogue, 494-500 Albert St, East Melbourne</i>	-	-	-	-	Yes Ref No H495	Yes	No
HO125	<i>494-508 Albert St, East Melbourne</i>	Yes	No	No	No	No	No	No
HO128	<i>Old Men's Shelter, Powlett Reserve, 61-67 Albert Street &amp; 150-152 Powlett Street, East Melbourne</i>	-	-	-	-	Yes Ref No H945	Yes	No
HO129	<i>St. Patricks Cathedral Precinct, 2-20 Gisborne Street, 2-60 Cathedral Place, 371-449 Albert Street, 7-9 Lansdowne Street, East Melbourne</i>	-	-	-	-	Yes Ref No H8	Yes	No
HO890	<i>Melbourne Cricket Ground, Brunton Ave, East Melbourne</i>	-	-	-	-	Yes Ref No H1928	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO134	<i>St. Hilda's House, 1-19 Clarendon St, East Melbourne</i>	-	-	-	-	Yes Ref No H481	Yes	No
HO130	<i>Philadelphia Robertson House (Mosspennoch), 22-40 Clarendon Street, East Melbourne</i>	-	-	-	-	Yes Ref No H420	Yes	No
HO131	<i>Bishopscourt, 84-122 Clarendon St, East Melbourne</i>	-	-	-	-	Yes Ref No H27	Yes	No
HO886	<i>Freemasons Hospital, 166 Clarendon Street, , East Melbourne</i>	-	-	-	-	Yes Ref No H1972	Yes	No
HO132	<i>Residence, 202-206 ClarendonSt, cnr Albert Street, East Melbourne</i>	-	-	-	-	Yes Ref No H28	Yes	No
HO133	<i>Clarendon Terrace, 208-212 Clarendon St, East Melbourne</i>	-	-	-	-	Yes Ref No H29	Yes	No
HO136	<i>Residence, 191-197 George St, East Melbourne</i>	-	-	-	-	Yes	Yes	No
HO135	<i>Braemar, 176-180 George St, East Melbourne</i>	-	-	-	-	Yes Ref No H52	Yes	No
HO922	<i>Ola Cohn House, 41-43 Gipps Street, East Melbourne</i>	-	-	-	-	Yes Ref No H2002	Yes	No
HO986	<i>Residence, 104 Gipps Street, East Melbourne</i>	-	-	-	-	Yes Ref No H2131	Yes	No
HO138	<i>Little Parndon, 159 Gipps St, East Melbourne</i>	-	-	-	-	Yes Ref No H56	Yes	No
HO139	<i>Town House, 179 Gipps St, East Melbourne</i>	-	-	-	-	Yes Ref No H57	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO137	<i>Nepean Terrace, 128-132 Gipps Street, East Melbourne</i>	-	-	-	-	Yes Ref No H53	Yes	No
HO142	<i>St. Peters Eastern Hill Precinct, 13-19 Gisborne St &amp; 453-479 Albert Street, East Melbourne</i>	-	-	-	-	Yes Ref No H9	Yes	No
HO143	<i>Eastern Hill Fire Station, 23-41 Gisborne Street, 446-476 Albert Street, &amp; 108-122 Victoria Street, East Melbourne</i>	-	-	-	-	Yes Ref No H1042	Yes	No
HO144	<i>Town House, 115-117 Grey St, East Melbourne</i>	-	-	-	-	Yes Ref No H58	Yes	No
HO145	<i>Terrace, 128-132 Grey St, East Melbourne</i>	-	-	-	-	Yes Ref No H59	Yes	No
HO929	<i>Mercy Hospital, 145-161 Grey Street, East Melbourne</i>	-	-	-	-	Yes Ref No H1954	Yes	No
HO146	<i>St. John's Church, 1251-1289 Hoddle Street, 576-594 Victoria Pde &amp; 2-30 Albert Street, East Melbourne</i>	-	-	-	-	Yes Ref No H757	Yes	No
HO147	<i>Chandos, 42-48 Hotham St, East Melbourne</i>	-	-	-	-	Yes Ref No H535	Yes	No
HO148	<i>Queen Bess Row, 72-76 Hotham St, East Melbourne</i>	-	-	-	-	Yes Ref No H602	Yes	No
HO149	<i>Fairhall, 154-156 Hotham St, East Melbourne</i>	-	-	-	-	Yes Ref No H60	Yes	No
HO887	<i>Residence, 157 Hotham St, East Melbourne</i>	-	-	-	-	Yes Ref No H61	Yes	No
HO150	<i>Cyprus Terrace, 158 Hotham St, East Melbourne</i>	-	-	-	-	Yes Ref No H62	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO151	<i>Cyprus Terrace, 160 Hotham St, East Melbourne</i>	-	-	-	-	Yes Ref No H63	Yes	No
HO152	<i>Cyprus Terrace, 162 Hotham St, East Melbourne</i>	-	-	-	-	Yes Ref No H64	Yes	No
HO153	<i>Cyprus Terrace, 164 Hotham St, East Melbourne</i>	-	-	-	-	Yes Ref No H65	Yes	No
HO192	<i>Residence, 12 Jolimont Terrace, East Melbourne</i>	-	-	-	-	Yes Ref No H513	Yes	No
HO193	<i>Residence, 32-34 Jolimont Terrace, East Melbourne</i>	-	-	-	-	Yes Ref No H514	Yes	No
HO154	<i>Burlington Terrace, 15-27 Lansdowne Street &amp; 384-400 Albert Street, East Melbourne</i>	-	-	-	-	Yes Ref No H797	Yes	No
HO888	<i>Tram Shelter, Cnr Macarthur St &amp; St. Andrews Place, East Melbourne</i>	-	-	-	-	Yes Ref No H1870	Yes	No
HO127	<i>New Temple Church, 2-6 Morrison Place &amp; 420-422 Albert Street, East Melbourne</i>	-	-	-	-	Yes Ref No H852	Yes	No
HO160	<i>Terrace, 8-10 Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H853	Yes	No
HO161	<i>Terrace, 14-18 Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H854	Yes	No
HO162	<i>Terrace, 20 Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H855	Yes	No
HO163	<i>Terrace, 22 Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H856	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO164	<i>Aubrey Bowen Wing, Royal Vict. Eye &amp; Ear Hospital, Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H1724	Yes	No
HO930	<i>Cast Iron Urinal, Nicholson Street, East Melbourne</i>	-	-	-	-	Yes Ref No H2149	No	No
HO165	<i>ICI House, 1-4 Nicholson St &amp; 510-532 Albert St, East Melbourne</i>	-	-	-	-	Yes Ref No H786	Yes	No
HO166	<i>Tasma Terrace, 2-12 Parliament Place &amp; 34-40 St Andrews Place, East Melbourne</i>	-	-	-	-	Yes Ref No H1025	Yes	No
HO167	<i>Lutheran Church, 22-36 Parliament Place &amp; 65-75 Cathedral Place, East Melbourne</i>	-	-	-	-	Yes Ref No H15	Yes	No
HO168	<i>Foynes, 52 Powlett St, East Melbourne</i>	-	-	-	-	Yes Ref No H499	Yes	No
HO169	<i>Eastcourt, 54 Powlett St, East Melbourne</i>	-	-	-	-	Yes Ref No H87	Yes	No
HO170	<i>Canterbury Terrace, 82-112 Powlett St, East Melbourne</i>	-	-	-	-	Yes Ref No H454	Yes	No
HO171	<i>Residence, 130 Powlett St, East Melbourne</i>	-	-	-	-	Yes Ref No H88	Yes	No
HO172	<i>The Opera House, 138 Powlett St, East Melbourne</i>	-	-	-	-	Yes Ref No H89	Yes	No
HO889	<i>East Collingwood Rifles Volunteer Orderly Room, 172-188 Powlett Street, East Melbourne</i>	-	-	-	-	Yes Ref No H1801	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO174	<i>Treasury Reserve Precinct, 3 Treasury Place, &amp; St Andrews Place &amp; Macarthur Street &amp; 2 Treasury Place, East Melbourne, and Spring Street &amp; 1 Treasury Place &amp; 1 Macarthur Place, Melbourne</i>	-	-	-	-	Yes Ref No H1526	Yes	No
HO931	<i>Gordon Reserve, Spring Street and Macarthur Street, East Melbourne</i>	-	-	-	-	Yes Ref No H47	Yes	No
HO188	<i>Former Salvation Army Training Garrison, 68-88 Victoria Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H554	Yes	No
HO179	<i>Terrace, 146-148 Victoria Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H857	Yes	No
HO180	<i>Terrace, 150 Victoria Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H858	Yes	No
HO812	<i>152 Victoria Pde, East Melbourne</i>	Yes	No	No	No	No	No	No
HO813	<i>160 Victoria Pde, East Melbourne</i>	Yes	No	No	No	No	No	No
HO181	<i>Ardee, 162-166 Victoria Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H859	Yes	No
HO182	<i>Ensor, 168-172 Victoria Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H860	Yes	No
HO183	<i>Church of the Holy Annunciation Evangelismos, 186-196 Victoria Parade, East Melbourne</i>	-	-	-	-	Yes Ref No H532	Yes	No
HO184	<i>Cathedral College, Former Christian Brothers College 'Parade', 256-278 Victoria Parade, East Melbourne</i>	-	-	-	-	Yes Ref No H20	Yes	No
HO185	<i>Terrace, 352-354 Victoria Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H638	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO186	<i>Terrace, 356-358 Victoria Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H639	Yes	No
HO187	<i>Former Victoria Brewery, 388-442 Victoria Parade, 148-200 Albert St &amp; 187-225 Powlett St, East Melbourne</i>	-	-	-	-	Yes Ref No H624	Yes	No
HO189	<i>Ornamental Tramway Overhead Poles, Victoria Pde, East Melbourne (see also HO299)</i>	-	-	-	-	Yes Ref No H1023	Yes	No
HO173	<i>Former Yarra Park Primary School No. 1406, 2-40 Webb Lane, East Melbourne</i>	-	-	-	-	Yes Ref No H768	Yes	No
HO194	<i>Yarra Park &amp; Former Grand Rank Cabman's Shelter near Footbridge, Wellington Pde and Punt Rd and Vale St and Jolimont Tce and Brunton Ave and Jolimont St, East Melbourne</i>  <i>The heritage place includes</i> <i>Two Aboriginal Scarred Trees Yarra Park</i>	-	-	-	-	Yes Ref No H849 & Ref No H2251	Yes	No
HO190	<i>Elizabeth House, 86-92 Wellington Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H102	Yes	
HO921	<i>Jolimont Square, 95-133 Wellington Pde south and 49-55 Charles St and 50-62 Agnes St, East Melbourne</i>	-	-	-	-	Yes Ref No H2009	Yes	No
HO191	<i>Virginia, 116 Wellington Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H103	Yes	No
	<b>FLEMINGTON</b>							
HO221	<i>Royal Agricultural Showgrounds, 300 Epsom Road, Flemington</i>  <i>The heritage place includes</i> <i>Cape Chestnut tree (Calodendron Capense)</i>	-	-	-	-	Yes Ref No H1329	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO272	<i>Flemington Racecourse, Epsom Road and Smithfield Road, Flemington</i>	-	-	-	-	Yes Ref No H2220	Yes	No
	<b>KENSINGTON</b>							
HO1091	<i>Kimpton &amp; Sons Barastoc Products Provender Mill, later part Gaston Bros P/L work site Part 329-351 Arden Street, Kensington</i>	Yes	No	No	No	No	No	No
HO195	<i>Alfred Lawrence &amp; Co Ltd offices and warehouse 13-19 Barrett St, Kensington</i>	Yes	No	No	No	No	No	No
HO1097	<i>Limb Scurry &amp; Limb and Alfred Lawrence Laboratories and works 29-37 Barrett Street, Kensington (including alternate address 43 Bruce Street, Kensington)</i>	Yes	No	No	No	No	No	No
HO195	<i>13 Barrett St, Kensington</i>	Yes	No	No	No	No	No	No
HO198	<i>17 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO199	<i>21-29 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO200	<i>33-39 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO201	<i>59 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO202	<i>71-75 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO204	<i>83 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO205	<i>2 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO206	<i>16-18 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO207	<i>24-26 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO208	<i>34-38 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No
HO209	<i>42-44 Bayswater Road, Kensington</i>	Yes	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO210	62-68 Bayswater Road, Kensington	Yes	No	No	No	No	No	No
HO815	72-76 Bayswater Road, Kensington	Yes	No	No	No	No	No	No
HO211	90-98 Bayswater Road, Kensington	Yes	No	No	No	No	No	No
HO863	Railway Bridge, Bellair St, Kensington	Yes	No	No	No	No	No	No
HO1098	Railway gravitation shunting yards retaining wall and two Canary Island palms which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter East side of Bellair Street, Kensington	Yes	No	Yes	No	No	No	No
HO1100	Victorian Railways Kensington Signal Box and Pepper Tree which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter Bellair Street	Yes	No	Yes	No	No	No	No
HO960	2 Bellair Street, Kensington Railway Station, Kensington	Yes	No	No	No	No	No	No
HO973	Semaphore Rail Signals, Kensington	Yes	No	No	No	No	No	No
HO954	22 Bellair Street, former municipal offices, Kensington	Yes	No	No	No	No	No	No
HO955	114 Bellair Street, Kensington	Yes	No	No	No	No	No	No
HO956	Former Kensington Property Exchange, Office, Shop and Residences, 166-168 Bellair Street, Kensington	-	-	-	-	Yes Ref No H1204	Yes	No
HO215	1-3 Belmont Road, Kensington	Yes	No	No	No	No	No	No
HO217	7 Belmont Road, Kensington	Yes	No	No	No	No	No	No
HO816	5-7 Bruce Street, Kensington	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO867	<i>Bridge Over Maribyrnong River at Dynon Road, Kensington</i>	No	No	No	No	No	No	No
HO1162	<i>Goldsbrough Row and Co. later Younghusband P/L Wool and Grain warehouses 2-50 Elizabeth Street, Kensington</i>	Yes	No	No	No	No	No	No
HO262	<i>Former Newmarket Saleyards &amp; Abattoirs, Epsom Road &amp; Smithfield Road, Kensington</i>	-	-	-	-	Yes Ref No H1430	Yes	No
HO223	<i>1-7 Epsom Road, Kensington</i>	Yes	No	No	No	No	No	No
HO818	<i>17-21 Epsom Road, Kensington</i>	Yes	No	No	No	No	No	No
HO227	<i>25 Epsom Road, Kensington</i>	Yes	No	No	No	No	No	No
HO228	<i>29-33 Epsom Road, Kensington</i>	Yes	No	No	No	No	No	No
HO230	<i>43 Epsom Road, Kensington</i>	Yes	No	No	No	No	No	No
HO232	<i>15 Gower Street, Kensington</i>	Yes	No	No	No	No	No	No
HO233	<i>19 Gower Street, Kensington</i>	Yes	No	No	No	No	No	No
HO234	<i>27-37 Gower Street, Kensington</i>	Yes	No	No	No	No	No	No
HO236	<i>20-22 Gower Street, Kensington</i>	Yes	No	No	No	No	No	No
HO237	<i>5-9 Henry Street, Kensington</i>	Yes	No	No	No	No	No	No
HO238	<i>2-6 Henry Street, Kensington</i>	Yes	No	No	No	No	No	No
HO239	<i>1-39 Hobsons Road, Kensington</i>	Yes	No	No	No	No	No	No
HO240	<i>21-31 Kensington Road, Kensington</i>	Yes	No	No	No	No	No	No
HO819	<i>35 Kensington Road, Kensington</i>	Yes	No	No	No	No	No	No
HO241	<i>2-4 Kensington Road, Kensington</i>	Yes	No	No	No	No	No	No
HO243	<i>24-26 Kensington Road, Kensington</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO244	32-40 Kensington Road, Kensington	Yes	No	No	No	No	No	No
HO245	46-52 Kensington Road, Kensington	Yes	No	No	No	No	No	No
HO246	56 Kensington Road, Kensington	Yes	No	No	No	No	No	No
HO247	60-68 Kensington Road, Kensington	Yes	No	No	No	No	No	No
HO957	McCracken Street, Kensington Primary School No. 2374 (1880-1881), Kensington	Yes	No	No	No	No	No	No
HO251	R Lohn & Co Pty Ltd offices, factory and stores, later Kensington Community High School Part 369-391, 393-399 Macaulay Road, Kensington	Yes	No	No	No	No	No	No
HO1094	Duncan & Yeo Wool Store later R Lohn & Co P/L warehouse precinct 407-411 Macaulay Road, 43-51 Albermarle Street, Kensington	Yes	No	No	No	No	No	No
HO253	Bell and Wilson wool store Part 435-451 Macaulay Road, Kensington	Yes	No	No	No	No	No	No
HO865	521 Macaulay Road, Kensington	Yes	No	No	No	No	No	No
HO866	537-539 Macaulay Road, Kensington	Yes	No	No	No	No	No	No
HO260	Foot Bridge, Maribyrnong River, Kensington	No	No	No	No	No	No	No
HO952	Nottingham / Collett Street, Kensington	Yes	No	No	No	No	No	No
HO1101	Racecourse Road Railway Bridge, Upfield line Racecourse Road, Kensington	Yes	No	No	No	No	No	No
HO959	Former Burge Bros Factory, 135-157 Racecourse Road, Kensington	-	-	-	-	Yes Ref No H1216	Yes	No
HO1172	201-223 Racecourse Road, Kensington	Yes	No	No	No	No	No	No

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HO958	15-17 Rankins Road, Kensington	Yes	No	No	No	No	No	No
HO963	165 Rankins Road, Kensington - House	Yes	No	No	No	No	No	No
HO1173	25 Rankins Road Kensington Former returns Sailors & Soldiers Imperial League of Australia	Yes	No	No	No	No	No	No
HO1174	43 Rankins Road, Kensington-shop & residence	Yes	No	No	No	No	No	No
HO1175	45 Rankins Road, Kensington-Bates shop and part residence	Yes	No	No	No	No	No	No
HO1176	47 Rankins Road, Kensington-Bates shop and part residence	Yes	No	No	No	No	No	No
HO1177	49 Rankins Road, Kensington-Bates shop and part residence	Yes	No	No	No	No	No	No
HO1102	James Hill's factory and drop forge 57-59 Robertson Street, Kensington	Yes	No	No	No	No	No	No
HO1103	Crescent Manufacturing Company factory and offices later Cork & Seals P/L 64-68 Stubbs Street, Kensington	Yes	No	No	No	No	No	No
HO1104	Gibson & Son Pynerzone factory and offices, later Ross, Robbins P/L 106-166 Stubbs Street, Kensington	Yes	No	No	No	No	No	No
HO265	9 Westbourne Road, Kensington	Yes	No	No	No	No	No	No
HO266	17 Westbourne Road, Kensington	Yes	No	No	No	No	No	No
HO267	21-35 Westbourne Road & 2-6 Belmont Road, Kensington	Yes	No	No	No	No	No	No
HO268	43-45 Westbourne Road, Kensington	Yes	No	No	No	No	No	No
HO868	47-55 Westbourne Road, Kensington	Yes	No	No	No	No	No	No

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HO269	<i>59 Westbourne Road, Kensington</i>	Yes	No	No	No	No	No	No
HO271	<i>69 Westbourne Road, Kensington</i>	Yes	No	No	No	No	No	No
	<b>NORTH MELBOURNE</b>							
HO283	<i>Former Cable Tram Engine House and Cable Tram Track Formation, 187-201 Abbotsford St, North Melbourne</i>	-	-	-	-	Yes Ref No H988	Yes	No
HO284	<i>480-482 Abbotsford St, North Melbourne</i>	Yes	No	No	No	No	Yes	No
HO1105	<i>Farrell' s stables Part 59-101 Alfred Street North Melbourne</i>	Yes	No	No	No	No	No	No
HO1106	<i>Hotham Cricket Ground, later Recreation Reserve, later North Melbourne Recreation Reserve, also North Melbourne football ground and Arden Street Oval. The heritage place is the oval and ramped margins only  204-206 Arden Street, North Melbourne  (historic address is part 1-39 Macaulay Road, North Melbourne)</i>	No	No	No	No	No	No	No
HO288	<i>Former Metropolitan Meat Market, 1-3 Blackwood Street &amp; 36-54 Courtney Street, North Melbourne</i>	-	-	-	-	Yes Ref No H42	Yes	No
HO287	<i>Former Shops 13-15 Blackwood St, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1108	<i>Kensington Hotel, former 2 Boundary Road, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1109	<i>Scrub &amp; Co Ammonia works, later Hotham or North Melbourne Community Centre Part, 49-53 Buncle Street, North Melbourne</i>	Yes	No	No	No	No	No	No

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HO289	<i>Brassey House, 111-115 Chapman St &amp; 464 Abbotsford St, North Melbourne</i>	-	-	-	-	Yes Ref No H26	Yes	No
HO290	<i>Former factory 30-32 Courtney St, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1137	<i>Former Robert Burns Hotel 34 Courtney Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO291	<i>56-58 Courtney St, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1138	<i>Three Basalt Cottages Part (front) 64 Courtney Street and 1A Hotham Place North Melbourne (alternate address 60-62 Courtney Street, North Melbourne)</i>	Yes	No	No	No	No	No	No
HO292	<i>Former Presbyterian Union Memorial Church Complex, 49-61 Curzon Street, 2-22 Elm Street, 579-589 Queensberry Street, North Melbourne</i>	-	-	-	-	Yes Ref No H7	Yes	No
HO295	<i>North Melbourne Primary School No. 1402, Errol Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1139	<i>Former Exchange Hotel 37 Flemington Road, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1140	<i>Chelsea House 55 Flemington Road, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1142	<i>Pair of Shops 65-67 Flemington Road, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1143	<i>Phillymore &amp; Ballymore 91-93 Flemington Road, North Melbourne</i>	Yes	No	No	No	No	No	No

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HO1144	<i>Villa 95 Flemington Road, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1145	<i>Pair of Terrace Houses 66-68 Harcourt Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO296	<i>St Mary's Church of England, 147-177 Howard Street, 408-434 Queensberry Street &amp; 204-208 Chetwynd Street, North Melbourne</i>	-	-	-	-	Yes Ref No H10	Yes	No
HO1110	<i>Trevor Boiler &amp; Engineering Co P/L offices and amenities 126-134 Langford Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1111	<i>Melbourne City Council Electric Supply substation and coal yard, later CitiPower 146-166 Laurens Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO286	<i>North Melbourne Swimming Baths 1-39 Macaulay Road, North Melbourne</i>	Yes	No	No	No	No	No	No
HO870	<i>Former Melbourne Omnibus Company Stables, 36-58 Macaulay Road, North Melbourne.</i>	-	-	-	-	Yes Ref No H1810	Yes	No
HO1112	<i>Austral Manufacturing Co offices, showroom, workshop Part 36-58 Macaulay Road, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1113	<i>Melbourne Gas Company gateway, wall and caretakers house Part 98-166 Macaulay Road, North Melbourne</i>	Yes	No	No	No	No	No	No
HO891	<i>Gas Regulating House, 60-96 Macaulay Road, North Melbourne</i>	-	-	-	-	Yes Ref No H1731	Yes	No

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HO1114	<i>Melbourne Electric Supply, later, Citywide substation 46 Mark Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1146	<i>House 14 Mary Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1115	<i>St Georges church hall (Anglican) &amp; kindergarten, later St Albans Church of England 55-57 Melrose Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1116	<i>Shandon &amp; Moher cottages or maisonettes 4-6 Munster Terrace, North Melbourne</i>	Yes	No	No	No	No	No	No
HO298	<i>Burbage Terrace 180-186 Peel Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO299	<i>Ornamental Tramway Overhead Poles, Peel St, North Melbourne(see also HO189)</i>	-	-	-	-	Yes Ref No H1023	Yes	No
HO932	<i>Cast Iron Urinal, Queensberry Street, North Melbourne</i>	-	-	-	-	Yes Ref No H2139	No	No
HO987	<i>Former North Melbourne Town Hall and Municipal Buildings, 513 Queensberry Street and 52-68 Errol Street, North Melbourne</i>	-	-	-	-	Yes Ref No H2224	Yes	No
HO301	<i>Melb. College of Printing &amp; Graphic Arts, 603-615 Queensberry St, North Melbourne</i>	-	-	-	-	Yes Ref No H1633	Yes	No
HO300	<i>Residence, 596-598 Queensberry St, North Melbourne</i>	-	-	-	-	Yes Ref No H91	Yes	No
HO953	<i>Racecourse Road/Alfred Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO473	<i>Hamilton's, later Beckett's house 29 Stawell Street, North Melbourne</i>	Yes	No	No	No	No	No	No



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HO1117	<i>Commonwealth Wool Store &amp; Produce Company Ltd. Later Elder Smith &amp; Co. Wool Stores 64-90 Sutton Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO1118	<i>Victoria Producers Co-operative Company Ltd. No. 5 Wools Store Part 85-105 Sutton Street, North Melbourne</i>	Yes	No	No	No	No	No	No
HO304	<i>Osborne House, 454-458 Victoria Street, North Melbourne</i>	-	-	-	-	Yes Ref No H101	Yes	No
HO305	<i>Mulcahy's Hotel 700-708 Victoria St, North Melbourne</i>	Yes	No	No	No	No	No	No
HO306	<i>Timber House 48-50 Villiers St, North Melbourne</i>	Yes	No	No	No	No	No	No
HO871	<i>Former Grain Store 11 Wreckyn Street, North Melbourne</i>	Yes	No	No	No	No	No	No
	<b>PARKVILLE</b>							
HO898	<i>Anzac Hall, Brens Drive, Royal Park, Parkville</i>	-	-	-	-	Yes Ref No H1747	Yes	No
HO325	<i>Former Royal Park Psychiatric Hospital, 1-99 Cade Way &amp; 1-29 Manchester Lane &amp; 2-14 Kirrip Crescent, Parkville</i>	-	-	-	-	Yes Ref No H2062	Yes	No
HO308	<i>9-19 Church Street, Parkville</i>	Yes	No	No	No	No	No	No
HO310	<i>21-25 Church Street, Parkville</i>	Yes	No	No	No	No	No	No

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HO364	Melbourne Zoo <i>(all land except for places included within the Victorian Heritage Register)</i>	No	No	Yes - <i>Eucalyptus camaldulensis</i>  River Red Gum (North East of Main Entrance)	Yes	No	No	Yes – Aboriginal Scar Tree
HO828	Royal Melbourne Zoological Gardens, Royal Park, Elliott Avenue, Parkville	-	-	-	-	Yes Ref No H1074	Yes	-
HO363	Carousel, Royal Melb. Zoological Gardens, Royal Park, Elliott Avenue, Parkville	-	-	-	-	Yes Ref No H1064	Yes	No
HO311	Parkville Post Office & Quarters, 69-73 Fitzgibbon Street & 27-37 Bayles St, Parkville	-	-	-	-	Yes Ref No H1167	Yes	No
HO1093	Royal Park, Flemington Road and Royal Parade and Gatehouse Street and The Avenue and Elliott Avenue and Park Street and Poplar Road and Macarthur Road and Oak Street and Brens Drive, Parkville	-	-	-	-	Yes Ref No H2337	Yes	No
HO895	Walmsley House, 1 Gatehouse Street, Parkville	-	-	-	-	Yes Ref No H1946	Yes	No
HO313	39 Manningham Street, Parkville	Yes	No	No	No	No	No	No
HO933	Women's Dressing Pavilion, Old Poplar Road, Parkville	-	-	-	-	Yes Ref No H1585	No	No
HO314	Mentone, 81 Park Drive, Parkville	-	-	-	-	Yes Ref No H86	Yes	No
HO896	Wardlow, 114-118 Park Drive & 39-43 Degraeves Street, Parkville	-	-	-	-	Yes Ref No H1922	Yes	No

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HO1301	<i>Former Coburg Railway Line, Park Street, Parkville</i>	-	-	-	-	Yes part Ref No H952 & part Ref No H2337	Yes	No
HO897	<i>Jennerian Building, CSL Ltd, 45 Poplar Road, Parkville</i>	-	-	-	-	Yes Ref No H1794	Yes	No
HO315	<i>North West Hospital, Parkville Campus, 36-56 Poplar Road, Parkville</i>	-	-	-	-	Yes Ref No H1725	Yes	No
HO977	<i>Royal Parade, Royal Parade, Parkville and Carlton North, and Elizabeth Street, Melbourne</i>	-	-	-	-	Yes Ref No H2198	Yes	No
HO312	<i>Former College Church, 149 Royal Parade, Parkville</i>	-	-	-	-	Yes Ref No H394	Yes	No
HO316	<i>Former Police Station Complex, 155 Royal Parade, Parkville</i>	-	-	-	-	Yes Ref No H1545	Yes	No
HO321	<i>Parkville Uniting Church, 171 Royal Parade, Parkville</i>	Yes	No	No	No	No	No	No
HO317	<i>Deloraine Terrace, 499-507 Royal Parade, Parkville</i>	-	-	-	-	Yes Ref No H98	Yes	No
HO318	<i>Auld Reekie, 509-513 Royal Parade, Parkville</i>	-	-	-	-	Yes Ref No H483	Yes	No
HO319	<i>Nocklofty, 551-559 Royal Parade, Parkville</i>	-	-	-	-	Yes Ref No H456	Yes	No
HO978	<i>University High School, 77 Story Street, Parkville</i>	-	-	-	-	Yes Ref No H2183	Yes	No
HO322	<i>Selvetta, 22 The Avenue, Parkville</i>	-	-	-	-	Yes Ref No H99	Yes	No

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	<b>MELBOURNE UNIVERSITY</b>							
HO323	<i>Ormond College, The University of Melbourne, 29-55 College Cres, Parkville</i>	-	-	-	-	Yes Ref No H728	Yes	No
HO324	<i>1888 Building, Former Melbourne Teachers College, The University of Melbourne, 156-292 Grattan Street Parkville</i>	-	-	-	-	Yes Ref No H1508	Yes	No
HO988	<i>Part of Former Melbourne Teachers College, The University of Melbourne, 156-292 Grattan Street Parkville</i>	No	No	No	No	No	No	No
HO326	<i>Beaurepaire Centre, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H1045	Yes	No
HO327	<i>Behan Building, Trinity College, Royal Parade, Parkville</i>	Yes	No	No	No	No	No	No
HO328	<i>Clarke Building, Trinity College, The University of Melbourne, Royal Parade, Parkville</i>	-	-	-	-	Yes Ref No H100	Yes	No
HO329	<i>Botany Building, Uni of Melbourne (Excluding North Wing)</i>	Yes	No	No	No	No	No	No
HO330	<i>Chemistry Building, Uni of Melbourne (Excluding East Wing)</i>	Yes	No	No	No	No	No	No
HO331	<i>Colonial Bank Door, Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO332	<i>Conservatorium of Music &amp; Melba Hall, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H925	Yes	No
HO333	<i>Cricket Pavilion &amp; Scoreboard, Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO334	<i>Walter Boas Building, (Former CSIRO Science Bldg), Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO335	<i>Former Bank Façade (Old Commerce Building), Uni of Melbourne</i>	Yes	No	No	No	No	No	No

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HO336	<i>Former National Museum (Student Union Bldg), Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO338	<i>Gatekeepers Cottage (excluding 1962 extension), The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H919	Yes	No
HO339	<i>Grainger Museum, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H875	Yes	No
HO340	<i>Janet Clarke Hall, The University of Melbourne, 57-63 College Crescent, Parkville</i>	-	-	-	-	Yes Ref No H2334	Yes	No
HO341	<i>Natural Philosophy Bldg, Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO342	<i>Law School Building &amp; Old Quadrangle, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H920	Yes	No
	<i>Old Arts Building, The University of Melbourne, 156 –292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H924	Yes	No
	<i>Old Physics Conference Room &amp; Gallery, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H923	Yes	No
	<i>Underground Car Park, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H1004	Yes	No
HO343	<i>Main Entrance Gates (Gate 6), Pillars &amp; Fence, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H918	Yes	No
HO344	<i>Newman College, The University of Melbourne, 871-945 Swanston Street, Parkville</i>	-	-	-	-	Yes Ref No H21	Yes	No

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HO346	<i>Old Engineering Bldg (1899 section only), The University of Melbourne, 156-292 Grattan Street, Parkville</i>	Yes	No	No	No	No	No	No
HO347	<i>Old Geology Bldg (northern section only), Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO348	<i>Old Pathology Building (excluding the Physics annex), The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H922	Yes	No
HO350	<i>Baldwin Spencer Building, (Old Zoology), The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H921	Yes	No
HO352	<i>Queens College Main Wings, Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO354	<i>Squash Courts, Trinity College, Royal Parade, Parkville</i>	Yes	No	No	No	No	No	No
HO355	<i>Systems Garden Tower, Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO357	<i>Trinity Chapel &amp; College, Trinity College, Royal Parade, Parkville</i>	Yes	No	No	No	No	No	No
HO360	<i>University House, Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO361	<i>Wilson Hall, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H1012	Yes	No
HO362	<i>Northern Market Reserve Wall, Storey St &amp; Flemington Rd &amp; Park Drive, Parkville</i>	-	-	-	-	Yes Ref No H1920	No	No
HO820	<i>Richard Berry Building, Uni of Melbourne</i>	Yes	No	No	No	No	No	No
HO821	<i>Vice Chancellor's House, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H1003	Yes	No
HO872	<i>Agriculture and Forestry Building, The University of Melbourne</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1215	<p><del>SOUTH MELBOURNE / SOUTH BANK / SOUTH WHARF / DOCKLANDS / PORT MELBOURNE</del></p> <p><i>Electricity substation thematic group:</i></p> <ul style="list-style-type: none"> <li>▪ 99A Sturt Street, Southbank</li> <li>▪ 79 Fawkner Street, Southbank</li> <li>▪ 33 Hancock Street, Southbank</li> <li>▪ 7 Moray Street, Southbank</li> <li>▪ <del>181-175 Sturt Street, Southbank</del></li> </ul> <p><del>Incorporated document:</del></p> <p><del>Southbank Heritage Inventory, February 2018</del></p> <p><b>Statement of Significance:</b></p> <p>Southbank Statements of Significance, <del>February 2018</del> December 2020</p>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1216	<p><i>Bluestone pitched laneways group:</i></p> <ul style="list-style-type: none"> <li>▪ Anthony Lane SML246 between Coventry Street and Dorcas Street, Southbank</li> <li>▪ Blakeney Place SML639 off Clarendon Street, Southbank</li> <li>▪ lane off Catherine Street SM0477 between 18-24 Moray Street and 245-251 City Road, Southbank</li> <li>▪ lane off City Road SM0199 from City Road, Southbank</li> <li>▪ lane off Clarendon Street SM0337, adjacent to 54 Clarendon Street, Southbank</li> <li>▪ Fawkner Street between Southbank Boulevard and Power Street, Southbank</li> <li>▪ Haig Lane between Kings Way and Clarke Street, Southbank</li> <li>▪ lane off Hancock Street SM549 between 11 – 15 Hancock Street, Southbank</li> <li>▪ lane off Power Street PL5195, to 173 City Road, Southbank</li> <li>▪ Wells Place SML609, Sml 247 and Sml 0248 from Dodds Street and between Wells Street and Anthony Lane, Southbank</li> </ul> <p><del>Incorporated document:</del> Southbank Heritage Inventory, February 2018</p> <p><b>Statement of Significance:</b> Southbank Statements of Significance, <del>February 2018</del> December 2020</p>	Yes	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1218 <del>Interim control</del> <del>Expiry date:-</del> <del>22/01/2021</del>	<i>New St John's Lutheran Church, 20 City Road, Southbank</i> <b>Incorporated document:</b> <del>Southbank Heritage Inventory, February 2018</del> <b>Statement of Significance:</b> <del>Southbank Statements of Significance, February 2018</del> <del>December 2020</del>	Yes	Yes	No	No	No	No	No
<u>HO1203</u>	<u><i>Former Crown Chemical Co warehouse, 63-65 City Road, Southbank</i></u> <b>Statement of Significance:</b> <u>Southbank Statements of Significance, December 2020</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>
<u>HO1220</u>	<u><i>Maurice Artaud &amp; Co. façade, 71-75 City, Road Southbank</i></u> <b>Statement of Significance:</b> <u>Southbank Statements of Significance, December 2020</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>
HO366	<u><i>James Moore's Timber Yards and Sawmills complex façade, 133-139 City Road, 115-141-141-155 City Road, &amp; 68-82 Southbank Boulevard, Southbank Sth Melbourne</i></u> <b>Statement of Significance:</b> <u>Southbank Statements of Significance, December 2020</u>	Yes	No	No	No	No	No	No
<u>HO367</u>	<u><i>157-165 City Road, Sth Melbourne</i></u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>
HO368	<u><i>Sharp &amp; Sons Timber, General Motors (Australia), International Harvester-171-193, &amp; 195-205 City Road, &amp; 1 Balston Street, Southbank, Sth Melbourne</i></u> <b>Statement of Significance:</b> <u>Southbank Statements of Significance, December 2020</u>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO369	<i>State School No.2686, South Melbourne Girls School, J.H. Boyd Domestic College, J.H. Boyd Girls High School, 207-229 City Road, Southbank</i>	-	-	-	-	Yes Ref No H769	Yes	No
HO370	<i>Main Point Hotel, 235-2379 City Road, Southbank Sth Melbourne</i> <b>Statement of Significance:</b> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	No
HO371	<i>Bank of New South Wales, 269-283274 City Road, Southbank Sth Melbourne</i> <b>Statement of Significance:</b> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	No
HO374	<i>Edward Murphy warehouse and workshop, 272 City Road, Southbank Sth Melbourne</i> <b>Statement of Significance:</b> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	No
HO375	<i>Murphy's Buildings, 2786- 282 City Road, Southbank Sth Melbourne</i> <b>Statement of Significance:</b> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	No
HO376	<i>White &amp; Hancock's warehouse, White, Hancock and Mills Pty Ltd., 300 City Road, Sth Melbourne Southbank</i> <b>Statement of Significance:</b> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	No
<u>HO1221</u>	<i>Spencer Street Bridge, Clarendon Street Southbank and Spencer Street, Melbourne</i> <b>Statement of Significance:</b>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	<u>Southbank Statements of Significance, December 2020</u>							
HO1222 <del>Interim control</del> Expiry date: <del>22/01/2021</del>	<del><i>Eckersley &amp; Sons, 93-103 Clarendon Street, Southbank</i></del> <b>Incorporated document:</b> <del>Southbank Heritage Inventory, February 2018</del> <b>Statement of Significance:</b> <del>Southbank Statements of Significance, February 2018</del>	Yes	No	No	No	No	No	No
HO1223 <del>Interim control</del> Expiry date: <del>22/01/2021</del>	<del><i>Melbourne and Metropolitan Tramways Board Electricity Substation 'S', 67-69 Clarke Street, Southbank</i></del> <b>Incorporated document:</b> <del>Southbank Heritage Inventory, February 2018</del> <b>Statement of Significance:</b> <del>Southbank Statements of Significance, February 2018</del> <u>December 2020</u>	Yes	No	No	No	No	No	No
HO764	<del><i>Duke &amp; Orr's Dry Dock, &amp; Cargo Sheds 4,5,6,7,8,9, adjoining Melbourne Convention &amp; Exhibition Centre, 1-27 &amp; 29-65 South Wharf Promenade &amp; 2 Clarendon Street South Wharf Promenade, South Wharf and Cargo Sheds, 4,5,6,7,8,9, 4-9 South Wharf Road, South Wharf</i></del>	-	-	-	-	Yes_ Ref No H1096 & Ref No_ H891	Yes	No
HO377	<del><i>109-117 Clarendon Street, Sth Melbourne</i></del>	Yes	No	No	No	No	No	No
HO765	<del><i>Fergus and Mitchell Robur Tea House</i></del> <i>Robur Tea Building, 28 Clarendon Street, Southbank</i>	-	-	-	-	Yes Ref No H526	Yes	No
HO378	<del><i>Clarendon St Bridge, Sth Melbourne</i></del>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO914	No. 2 Goods Shed, 707 Collins Street and 733 Bourke Street, Docklands	-	-	-	-	Yes Ref No H933	No	No
HO1224 <del>Interim control</del> <del>Expiry date:- 22/01/2021</del>	Thornycroft (Aust) Ltd later Herald Sun Television Studio, 49-61 Coventry Street and 50 Dorcas Street, Southbank <del>Incorporated document: Southbank Heritage Inventory, February 2018</del> <b>Statement of Significance:</b> Southbank Statements of Significance, <del>February 2018</del> <u>December 2020</u>	Yes	No	No	No	No	No	No
HO650	Missions to Seamen, 717 Flinders Street, Docklands	-	-	-	-	Yes Ref No H1496	Yes	No
HO918	Berth No. 5, North Wharf, 731-739 Flinders Street, Docklands	-	-	-	-	Yes Ref No H1798		
HO916	Queens Warehouse, 749-755 Collins Street, Docklands	-	-	-	-	Yes Ref No H1211	Yes	No
HO651	Retaining Wall, 614-666 Flinders Street, Docklands	-	-	-	-	Yes Ref No H932	No	No
<u>HO1225</u>	<u>Vault sculpture corner Grant Street and Dodds Street, Southbank</u> <b>Statement of Significance:</b> <u>Southbank Statements of Significance, December 2020</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>
<del>HO380</del>	<del>46-48 Haig Street, Sth Melbourne</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
<del>HO381</del>	<del>93 Kavanagh Street, Sth Melbourne</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
<del>HO384</del>	<del>40-46 Kavanagh Street, Sth Melbourne</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1226	<u><a href="#">Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank</a></u> <b>Statement of Significance:</b> <u><a href="#">Southbank Statements of Significance, December 2020</a></u>	<u><a href="#">Yes</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>
HO1227	<u><a href="#">Kings Way Bridge, Kings Way, Southbank</a></u> <b>Statement of Significance:</b> <u><a href="#">Southbank Statements of Significance, December 2020</a></u>	<u><a href="#">Yes</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>
HO934	<i>Former Commonwealth Aircraft Corporation Hangar, 344-370 Lorimer Street and 231-249 Todd Road, Port Melbourne</i>	-	-	-	-	<b>Yes</b> <b>Ref No H94</b>	<b>Yes</b>	<b>No</b>
HO1200 <del>Interim control</del> Expiry date: 22/01/2024	<i>Former Castlemaine Brewery, Part 107-127, 129-131, and 133 Queens Bridge Street, Southbank</i> <b>Statement of Significance:</b> <u><a href="#">Southbank Statements of Significance, December 2020</a></u>	Yes	Yes – uppermost two floors only of 129-131 Queens Bridge Street (tower)	No	No	No	No	No
HO1228	<u><a href="#">Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank</a></u> <b>Statement of Significance:</b> <u><a href="#">Southbank Statements of Significance, December 2020</a></u>	<u><a href="#">Yes</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>	<u><a href="#">No</a></u>
HO1229 <del>Interim control</del> Expiry date: 22/01/2024	<i>Robur Tea Company factory-warehouse, Part 107-127 Queens Bridge Street, Southbank</i> <del><b>Incorporated document:</b></del> <del><u><a href="#">Southbank Heritage Inventory, February 2018</a></u></del> <b>Statement of Significance:</b> <del><u><a href="#">Southbank Statements of Significance, February 2018</a></u></del> <u><a href="#">Southbank Statements of Significance, December 2020</a></u>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO763	Jones Bond Store, 1 Riverside Quay, Southbank	-	-	-	-	Yes Ref No H828	Yes	No
HO760	<del>Hamer Hall, 100 St. Kilda Road</del> Victorian and Arts Centre, 2-128 St. Kilda Road, <del>1-9 Sturt St &amp; 93-115 Southbank Rd,</del> Southbank	-	-	-	-	Yes Ref NoH1500 & part Ref No H1447 & part Ref NoH2378	Yes	No
<u>HO791</u>	<u>Queens Bridge, Queens Bridge Street over Yarra River, Queensbridge Street, Melbourne</u>	<u>≡</u>	<u>≡</u>	<u>≡</u>	<u>≡</u>	<u>Yes</u> <u>Ref No H1448</u>	<u>Yes</u>	<u>No</u>
HO1298	Forward Surge, 100 St. Kilda Road, Southbank	-	-	-	-	Yes Ref NoH2378 & part Ref No H1500 & part Ref NoH2359	No	No
HO792	National Gallery of Victoria, <del>430-200</del> 180 St. Kilda Road & <del>93-115 Southbank Road,</del> Southbank	-	-	-	-	Yes Ref No H1499	Yes	No
HO910	<del>Former</del> Victoria Police Depot including Barracks, Mounted Branch stables and Police Hospital, 234 St. Kilda Road, <del>1-39</del> 13 Dodds Street & <del>148-170 Southbank Blvd,</del> Southbank	-	-	-	-	Yes Ref No H1541	Yes	No
<del>HO387</del>	<del>234-254 St. Kilda Road, Sth Melbourne</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
HO498	Former Victorian Railway Headquarters, 33-67 Spencer Street, Docklands	-	-	-	-	Yes Ref No H699	Yes	No
<del>HO388</del>	<del>23-31 Sturt Street, Sth Melbourne</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
<del>HO389</del>	<del>43-45 Sturt Street, Sth Melbourne</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
HO1201 Interim control	PMG Postal Workshops, Garage & Stores complex, Part 45-99 Sturt Street Southbank <b>Incorporated plan:</b>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
<del>Expiry date:- 22/01/2021</del>	<del>PMG Postal Workshops, Garages &amp; Stores complex, Part 45-99 Sturt Street Southbank Incorporated Plan, November 2020</del> <b>Statement of Significance:</b> <del>Southbank Statements of Significance, December 2020</del>							
HO390	<del>Castlemaine Brewery Malthouse/Malthouse Theatre 113-115 Sturt Street, Southbank Sth Melbourne</del> <b>Statement of Significance:</b> <del>Southbank Statements of Significance, December 2020</del>	Yes	No	No	No	No	No	No
HO391	<del>102-118 Sturt Street, Sth Melbourne</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
HO1230 <del>Interim control</del> <del>Expiry date:- 22/01/2021</del>	<del>Commonwealth Artificial Limb Factory, 242-246 Sturt Street, Southbank</del> <b>Incorporated document:</b> <del>Southbank Heritage Inventory, February 2018</del> <b>Statement of Significance:</b> <del>Southbank Statements of Significance, February 2018</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>
HO762	<del>Sandridge Railway Line Bridge, Over Yarra River, Queensbridge Square, Southbank and Melbourne</del>	-	-	-	-	Yes Ref No H994	Yes	No
HO915	<del>Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands</del>	-	-	-	-	Yes Ref No H1720	Yes	No
	<b>SOUTH YARRA</b>							
HO832	<del>23-25 Acland Street, Sth Yarra</del>	Yes	No	No	No	No	No	No
HO395	<del>Morell Bridge, over Yarra River, Anderson Street, Sth Yarra</del>	-	-	-	-	Yes Ref No H1440	Yes	No

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HO833	1 Alexandra Avenue, Sth Yarra	Yes	No	No	No	No	No	No
HO405	17 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	No
HO406	31 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	No
HO407	63 Clowes Street, Sth Yarra <b>Incorporated plan:</b> Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	Yes	No	No	No	No	No	No
HO408	4 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	No
HO834	8 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	No
HO409	54 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	No
HO410	72 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	No
HO411	80 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	No
HO1232	Fenner House, 228 Domain Road, Sth Yarra	-	-	-	-	Yes Ref No H2350	Yes	No
HO399	Airlie, 254-260 Domain Road, Sth Yarra	-	-	-	-	Yes Ref No H1619	Yes	No
HO397	Government House Complex, Government House Drive, Sth Yarra	-	-	-	-	Yes Ref No H1620	Yes	No
HO421	Hoddle Bridge, Sth Yarra	Yes	No	No	No	No	No	No
HO423	1 Mona Place, Sth Yarra	Yes	No	No	No	No	No	No
HO424	11 Mona Place, Sth Yarra	Yes	No	No	No	No	No	No
HO425	15 Mona Place, Sth Yarra	Yes	No	No	No	No	No	No
HO426	2-8 Mona Place, Sth Yarra	Yes	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO427	16-20 Mona Place, Sth Yarra	Yes	No	No	No	No	No	No
HO401	Anglican Christ Church, 683-701 Punt Road (Cnr Toorak & Punt Roads), Sth Yarra	-	-	-	-	Yes Ref No H635	Yes	No
HO412	783 Punt Road, Sth Yarra	Yes	No	No	No	No	No	No
HO413	789 Punt Road, Sth Yarra	Yes	No	No	No	No	No	No
HO415	919, 923 & 927 Punt Road, Sth Yarra	Yes	No	No	No	No	No	No
HO420	955 Punt Road, Sth Yarra	Yes	No	No	No	No	No	No
HO835	11-13 Tivoli Place, Sth Yarra	Yes	No	No	No	No	No	No
HO1233	Fawkner Park, 24-88 Commercial Road, Sth Yarra	-	-	-	-	Yes Ref No H2361	Yes	-
HO428	63-67 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO429	83 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO430	111-117 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO836	185 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO433	225 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO435	281 Walsh Street, Sth Yarra <b>Incorporated plan:</b> Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	Yes	No	No	No	No	No	No
HO851	Adjacent 281 Walsh Street, Sth Yarra <b>Incorporated plan:</b> Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO852	285 Walsh Street, Sth Yarra <b>Incorporated plan:</b> Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	Yes	No	No	No	No	No	No
HO437	291 Walsh Street, Sth Yarra <b>Incorporated plan:</b> Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	Yes	No	No	No	No	No	No
HO439	327 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO440	42-48 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO442	56-66 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO443	90-100 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO445	126 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO446	160 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO447	210 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO448	240 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO837	270 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO451	276-280 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO453	Robin Boyd House II, 290 Walsh Street, Sth Yarra	-	-	-	-	Yes Ref No H2105	Yes	No
HO454	310 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
HO457	322 Walsh Street, Sth Yarra	Yes	No	No	No	No	No	No
	<b>WEST MELBOURNE</b>							

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO261	<i>Railway Bridge over Maribymong River, West Melbourne</i>	-	-	-	-	Yes Ref No H1213	No	No
HO1178	<i>J. Gadsden Pty Ltd., 17-37 Abbotsford Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1179	<i>Corris or Jones House, 136 Adderley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO838	<i>Heaton House, 279 Adderley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO459	<i>162-164 Adderley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO455	<i>3-21 Anderson Street, West Melbourne</i>	Yes	No	No	No	No	No	No
HO839	<i>Bentley's row houses 6-12 Anderson Street, West Melbourne</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO770	<i>Inter-war industrial precinct 33-43, 45-47, 55-67 Batman Street, 15-21 Boughton Place and 34-36, 38 Jeffcott Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1181	<i>Autocar Industries Proprietary Limited Assembling and Motor Body Works, 100-154 Batman Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO461	<i>Residence, 62 Capel Street, West Melbourne</i>	-	-	-	-	Yes Ref No H630	Yes	No
HO462	<i>Residence, 64 Capel Street, West Melbourne</i>	-	-	-	-	Yes Ref No H631	Yes	No
HO1182	<i>Elm ('Ulmus' sp.) street trees x2, near 80, 86 Capel Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	No	No	Yes, 2 Elm street trees	No	No	No	No
HO463	<i>31 Dudley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1183	<i>Festival Hall, 272-306 Dudley Street, West Melbourne</i>	-	-	-	-	Yes Ref No H2386	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO464	<i>Primary School No. 1689, Eades Place, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1184	<i>Elm ('Ulmus' sp.) Hawke and Curzon Street Reserve, 2A Hawke Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	No	No	Yes	No	No	No	No
HO979	<i>St Mary Star of the Sea Church Complex, 33 Howard Street and 235-273 Victoria Street, West Melbourne</i>	-	-	-	-	Yes Ref No H2182	Yes	No
HO840	<i>Harrison's Railway Hotel, 118-126 Ireland Street, West Melbourne</i>	Yes	No	No	No	No	No	No
HO862	<i>13-17 Jeffcott Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1185	<i>Elm (x6) street trees, near 81-141 Jeffcott Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	No	No	Yes	No	No	No	No
HO935	<i>Underground Public Toilets, King &amp; Hawke Streets, West Melbourne</i>	-	-	-	-	Yes Ref No H2133	No	No
HO475	<i>Former Phoenix Clothing Company, 347-349 King Street &amp; 4-8 Phoenix Lane, West Melbourne</i>	-	-	-	-	Yes Ref No H801	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO477	<i>Langdon Building, 351-355 King St, West Melbourne</i>	-	-	-	-	Yes Ref No H527	Yes	No
HO841	<i>363 King Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO842	<i>411-415 King Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO478	<i>St. James Old Cathedral, 419-437 King Street &amp; 2-24 Batman St, West Melbourne</i>	-	-	-	-	Yes Ref No H11	Yes	No
HO860	<i>439 King Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1186	<i>Elm, Hawke Street and King Street Reserve, near 446 King Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	No	No	Yes	No	No	No	No
HO1187	<i>Gair Manufacturing Company Pty. Ltd Bulk Store, 461-467 King Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1188	<i>West Melbourne Police Station, later Fibrous Plaster Manufacturers Association of Victoria offices 469-471 King Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO774	<i>555-557 King Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1119	<i>Sisalkraft Distributors P/L store and offices, later CFMEU offices</i> <i>152-160 Miller Street, West Melbourne</i>	Yes	No	No	No	No	No	No
HO302	<i>North Melbourne Railway Station Complex, 189 Railway Place, West Melbourne</i>	-	-	-	-	Yes Ref No H1582	Yes	No
HO843	<i>159 - 163 Roden Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO844	<i>Wigton cottages and palms, 171 - 179 Roden Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	Yes, 2 Canary Island Palms	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1192	<i>Felton Grimwade and Duerdins Pty. Ltd. factory, later Lyell-Owen Pty. Ltd., 101-107 Rosslyn Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1194	<i>Australian Biscuit Company Ltd. Stores, 300 Rosslyn Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1195	<i>Melbourne Remand Centre, later Assessment Prison, 317 Spencer Street, West Melbourne</i> <b>Incorporated plan:</b> Melbourne Assessment Prison (MAP) 317-353 Spencer Street, West Melbourne, February 2020 <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO771	<i>Sands &amp; McDougall precinct 83-113, 115, 135 Batman Street, 23 Franklin Place, 102 Jeffcott Street, 355 and 371 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO779	<i>405 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO780	<i>437-441 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1196	<i>Brown's factory, later Preston Motors Pty. Ltd., 445 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO781	<i>Hotel Spencer, 475 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO782	<i>491-501 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO845	<i>503-511 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO783	<i>519-523 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1197	<i>Associated Taxi Services offices and service station, later Embassy café and service station, 541-547 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO785	<i>362-364 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO786	<i>384-390 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO787	<i>420 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO788	<i>502 Spencer Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1198	<i>Melbourne Brewery, later Tasmanian Brewery also Burton Brewery, part 31-47 rear Stanley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO469	<i>61-67 Stanley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1199	<i>Alfred Hasker, later Barrett Bros and Burston and Company Pty. Ltd. maltsters, part former complex, 62-80 Stanley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO470	<i>95-101 Stanley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO471	<i>138-140 Stanley Street, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	Yes	No	No	No	No	No	No
HO1180	<i>Canary Island pines (x2 'Pinus canariensis'), Howard Street and William Street Reserve, West Melbourne</i> <b>Statement of Significance:</b> West Melbourne Heritage Review 2016: Statement of Significance February 2020	No	No	Yes	No	No	No	No
	<b>MELBOURNE</b>							
HO515	<i>Warehouse, 61-69 A'Beckett St, Melbourne</i>	-	-	-	-	Yes Ref No H980	Yes	No
HO516	<i>71-73 A'Beckett St, Melbourne</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO993	104 A'Beckett Street	Yes	No	No	No	No	No	No
HO1148	Former Factory 144-148 A'Beckett Street, Melbourne	Yes	No	No	No	No	No	No
HO994	111-125 A'Beckett Street	Yes	No	No	No	No	No	No
HO517	217-219 A'Beckett St, Melbourne	Yes	No	No	No	No	No	No
HO995 Interim control Expiry date: 29/05/2021	Grange Lynne Pty Ltd, 183-189 A'Beckett Street, Melbourne <b>Statement of Significance:</b> Grange Lynne Pty Ltd Statement of Significance (183-189 A'Beckett Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO528	Former Royal Australian Army Medical Corps Training Depot, 239 A'Beckett Street, Melbourne	-	-	-	-	Yes Ref No H717	Yes	No
HO908	Sidney Myer Music Bowl, Alexandra Avenue, Melbourne	-	-	-	-	Yes Ref No H1772	Yes	No
HO518	Mitre Tavern, 5-9 Bank Place, Melbourne	-	-	-	-	Yes Ref No H464	Yes	No
HO520	11 Bank Place, Melbourne	Yes	No	No	No	No	No	No
HO519	4 Bank Place, Melbourne	Yes	No	No	No	No	No	No
HO521	Melbourne Savage Club, 12-16 Bank Place, Melbourne	-	-	-	-	Yes Ref No H25	Yes	No
HO522	18-20 Bank Place, Melbourne	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO900	<i>Olympic Swimming Stadium, 10-30 Olympic Boulevard, Melbourne</i>	-	-	-	-	Yes Ref No H1977	Yes	No
HO394	<i>Yarra Bank (Speakers Corner), Batman Avenue, Melbourne</i>	-	-	-	-	Yes Ref No H1363	Yes	No
HO523	<i>Princes Walk Vaults, 1-9 Batman Ave, Melbourne</i>	-	-	-	-	Yes Ref No H646	Yes	No
HO1149	<i>Former Gladstone Motors Building 213-221 Berkeley Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO396	<i>Former Observatory Site, Birdwood Ave, Melbourne</i>	-	-	-	-	Yes Ref No H1087	Yes	No
HO1379 Interim control Expiry date: 29/05/2022	<i>Former Princes Bridge Lecture Room, Princes Walk, Birrarung Marr, Melbourne</i> <b>Statement of Significance:</b> Former Princes Bridge Lecture Room Statement of Significance (Princes Walk, Birrarung Marr, Melbourne), July 2020	No	No	No	No	No	No	No
HO499	<i>Melbourne University Boat Club Shed, Boathouse Drive, Melbourne</i>	-	-	-	-	Yes Ref No H682	Yes	No
HO525	<i>19-21 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO526	<i>23-29 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO527	<i>35-37 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO530	<i>39-43 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO531	<i>51-53 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO533	<i>Salvation Army Temple, 65-71 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H436	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO536	75-77 Bourke Street, Melbourne	Yes	No	No	No	No	No	No
HO1094	Former Hoyts Cinema Centre, 134-144 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2335	Yes	No
HO1302 Interim control Expiry date: 29/05/2022	Former Malcolm Reid & Co Department Store, 151-163 Bourke Street, Melbourne <b>Statement of Significance:</b> Former Malcolm Reid & Co Department Store Statement of Significance (151-163 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO996	160-162 Bourke Street	Yes	No	No	No	No	No	No
HO997	164-166 Bourke Street	Yes	No	No	No	No	No	No
HO998	168-174 Bourke Street	Yes	No	No	No	No	No	No
HO1237 Interim control Expiry date: 29/05/2021	Shop, 171 Bourke Street, Melbourne <b>Statement of Significance:</b> Shop Statement of Significance (171 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1238 Interim control Expiry date: 29/05/2021	Shops, 173-175 Bourke Street, Melbourne <b>Statement of Significance:</b> Shops Statement of Significance (173-175 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO999	179-183 Bourke Street	Yes	No	No	No	No	No	No
HO1000	180-182 Bourke Street	Yes	No	No	No	No	No	No
HO1303 Interim control Expiry date: 29/05/2022	<i>Former Rockman's Showrooms Pty Ltd, 188 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Former Rockman's Showrooms Pty Ltd Statement of Significance (188 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1001	193-199 Bourke Street	Yes	No	No	No	No	No	No
HO1239 Interim control Expiry date: 29/05/2021	<i>Shops and dwellings, 201-207 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Shops and dwellings Statement of Significance (201-207 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1304 Interim control Expiry date: 29/05/2022	<i>Former Sharpe Bros Pty Ltd, 202-204 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Former Sharpe Bros Pty Ltd Statement of Significance (202-204 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1240 Interim control Expiry date: 29/05/2021	<i>Shops and dwellings, 209-215 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Shops and dwellings Statement of Significance (209-215 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1305 Interim control Expiry date: 29/05/2022	<i>Royal Mail House, 253-267 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Royal Mail House Statement of Significance (253-267 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO541	<i>271-281 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO980	<i>David Jones Store (Former Buckley &amp; Nunn) 294-312 Bourke Street and 285-295 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2153	Yes	No
HO768	<i>David Jones Store (Former Coles) 299-307 Bourke Street and 276-286 Little Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H2154	Yes	No
HO543	<i>Royal Arcade, 331-339 Bourke Street, &amp; 148-150 Elizabeth Street &amp; 308-316 Little Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H23	Yes	No
HO545	<i>349-357 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1306 Interim control Expiry date: 29/05/2022	<i>Former Coles and Garrard Building, 376-378 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Former Coles and Garrard Building Statement of Significance (376-378 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1004	<i>415-419 Bourke Street</i>	Yes	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1005 Interim control Expiry date: 29/05/2022 applies to 3 Kirks Lane only	<i>Former Gothic Chambers and warehouse, 418-420 Bourke Street and 3 Kirks Lane, Melbourne</i> <b>Statement of Significance:</b> Former Gothic Chambers and warehouse Statement of Significance (418-420 Bourke Street and 3 Kirks Lane, Melbourne), July 2020	No	No	No	No	No	No	No
HO546	Former Kaye, Butchart & Co offices 421 Bourke Street, Melbourne <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020) <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No
HO1308 Interim control Expiry date: 29/05/2022	Offices, 422-424 Bourke Street, Melbourne <b>Statement of Significance:</b> Offices Statement of Significance (422-424 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1309 Interim control Expiry date: 29/05/2022	<i>Former Dalgety House, 457-471 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Former Dalgety House Statement of Significance (457-471 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO901	<i>Eagle House, 473 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H1807	Yes	No
HO1310 Interim control Expiry date: 29/05/2022	<i>AMP Tower and St James Building Complex, 527-555 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> AMP Tower and St James Building Complex Statement of Significance (527-555 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1311 Interim control Expiry date: 29/05/2022	<i>Office building, 589-603 Bourke Street</i> <b>Statement of Significance:</b> Office building Statement of Significance (589-603 Bourke Street), July 2020	No	No	No	No	No	No	No
HO549	<i>Former Gollin &amp; Company Building, 561-563 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H685	Yes	No
HO550	<i>Old Bourke Street West Police Station &amp; Cell Block, 621-633 Bourke Street, Melbourne</i> <i>The heritage place includes</i> <i>Pear tree, Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H655	Yes	No
HO551	<i>St Augustines Catholic Church &amp; former School, 635-653 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2	Yes	No
HO553	<i>Former Melbourne Tramway and Omnibus Company Building, 669-675 Bourke Street &amp; 20-38 Godfrey St, Melbourne</i>	-	-	-	-	Yes Ref No H785	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO524	<i>2-18 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO529	<i>32-38 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO532	<i>Job Warehouse (or Crossleys Building), 54-62 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H435	Yes	No
HO534	<i>66-70 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO535	<i>72-74 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO537	<i>Café Florentino, 78-84 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H493	Yes	No
HO538	<i>86 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO539	<i>Former London Chartered Bank, 88-90 Bourke Street &amp; 162 Exhibition Street, Melbourne</i>	-	-	-	-	Yes Ref No H22	Yes	No
HO1244 Interim control Expiry date: 29/05/2021	<i>Shops, residence and former bank, 146-150 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Shops, residence and former bank Statement of Significance (146-150 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1266 Interim control Expiry date: 29/05/2021	<i>Former Patersons Pty Ltd, Part 152-158 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Former Patersons Pty Ltd Statement of Significance (Part 152-158 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO540	<i>Former Bank of New South Wales, (Westpac Bank), 190-192 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H799	Yes	No
HO1002 Interim control Expiry date: 29/05/2021	<i>Hoyts Mid City Cinemas, 194-200 Bourke Street, Melbourne</i>  <b>Statement of Significance:</b> Hoyts Mid City Cinemas Statement of Significance (194-200 Bourke Street, Melbourne), July 2020	Yes	No	No	No	No	No	No
HO990	<i>Former Commonwealth Bank, 219-225 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2264	Yes	No
HO1243 Interim control Expiry date: 29/05/2021	<i>Former Palmer's Emporium, 220 Bourke Street, Melbourne</i>  <b>Statement of Significance:</b> Former Palmer's Emporium Statement of Significance (220 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO542	<i>Myer Melbourne (Former Myer Emporium) 314--336 Bourke Street &amp; 275-321 Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H2100	Yes	No
HO544	<i>General Post Office, 338-352 Bourke Street, 188-218 Elizabeth Street &amp; 323-337 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H903	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1206	<p><i>Former Pellegrini &amp; Co premises</i> 388-390 Bourke Street, Melbourne</p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO1207	<p><i>414-416 Bourke Street, Melbourne</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO1006 Interim control Expiry date: 29/05/2021	<p><i>Former London Assurance House, Part 468-470 Bourke Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Former London Assurance House Statement of Significance (Part 468-470 Bourke Street, Melbourne), July 2020</p>	No	No	No	No		No	No
HO547	<i>Equity Chambers, 472 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2249	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1242 Interim control Expiry date: 29/05/2021	<i>Commercial building, 480 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Commercial building Statement of Significance (480 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1241 Interim control Expiry date: 29/05/2021	<i>Former Victorian Amateur Turf Club, 482-484 Bourke Street, Melbourne</i> <b>Statement of Significance:</b> Former Victorian Amateur Turf Club Statement of Significance (482-484 Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO548	<i>Goldsborough Mort Building, 516-526 Bourke Street &amp; 152-162 William Street, Melbourne</i>	-	-	-	-	Yes Ref No H104	Yes	No
HO552	<i>640-668 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO554	<i>Former Mail Exchange, 672-696 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H881	Yes	No
HO479	<i>Building No. 4 RMIT, Bowen Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO480	<i>Building No. 2,3,5,6&amp; 7 RMIT, Bowen Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO555	<i>House 17 Casselden Place, Melbourne</i>	-	-	-	-	Yes Ref No H2267	Yes	No
HO556	<i>15-17 Celestial Ave, Melbourne</i>	Yes	No	No	No	No	No	No
HO557	<i>16-18 Celestial Ave, Melbourne</i>	Yes	No	No	No	No	No	No
HO558	<i>Museum of Chinese/Australian History, Cohen Place, Melbourne</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO559	<i>Alcaston House, 2 Collins Street &amp; 69-81 Spring Street, Melbourne</i>	-	-	-	-	Yes Ref No H500	Yes	No
HO560	<i>Anzac House, 4-6 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H415	Yes	No
HO561	<i>5-9 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO562	<i>Portland House, 8 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H417	Yes	No
HO563	<i>Victor Horsley Chambers, 12 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H474	Yes	No
HO564	<i>14-16 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1265 Interim control Expiry date: 29/05/2021	<i>Apartment building, 13-15 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Apartment building Statement of Significance (13-15 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1312 Interim control Expiry date: 29/05/2022	<i>Coates Building, 18-22 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Coates Building Statement of Significance (18-22 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO565	<i>The Melbourne Club, 36-50 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H30	Yes	No
HO566	<i>Melville House, 52-54 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H607	Yes	No
HO567	<i>Former Commercial Bank of Australia, 68-72 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H422	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO568	71-87 Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO569	74 Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO572	86-88 Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO1314 Interim control Expiry date: 29/05/2022	Former Gilbert Court, 100-104 Collins Street, Melbourne <b>Statement of Significance:</b> Former Gilbert Court Statement of Significance (100-104 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO573	107 Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO574	Professional Chambers, 110-118 Collins Street, Melbourne	-	-	-	-	Yes Ref No H414	Yes	No
HO575	Austral Buildings, 115-119 Collins Street, Melbourne	-	-	-	-	Yes Ref No H472	Yes	No
HO576	St Michaels Uniting Church, 122-136 Collins Street, Melbourne	-	-	-	-	Yes Ref No H4	Yes	No
HO577	133-139 Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO578	Scots Church, 140-154 Collins Street Melbourne	-	-	-	-	Yes Ref No H5	Yes	No
HO579	141-153 Collins Street, Melbourne	Yes	No	No.	No	No	No	No
HO580	Assembly Hall, 156-160 Collins Street, Melbourne	-	-	-	-	Yes Ref No H418	Yes	No
HO581	Formerly the Auditorium, 167-173 Collins Street & 172-180 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H416	Yes	No
HO582	162-168 Collins Street, Melbourne	Yes	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO583	<i>Baptist Church, 170-174 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H6	Yes	No
HO584	<i>175-177 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO585	<i>176-180 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO586	<i>181-187 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO846	<i>182 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO587	<i>Melbourne Athenaeum, 184-192 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H501	Yes	No
HO589	<i>Regent Theatre, 191-197 Collins Street &amp; 186-200 Flinders Lane, Melbourne</i>	-	-	-	-	Yes Ref No H690	Yes	No
HO590	<i>Manchester Unity Building, 220-226 Collins Street, &amp; 91-107 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H411	Yes	No
HO1315 Interim control Expiry date: 29/05/2022	<i>Wales Corner, 221-231 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Wales Corner Statement of Significance (221-231 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO591	<i>Former Fourth Victoria Building, 241-245 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H1542	Yes	No
HO592	<i>Newspaper House Mosaic, 247-249 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H447	Yes	No
HO593	<i>250-252 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1316 Interim control Expiry date:	<i>Former Commercial Banking Company of Sydney Building, 251-257 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Former Commercial Banking Company of Sydney	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
29/05/2022	Building Statement of Significance (251-257 Collins Street, Melbourne), July 2020							
HO594	259-263 Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO1317 Interim control Expiry date: 29/05/2022	Former Bank of Adelaide Building, 265-269 Collins Street, Melbourne <b>Statement of Significance:</b> Former Bank of Adelaide Building Statement of Significance (265-269 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO595	Former National Bank of Australasia Head Office, 271-285 Collins Street, Melbourne	-	-	-	-	Yes Ref No H2064	Yes	No
HO1318 Interim control Expiry date: 29/05/2022	Former Allans Building, 276-278 Collins Street, Melbourne <b>Statement of Significance:</b> Former Allans Building Statement of Significance (276-278 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO596	Block Arcade, 280-286 Collins Street & 96-102 Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H32	Yes	No
HO597	287-301 Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO598	288-304 Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO1319 Interim control Expiry date: 29/05/2022	Former MLC Building, 303-317 Collins Street, Melbourne <b>Statement of Significance:</b> Former MLC Building Statement of Significance (303-317 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1320 Interim control Expiry date: 29/05/2022	Former Colonial Mutual Life Assurance Building and Plaza with 'Childrens Tree' Sculpture, 308-336 Collins Street, Melbourne <b>Statement of Significance:</b> Former Colonial Mutual Life Assurance	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Building and Plaza with 'Childrens Tree' Sculpture Statement of Significance (308-336 Collins Street, Melbourne), July 2020							
HO602	<i>Former Commercial Bank of Australia, Banking Chamber &amp; Entrance, 327-343 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H35	Yes	No
HO1007	<i>338 Collins Street</i>	Yes	No	No	No	No	No	No
HO1090	<i>340-342 Collins Street</i>	Yes	No	No	No	No	No	No
HO1321 Interim control Expiry date: 29/05/2022	<i>Former AMP Building, 344-350 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Former AMP Building Statement of Significance (344-350 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO603	<i>Former Mercantile Bank, 345-349 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H467	Yes	No
HO1322 Interim control Expiry date: 29/05/2022	<i>Former Commonwealth Banking Corporation Building, 359-373 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Former Commonwealth Banking Corporation Building Statement of Significance (359-373 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1323 Interim control Expiry date: 29/05/2022	<i>Former Legal and General House, 375-383 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Former Legal and General House Statement of Significance (375-383 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO604	<i>ANZ Bank, 376-390 Collins Street and Former Safe Deposit Building, 90 Queen Street, Melbourne</i>	-	-	-	-	Yes Ref No H34 & Ref No H451	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO605	<i>Former National Mutual Life Association Building, 389-399 Collins Street &amp; 59-69 Queen Street, Melbourne</i>	-	-	-	-	Yes Ref No H36	Yes	No
HO606	<i>ANZ Bank, 394-398 Collins Street &amp; 73-83 Queen Street, Melbourne</i>	-	-	-	-	Yes Ref No H33	Yes	No
HO607	<i>400-402 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO608	<i>401-417 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1008 Interim control Expiry date: 29/05/2021	<i>Former Atlas Assurance Building, 404-406 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Former Atlas Assurance Building Statement of Significance (404-406 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1009	<i>409-413 Collins Street</i>	Yes	No	No	No	No	No	No
HO610	<i>Former AMP Building, 419-429 Collins Street &amp; 64-74 Market Street, Melbourne</i>	-	-	-	-	Yes Ref No H421	Yes	No
HO609	<i>422-428 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1010 Interim control Expiry date: 29/05/2021	<i>Royal Insurance Group building, 430-442 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Royal Insurance Group building Statement of Significance (430-442 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1324 Interim control Expiry date:	<i>Former Guardian Building, 454-456 Collins Street, Melbourne</i> <b>Statement of Significance:</b>	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
29/05/2022	Former Guardian Building Statement of Significance (454-456 Collins Street, Melbourne), July 2020							
HO1012	464-466 Collins Street	Yes	No	No	No	No	No	No
HO1325 Interim control Expiry date: 29/05/2022	<i>Australia-Netherlands House, 468-478 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Australia-Netherlands House Statement of Significance (468-478 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO611	<i>Olderfleet Building, 471-477 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H37	Yes	No
HO902	<i>Record Chambers, 479-481 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H38	Yes	No
HO903	<i>South Australian Insurance Building, 483-485 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H39	Yes	No
HO612	<i>Winfield Building, 487-495 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H40	Yes	No
HO904	<i>Rialto Building, 497-503 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H41	Yes	No
HO1326 Interim control Expiry date: 29/05/2022	<i>Office building, 516-520 Collins Street, Melbourne</i> <b>Statement of Significance:</b> Office building Statement of Significance (516-520 Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO613	<i>Former New Zealand Loan &amp; Mercantile Company Ltd Building, 538-544 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H478	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO614	<i>Former McPhersons Building 546-566 Collins Street &amp; 27 Francis Street, Melbourne</i>	-	-	-	-	Yes Ref No H942	Yes	No
HO1013	<i>615-623 Collins Street</i>	Yes	No	No	No	No	No	No
HO422	<i>Linay Pavilion, Ward 7 and Ward 9, the Alfred Hospital, 55 Commercial Road, Melbourne</i>	-	-	-	-	Yes Ref No H2295	Yes	No
HO1245 Interim control Expiry date: 29/05/2021	<i>Warehouse, 1-5 Coverlid Place, Melbourne</i> <b>Statement of Significance:</b> Warehouse Statement of Significance (1-5 Coverlid Place, Melbourne), July 2020	No	No	No	No	No	No	No
HO905	<i>Dovers Building, 5-7 Drewery Lane, Melbourne</i>	-	-	-	-	Yes Ref No H802	Yes	No
HO1014	<i>9-13 Drewery Lane</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1267 Interim control Expiry date: 29/05/2021	<i>Warehouse, 11-15 Duckboard Place, Melbourne</i> <b>Statement of Significance:</b> Warehouse Statement of Significance (11-15 Duckboard Place, Melbourne), July 2020	No	No	No	No	No	No	No
HO936	<i>Underground Public Toilets, Elizabeth Street, Melbourne</i>	-	-	-	-	Yes Ref No H2110	Yes	No
HO937	<i>Underground Public Toilets, Elizabeth &amp; Victoria Streets, Melbourne</i> <i>Womens Christian Temperance Union Drinking Fountain, Victoria Square, Elizabeth Street, Melbourne</i>	-	-	-	-	Yes Ref No H2111 & Ref No H194	Yes	No
HO938	<i>Hosies Hotel Mural, 1-5 Elizabeth Street, Melbourne</i>	-	-	-	-	Yes Ref No H2094 & part Ref No H1083	No	No
HO1327 Interim control Expiry date: 29/05/2022	<i>Former Hosie's Hotel, 1-5 Elizabeth Street, Melbourne</i> <b>Statement of Significance:</b> Former Hosie's Hotel Statement of Significance (1-5 Elizabeth Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1328 Interim control Expiry date: 29/05/2022	<i>Shop, café and office, 7-9 Elizabeth Street, Melbourne</i> <b>Statement of Significance:</b> Shop, café and office Statement of Significance (7-9 Elizabeth Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1246 Interim control Expiry date: 29/05/2021	<i>Former Excelsior Chambers, 17-19 Elizabeth Street, Melbourne</i> <b>Statement of Significance:</b> Former Excelsior Chambers Statement of Significance (17-19 Elizabeth Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1015	<i>21-23 Elizabeth Street</i>	Yes	No	No	No	No	No	No
HO1247 Interim control Expiry date: 29/05/2021	<i>Former Universal House, 25 Elizabeth Street, Melbourne</i> <b>Statement of Significance:</b> Former Universal House Statement of Significance (25 Elizabeth Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO615	<i>55-65 Elizabeth Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO616	<i>97-117 Elizabeth Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO617	<i>Melbourne City Building, 112-118 Elizabeth Street, Melbourne</i>	-	-	-	-	Yes Ref No H437	Yes	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1016	<p><i>215-217 Elizabeth Street</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO981	<p><i>Shops, 195 Elizabeth Street, Melbourne</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	-	-	-	-	Yes Ref No H2155	Yes	No
HO618	<p><i>245-269 Elizabeth Street, Melbourne</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO715	<p><i>Mitchell House, 352-358 Lonsdale Street, Melbourne</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	-	-	-	-	Yes Ref No H2232	Yes	No
HO1017	<p><i>299 Elizabeth Street</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO1018	<p><i>303-305 Elizabeth Street</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1019	351-357 Elizabeth Street <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020) <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No
HO1020	380 Elizabeth Street	Yes	No	No	No	No	No	No
HO1021	384 Elizabeth Street	Yes	No	No	No	No	No	No
HO1022	441-447 Elizabeth Street	Yes	No	No	No	No	No	No
HO1025	473-481 Elizabeth Street	Yes	No	No	No	No	No	No
HO1150	Former Veall's Building 490-494 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	No
HO294	Former Melford Motors, 615-645 Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H2306	Yes	No
HO630	189-195 Exhibition Street, Melbourne	Yes	No	No	No	No	No	No
HO1026	30-40 Exhibition Street	Yes	No	No	No	No	No	No
HO1027	53-55 Exhibition Street	Yes	No	No	No	No	No	No
HO1028	104-110 Exhibition Street	Yes	No	No	No	No	No	No
HO1330 Interim control Expiry date: 29/05/2022	Former Morris House, 114-122 Exhibition Street, Melbourne <b>Statement of Significance:</b> Former Morris House Statement of Significance (114-122 Exhibition Street, Melbourne), July	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	2020							
HO1331 Interim control Expiry date: 29/05/2022	<i>Former Australia Pacific House, 136-144 Exhibition Street, Melbourne</i> <b>Statement of Significance:</b> Former Australia Pacific House Statement of Significance (136-144 Exhibition Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1332 Interim control Expiry date: 29/05/2022	<i>Former Bryson Centre, 174-192 Exhibition Street, Melbourne</i> <b>Statement of Significance:</b> Former Bryson Centre Statement of Significance (174-192 Exhibition Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO631	<i>Her Majesty's Theatre, 199-227 Exhibition Street &amp; 84-98 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H641	Yes	No
HO632	<i>Comedy Theatre, 228-240 Exhibition Street, Melbourne</i>	-	-	-	-	Yes Ref No H2273	Yes	No
HO633	<i>266-272 Exhibition Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO635	<i>Former Mickveh Yisrael Synagogue and School, 275-285 Exhibition Street, Melbourne</i>	-	-	-	-	Yes Ref No H766	Yes	No
HO636	<i>280-282 Exhibition Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1333 Interim control Expiry date: 29/05/2022	<i>Former Exhibition Towers, 287-293 Exhibition Street, Melbourne</i> <b>Statement of Significance:</b> Former Exhibition Towers Statement of Significance (287-293 Exhibition Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1029	309 Exhibition Street	Yes	No	No	No	No	No	No
HO1334 Interim control Expiry date: 29/05/2022	Warehouse, 353 Exhibition Street, Melbourne <b>Statement of Significance:</b> Warehouse Statement of Significance (353 Exhibition Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO861	355-359 Exhibition Street, Melbourne	Yes	No	No	No	No	No	No
HO637	Milton House, 21-25 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H582	Yes	No
HO1030	61-73 Flinders Lane	Yes	No	No	No	No	No	No
HO1270 Interim control Expiry date: 29/05/2021	Swiss Club of Victoria, 87-89 Flinders Lane, Melbourne <b>Statement of Significance:</b> Swiss Club of Victoria Statement of Significance (87-89 Flinders Lane, Melbourne), July 2020	No	No	No	No	No	No	No
HO1032	125-127 Flinders Lane	Yes	No	No	No	No	No	No
HO638	Warehouse, 129-131 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H428	Yes	No
HO1292 Interim control Expiry date: 29/05/2021	Former Bank of New South Wales, 137-139 Flinders Lane, Melbourne <b>Statement of Significance:</b> Former Bank of New South Wales Statement of Significance (137-139 Flinders Lane, Melbourne), July 2020	No	No	No	No	No	No	No
HO1033	141-143 Flinders Lane	Yes	No	No	No	No	No	No
HO639	167-173 Flinders Lane, Melbourne	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO640	197-203 Flinders Lane, Melbourne	Yes	No	No	No	No	No	No
HO642	Ross House, 247-251 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H627	Yes	No
HO643	253-265 Flinders Lane, Melbourne	Yes	No	No	No	No	No	No
HO645	267-279 Flinders Lane, Melbourne	Yes	No	No	No	No	No	No
HO647	325-347 Flinders Lane, Melbourne	Yes	No	No	No	No	No	No
HO1335 Interim control Expiry date: 29/05/2022	Former Batman Automatic Telephone Exchange, 376-382 Flinders Lane, Melbourne <b>Statement of Significance:</b> Former Batman Automatic Telephone Exchange Statement of Significance (376-382 Flinders Lane, Melbourne), July 2020	No	No	No	No	No	No	No
HO648	Tavistock House, 383-387 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H787	Yes	No
HO641	234-236 Flinders Lane, Melbourne	Yes	No	No	No	No	No	No
HO644	258-260 Flinders Lane, Melbourne	Yes	No	No	No	No	No	No
HO646	302-308 Flinders Lane, Melbourne	Yes	No	No	No	No	No	No
HO1271 Interim control Expiry date: 29/05/2021	Former Gordon Buildings, 384-386 Flinders Lane, Melbourne <b>Statement of Significance:</b> Former Gordon Buildings Statement of Significance (384-386 Flinders Lane, Melbourne), July 2020	No	No	No	No	No	No	No
HO1034	26-30 Flinders Street, Melbourne	Yes	No	No	No	No	No	No
HO1035	76-80 Flinders Street	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO766	<i>Former Herald &amp; Weekly Times Building, 46-74 Flinders Street and 2-8 Exhibition Street, Melbourne</i>	-	-	-	-	Yes Ref No H1147	Yes	No
HO1272 Interim control Expiry date: 29/05/2021	<i>Dreman Building, 96-98 Flinders Street, Melbourne</i> <b>Statement of Significance:</b> Dreman Building Statement of Significance (96-98 Flinders Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1273 Interim control Expiry date: 29/05/2021	<i>Former Sunday School Union of Victoria, 100-102 Flinders Street, Melbourne</i> <b>Statement of Significance:</b> Former Sunday School Union of Victoria Statement of Significance (100-102 Flinders Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1036	<i>130-132 Flinders Street</i>	Yes	No	No	No	No	No	No
HO1274 Interim control Expiry date: 29/05/2021	<i>Epstein House, 134-136 Flinders Street, Melbourne</i> <b>Statement of Significance:</b> Epstein House Statement of Significance (134-136 Flinders Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO652	<i>Duke of Wellington Hotel, 142-148 Flinders Street, Melbourne</i>	-	-	-	-	Yes Ref No H1175	Yes	No
HO653	<i>Former State Theatre, 150-162 Flinders Street, Melbourne</i>	-	-	-	-	Yes Ref No H438	Yes	No
HO654	<i>194-196 Flinders Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO655	<i>St Pauls Cathedral Precinct, 198-202 Flinders Street, 24-40 Swanston Street &amp; 197-205 Flinders Lane, Melbourne</i>	-	-	-	-	Yes Ref No H18	Yes	No
HO649	<i>Flinders Street Railway Station Complex, 207-361 Flinders Street, Melbourne and Underground Public Toilets, Flinders Street, Melbourne</i>	-	-	-	-	Yes Ref No H1083 & Ref No H2148 & part Ref No H2094	Yes	No
HO656	<i>256-268 Flinders Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO658	<i>292-298 Flinders Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO659	<i>Commercial Travellers Association Building, 318-324 Flinders Street, Melbourne</i>	-	-	-	-	Yes Ref No H934	Yes	No
HO1037	<i>360-372 Flinders Street</i>	Yes	No	No	No	No	No	No
HO660	<i>390-398 Flinders Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO661	<i>Former Customs House, 400 Flinders Street, Melbourne</i>	-	-	-	-	Yes Ref No H1047	Yes	No
HO662	<i>502-504 Flinders Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1038	<i>508-510 Flinders Street</i>	Yes	No	No	No	No	No	No
HO1039	<i>516-518 Flinders Street</i>	Yes	No	No	No	No	No	No
HO1040	<i>520-522 Flinders Street</i>	Yes	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1041 Interim control Expiry date: 29/05/2022 – applies to the rear of 562- 564 Flinders Street in Downie Street only	<i>Former Markillie's Prince of Wales Hotel, 562-564 Flinders Street and rear in Downie Street, Melbourne</i>  <b>Statement of Significance:</b> Former Markillie's Prince of Wales Hotel Statement of Significance (562-564 Flinders Street and rear in Downie Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1336 Interim control Expiry date: 29/05/2022	<i>Flinders Street Railway Viaduct, Flinders Street, Melbourne</i>  <b>Statement of Significance:</b> Flinders Street Railway Viaduct Statement of Significance (Flinders Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO483	<i>RMIT Building No. 9, 1-55 Franklin Street, Melbourne</i>	-	-	-	-	Yes Ref No H1506	Yes	No
HO663	<i>Macs Hotel, 34-38 Franklin Street, Melbourne</i>	-	-	-	-	Yes Ref No H51	Yes	No
HO1152	<i>Former TAA Building 42-56 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1042	<i>63-67 Franklin Street</i>	Yes	No	No	No	No	No	No
HO664	<i>Currie and Richards Warehouse, 79-81 Franklin Street &amp; 3 Stewart Street, Melbourne</i>	-	-	-	-	Yes Ref No H440	Yes	No
HO1153	<i>Former Store 139-141 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1154	<i>Former A G Healing Building 167-175 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1155	<i>Café Building 211-213 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1157	<i>Former A G Way Factory &amp; Co (2) Rear 215-223 Franklin Street, Melbourne (Alternate address 186-190 A'Beckett Street, Melbourne)</i>	Yes	No	No	No	No	No	No
HO1158	<i>Former T A T Electric Co. factory 225-227 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1152	<i>Former TAA Building 42-56 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1043	<i>96-102 Franklin Street</i>	Yes	No	No	No	No	No	No
HO1248 Interim control Expiry date: 29/05/2021	<i>Former Melbourne City Council Substation, 23-25 George Parade, Melbourne</i> <b>Statement of Significance:</b> Former Melbourne City Council Substation Statement of Significance (23-25 George Parade, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1044	<p><i>4-6 and 8 Goldie Place</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO665	<p><i>Former Penman &amp; Dalziel warehouse</i> <i>55-57 Hardware Street, Melbourne</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO667	<p><i>Dynon's Building</i> <i>63-77 Hardware Lane, Melbourne</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO666	<p><i>60-66 Hardware Street, Melbourne</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO1045	<p><i>106-112 Hardware Street</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO668	<i>11-13 Heffernan Lane, Melbourne</i>	Yes	No	No	No	No	No	No
HO669	<i>14-18 Heffernan Lane, Melbourne</i>	Yes	No	No	No	No	No	No
HO1268 Interim control Expiry date: 29/05/2021	<p><i>Former Zander's No 2 Store, 11 Highlander Lane, Melbourne</i></p> <p><b>Statement of Significance:</b> Former Zander's No 2 Store Statement of Significance (11 Highlander Lane, Melbourne), July 2020</p>	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1269 Interim control Expiry date: 29/05/2021	<i>Warehouse, 11A Highlander Lane, Melbourne</i> <b>Statement of Significance:</b> Warehouse Statement of Significance (11A Highlander Lane, Melbourne), July 2020	No	No	No	No	No	No	No
HO1046	<i>12-20 King Street</i>	Yes	No	No	No	No	No	No
HO1250 Interim control Expiry date: 29/05/2021	<i>Former Melbourne Shipping Exchange, 25 King Street, Melbourne</i> <b>Statement of Significance:</b> Former Melbourne Shipping Exchange Statement of Significance (25 King Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1338 Interim control Expiry date: 29/05/2022	<i>Warehouse, 26-32 King Street, Melbourne</i> <b>Statement of Significance:</b> Warehouse Statement of Significance (26-32 King Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO671	<i>27-31 King Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1047	<i>115-129 King Street</i>	Yes	No	No	No	No	No	No
HO1048	<i>131-135 King Street</i>	Yes	No	No	No	No	No	No
HO678	<i>239-241 King Street, Melbourne</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO670	<i>Former Zanders No 3 Warehouse, 22-24 King Street, Melbourne</i>	-	-	-	-	Yes Ref No H430	Yes	No
HO672	<i>42-44 King Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO673	<i>Former Levicks and Piper Wholesale Ironmongers Warehouse, 46-52 King Street, Melbourne</i>	-	-	-	-	Yes Ref No H431	Yes	No
HO674	<i>54-60 King Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO675	<i>Former York Butter Factory, 62-66 King Street, Melbourne</i>	-	-	-	-	Yes Ref No H396	Yes	No
HO676	<i>120-138 King Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1339 Interim control Expiry date: 29/05/2022	<i>Warehouse, 171-173 King Street, Melbourne</i> <b>Statement of Significance:</b> Warehouse Statement of Significance (171-173 King Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1340 Interim control Expiry date: 29/05/2022	<i>Former Factory, 203-207 King Street, Melbourne</i> <b>Statement of Significance:</b> Former Factory Statement of Significance (203-207 King Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO677	<i>Former F. Blight and Co. Warehouse, 234-244 King Street &amp; 579-585 Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H66	Yes	No
HO679	<i>248-250 King Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO680	<i>Shop and residence, 328-330 King Street, Melbourne</i>	-	-	-	-	Yes Ref No H465	Yes	No
HO681	<i>Former Coops Shot Tower and Flanking Building, Knox Place, Melbourne</i>	-	-	-	-	Yes Ref No H67	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO940	<i>Cast Iron Urinal, La Trobe Street, Melbourne</i>	-	-	-	-	Yes Ref No H2140	No	No
HO1275 Interim control Expiry date: 29/05/2021	<i>Turnverein Hall, 30-34 La Trobe Street, Melbourne</i>  <b>Statement of Significance:</b> Turnverein Hall Statement of Significance (30-34 La Trobe Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO982	<i>Francis Ormond Building (RMIT Building 1), 124-126 La Trobe Street, Melbourne</i>	-	-	-	-	Yes Ref No H2157	Yes	No
HO481	<i>Former Foresters Hall, 168-170 La Trobe Street, Melbourne</i>	-	-	-	-	Yes Ref No H1495	Yes	No
HO1049	<i>284-294 La Trobe Street</i>	Yes	No	No	No	No	No	No
HO682	<i>Welsh Church and Hall, 320 La Trobe Street, Melbourne</i>	-	-	-	-	Yes Ref No H536	Yes	No
HO1208	<i>Former John Dickinson &amp; Co warehouse 337-339 La Trobe Street, Melbourne</i>  <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)  <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO684	<i>William Angliss College, 537-557 La Trobe Street and 552-578 Little Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H1507	Yes	No
HO941	<i>William Angliss College (Balance), 537-557 La Trobe Street and 552-578 Little Lonsdale Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO685	<i>Gordon House, 24-38 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H443	Yes	No
HO923	<i>Former Angliss &amp; Co Stables, 40-44 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2028	Yes	No
HO686	<i>93 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO687	<i>105-109 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO688	<i>108-110 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO689	<i>Sum Kum Lee, 112-114 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H442	Yes	No
HO690	<i>113-125 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO691	<i>116-118 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO692	<i>Chinese Mission Church, 196 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2175	Yes	No
HO693	<i>Num Pon Soon Society Building, 200-202 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H485	Yes	No
HO694	<i>204-206 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO695	<i>212-220 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO696	<i>232-238 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1344 Interim control Expiry date: 29/05/2022	<i>Former State Savings Bank of Victoria, 258-264 Little Bourke Street, Melbourne</i>  <b>Statement of Significance:</b> Former State Savings Bank of Victoria Statement of Significance (258-264 Little Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO697	<i>Former Money Order Post Office and Savings Bank, 318 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H623	Yes	No
HO1050	<i>361-363 Little Bourke Street</i>  <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)  <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No
HO1051	<i>362-364 Little Bourke Street</i>  <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)  <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1052 Interim control Expiry Date: 29/05/2022 applies to 2-6 and 8-14 Rankins Lane only	<i>Former Thomas Warburton Pty Ltd, 365-367 Little Bourke Street, 2-6 and 8-14 Rankins Lane</i>  <b>Statement of Significance:</b> Former Thomas Warburton Pty Ltd Statement of Significance (365-367 Little Bourke Street, 2-6 and 8-14 Rankins Lane), July 2020	No	No	No	No	No	No	No
HO1053	<i>373-375 Little Bourke Street</i>	Yes	No	No	No	No	No	No
HO1346 Interim control Expiry date: 29/05/2022	<i>Former Printcraft House, 428-432 Little Bourke Street, Melbourne</i>  <b>Statement of Significance:</b> Former Printcraft House Statement of Significance (428-432 Little Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1054	<i>434-436 Little Bourke Street.</i>	Yes	No	No	No	No	No	No
HO1347 Interim control Expiry date: 29/05/2022	<i>Downs House, 441-443 Little Bourke Street, Melbourne</i>  <b>Statement of Significance:</b> Downs House Statement of Significance (441-443 Little Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO698	<i>Federal Court of Australia, 442-460 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H1476	Yes	No
HO699	<i>493-495 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO700	<i>Rear of 558 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO701	<i>562-566 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1276 Interim control Expiry date: 29/05/2021	<i>Shop, 37 Little Collins Street, Melbourne</i> <b>Statement of Significance:</b> Shop Statement of Significance (37 Little Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1277 Interim control Expiry date: 29/05/2021	<i>Former Wenley Motor Garage, 39-41 Little Collins Street, Melbourne</i> <b>Statement of Significance:</b> Former Wenley Motor Garage Statement of Significance (39-41 Little Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1348 Interim control Expiry date: 29/05/2022	<i>Former Craig, Williamson Pty Ltd complex, 57-67 Little Collins Street, Melbourne</i> <b>Statement of Significance:</b> Former Craig, Williamson Pty Ltd complex Statement of Significance (57-67 Little Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1055	<i>68-70 Little Collins Street</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1255 Interim control Expiry date: 29/05/2021	<i>Former Godfrey's Building, 188-194 Little Collins Street, Melbourne</i>  <b>Statement of Significance:</b> Former Godfrey's Building Statement of Significance (188-194 Little Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO702	<i>281-283 Little Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO703	<i>Yule House, 309-311 Little Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H2233	Yes	No
HO1350 Interim control Expiry date: 29/05/2022	<i>Equitable House, 335-349 Little Collins Street, Melbourne</i>  <b>Statement of Significance:</b> Equitable House Statement of Significance (335-349 Little Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1210	<i>Benjamin House</i> <i>358-360 Little Collins Street</i>  <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)  <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1211	<p><i>Former Rosenthal &amp; Co premises</i> <i>362-364 Little Collins Street</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO1351 Interim control Expiry date: 29/05/2022	<p><i>Collins Gate, 377-379 Little Collins Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Collins Gate Statement of Significance (377-379 Little Collins Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No
HO1352 Interim control Expiry date: 29/05/2022	<p><i>Former Law Institute House, 382 Little Collins Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Former Law Institute House Statement of Significance (382 Little Collins Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No
HO1056	<i>392-396 Little Collins Street</i>	Yes	No	No	No	No	No	No
HO705	<i>Stalbridge Chambers, 435-443 Little Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H502	Yes	No
HO1353 Interim control Expiry date: 29/05/2022	<p><i>Cowan House, 457-469 Little Collins Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Cowan House Statement of Significance (457-469 Little Collins Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No
HO1354	<i>Henty House, 499-503 Little Collins Street, Melbourne</i>	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
Interim control Expiry date: 29/05/2022	<b>Statement of Significance:</b> Henty House Statement of Significance (499-503 Little Collins Street, Melbourne), July 2020							
HO1057	<i>538-542 Little Collins Street</i>	Yes	No	No	No	No	No	No
HO1278 Interim control Expiry date: 29/05/2021	<i>Warehouses, 577-583 Little Collins Street, Melbourne</i> <b>Statement of Significance:</b> Warehouses Statement of Significance (577-583 Little Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1279 Interim control Expiry date: 29/05/2021	<i>Commercial building, 582-584 Little Collins Street, Melbourne</i> <b>Statement of Significance:</b> Commercial building Statement of Significance (582-584 Little Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO706	<i>585-587 Little Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1355 Interim control Expiry date: 29/05/2022	<i>Stella Maris Seafarer's Centre, 588-600 Little Collins, Melbourne</i> <b>Statement of Significance:</b> Stella Maris Seafarer's Centre Statement of Significance (588-600 Little Collins, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO704	430-436 Little Collins Street, Melbourne	Yes	No	No	No	No	No	No
HO1280 Interim control Expiry date: 29/05/2021	Former Melbourne and Metropolitan Tramways Board Building, 616-622 Little Collins Street, Melbourne  <b>Statement of Significance:</b> Former Melbourne and Metropolitan Tramways Board Building Statement of Significance (616-622 Little Collins Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1356 Interim control Expiry date: 29/05/2022	Warehouse, 34-36 Little La Trobe Street, Melbourne  <b>Statement of Significance:</b> Warehouse Statement of Significance (34-36 Little La Trobe Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1058	25 Little Lonsdale Street	Yes	No	No	No	No	No	No
HO1357 Interim control Expiry date: 29/05/2022	Warehouse, 27-29 Little Lonsdale Street, Melbourne  <b>Statement of Significance:</b> Warehouse Statement of Significance (27-29 Little Lonsdale Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO707	Former Oldfellows Hotel 33-39 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H2266	Yes	No
HO1296 Interim control Expiry date: 29/05/2021	Residences, 120-122 Little Lonsdale Street, Melbourne  <b>Statement of Significance:</b> Residences Statement of Significance (120-122 Little Lonsdale Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO989	<i>Former Leitrim Hotel, 128-130 Little Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H2242	Yes	No
HO1059	<i>194-196 Little Lonsdale Street</i>	Yes	No	No	No	No	No	No
HO1060	<i>198-200 Little Lonsdale Street</i>	Yes	No	No	No	No	No	No
HO708	<i>Office, 202 Little Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H509	Yes	No
HO709	<i>Heape Court Warehouse, Rear of 361-365 Little Lonsdale Street, Melbourne</i>  <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)  <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	-	-	-	-	Yes Ref No H826	Yes	No
HO1061	<i>372-378 Little Lonsdale Street</i>	Yes	No	No	No	No	No	No
HO1281 Interim control Expiry date: 29/05/2021	<i>Shops 470-472 Little Lonsdale Street</i>  <b>Statement of Significance:</b> Shops Statement of Significance (470-472 Little Lonsdale Street), July 2020	No	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1282 Interim control Expiry date: 29/05/2021	<i>Residence, 474 Little Lonsdale Street, Melbourne</i> <b>Statement of Significance:</b> Residence Statement of Significance (474 Little Lonsdale Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1062	<i>523-525 Little Lonsdale Street</i>	Yes	No	No	No	No	No	No
HO1253 Interim control Expiry date: 29/05/2021	<i>53-57 Lonsdale Street, Melbourne</i> <b>Statement of Significance:</b> 53-57 Lonsdale Street, Melbourne Statement of Significance. July 2020	No	No	No	No	No	No	No
HO1063	<i>326 Lonsdale Street</i>	Yes	No	No	No	No	No	No
HO1358 Interim control Expiry date: 29/05/2022	<i>Shops and offices, 359-363 Lonsdale Street, Melbourne</i> <b>Statement of Significance:</b> Shops and offices Statement of Significance (359-363 Lonsdale Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1212	<p><i>Former F Lowe &amp; Co store</i> 369-371 Lonsdale Street (rear)</p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO716	<p><i>Former Edward Keep &amp; Co warehouse</i> 377-381 Lonsdale Street, Melbourne</p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO1359 Interim control Expiry date: 29/05/2022	<p><i>Former AMP Building, 402-408 Lonsdale Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Former AMP Building Statement of Significance (402-408 Lonsdale Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No
HO1360 Interim control Expiry date: 29/05/2022	<p><i>Warehouse, 410-412 Lonsdale Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Warehouse Statement of Significance (410-412 Lonsdale Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1254 Interim control Expiry date: 29/05/2021	<i>Laurens House, 414-416 Lonsdale Street, Melbourne</i> <b>Statement of Significance:</b> Laurens House Statement of Significance (414-416 Lonsdale Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1064	<i>439-445 Lonsdale Street</i>	Yes	No	No	No	No	No	No
HO1361 Interim control Expiry date: 29/05/2022	<i>Lonsdale Exchange Building, 447-453 Lonsdale Street, Melbourne</i> <b>Statement of Significance:</b> Lonsdale Exchange Building Statement of Significance (447-453 Lonsdale Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO718	<i>Supreme Court Annexe, 455-469 Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H1478	Yes	No
HO721	<i>Seabrook House, 573-577 Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H68	Yes	No
HO710	<i>Former Black Eagle Hotel 42-44 Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H2265	Yes	No
HO711	<i>64-78 Lonsdale Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO712	<i>Wesley Church Complex, 118-148 Lonsdale Street &amp; 117-147 Little Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H12	Yes	No
HO713	<i>Former Queen Victoria Hospital Tower &amp; Perimeter fence, 180- 222 Lonsdale Street and 278-300 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H956	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO714	<i>St Francis Catholic Church, 326 Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H13	Yes	No
HO717	<i>436-450 Lonsdale Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO719	<i>472-474 Lonsdale Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO720	<i>Former Residence &amp; Shop, 556-558 Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H441	Yes	No
HO722	<i>612-622 Lonsdale Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO723	<i>Former Port of Melbourne Authority Building, 29-31 Market Street, Melbourne</i>	-	-	-	-	Yes Ref No H965	Yes	No
HO724	<i>Central Bonding Warehouses 15-19 McKillop Street, Melbourne</i> <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020) <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO725	<p><i>Warehouse</i> <i>18-22 McKillop Street, Melbourne</i></p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO1065	<p><i>14-30 Melbourne Place</i></p>	Yes	No	No	No	No	No	No
HO1363 Interim control Expiry date: 29/05/2022	<p><i>Former Kantay House, 12-18 Meyers Place, Melbourne</i></p> <p><b>Statement of Significance:</b> Former Kantay House Statement of Significance (12-18 Meyers Place, Melbourne), July 2020</p>	No	No	No	No	No	No	No
HO1364 Interim control Expiry date: 29/05/2022	<p><i>The Waiters Restaurant, 20 Meyers Place, Melbourne</i></p> <p><b>Statement of Significance:</b> The Waiters Restaurant Statement of Significance (20 Meyers Place, Melbourne), July 2020</p>	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO726	Warehouses, 23-31 Niagara Lane, Melbourne <b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020) <b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)	-	-	-	-	Yes Ref No H473	Yes	No
HO942	Warehouses, 18 & 30 Oliver Lane, Melbourne	-	-	-	-	Yes Ref No H1135	Yes	No
HO1257 Interim control Expiry date: 29/05/2021	Former Melbourne City Council Substation, 10-14 Park Street, Melbourne <b>Statement of Significance:</b> Former Melbourne City Council Substation Statement of Significance (10-14 Park Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO417	Cottages, Royal Freemasons Homes, 313 Punt Road and 31-75 Moubray Street, Melbourne	-	-	-	-	Yes Ref No H2271	Yes	No
HO943	Underground Public Toilets, Queen Street, Melbourne	-	-	-	-	Yes Ref No H2109	Yes	No
HO727	7-11 Queen Street, Melbourne	Yes	No	No	No	No	No	No
HO728	Lombard Building, 15-17 Queen Street, Melbourne	-	-	-	-	Yes Ref No H460	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO729	<i>Alkira House, 18 Queen Street, Melbourne</i>	-	-	-	-	Yes Ref No H397	Yes	No
HO1066	<i>20-26 Queen Street</i>	Yes	No	No	No	No	No	No
HO1067	<i>37-41 Queen Street</i>	Yes	No	No	No	No	No	No
HO1365 Interim control Expiry date: 29/05/2022	<i>Former Union House, 43-51 Queen Street, Melbourne</i> <b>Statement of Significance:</b> Former Union House Statement of Significance (43-51 Queen Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1366 Interim control Expiry date: 29/05/2022	<i>Former National Bank of Australasia Stock Exchange Branch, 85-91 Queen Street, Melbourne</i> <b>Statement of Significance:</b> Former National Bank of Australasia Stock Exchange Branch Statement of Significance (85-91 Queen Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO731	<i>93-95 Queen Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1367 Interim control Expiry date: 29/05/2022	<i>Former Ajax House, 103-105 Queen Street, Melbourne</i> <b>Statement of Significance:</b> Former Ajax House Statement of Significance (103-105 Queen Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1068 Interim control Expiry date: 29/05/2021	<i>Former Royal Automobile Club of Victoria, 111-129 Queen Street, Melbourne</i> <b>Statement of Significance:</b> Former Royal Automobile Club of Victoria Statement of Significance (111-129 Queen Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1069	<i>118-126 Queen Street</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1213	<p><i>Scottish Amicable Building</i> 128-146 Queen Street, Melbourne</p> <p><b>Incorporated document:</b> Guildford and Hardware Laneways Heritage Study 2017: Heritage Inventory, November 2018 (Amended July 2020)</p> <p><b>Statement of Significance:</b> Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020)</p>	Yes	No	No	No	No	No	No
HO1258 Interim control Expiry date: 29/05/2021	<p><i>Victoria Club building, 131-141 Queen Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Victoria Club building Statement of Significance (131-141 Queen Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No
HO1368 Interim control Expiry date: 29/05/2022	<p><i>Former South British Insurance Company Ltd Building, 155-161 Queen Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Former South British Insurance Company Ltd Building Statement of Significance (155-161 Queen Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No
HO1369 Interim control Expiry date: 29/05/2022	<p><i>Former Sleigh Buildings, 158-172 Queen Street, Melbourne</i></p> <p><b>Statement of Significance:</b> Former Sleigh Buildings Statement of Significance (158-172 Queen Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No
HO1370 Interim control Expiry date: 29/05/2022	<p><i>The Former Houston Building, 184-192 Queen Street, Melbourne</i></p> <p><b>Statement of Significance:</b> The Former Houston Building Statement of Significance (184-192 Queen Street, Melbourne), July 2020</p>	No	No	No	No	No	No	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1070	203-205 Queen Street	Yes	No	No	No	No	No	No
HO1371 Interim control Expiry date: 29/05/2022	Shop, 215 Queen Street, Melbourne <b>Statement of Significance:</b> Shop Statement of Significance (215 Queen Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1071	217-219 Queen Street	Yes	No	No	No	No	No	No
HO1372 Interim control Expiry date: 29/05/2022	Former Law Department's Building, 221-231 Queen Street, Melbourne <b>Statement of Significance:</b> Former Law Department's Building Statement of Significance (221-231 Queen Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1373 Interim control Expiry date: 29/05/2022	Former State Savings Bank of Victoria, 233-243 Queen Street, Melbourne <b>Statement of Significance:</b> Former State Savings Bank of Victoria Statement of Significance (233-243 Queen Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO732	Titles Office, 247-283 Queen Street, Melbourne	-	-	-	-	Yes Ref No H1529	Yes	No
HO733	Former Records Office, 287-297 Queen Street, Melbourne	-	-	-	-	Yes Ref No H1528	Yes	No
HO985	316-322 Queen Street	Yes	No	No	No	No	No	No
HO735	Bank of New South Wales, 375 Queen Street, Melbourne	-	-	-	-	Yes Ref No H90	Yes	No
HO734	Former Residence, 300 Queen Street, Melbourne	-	-	-	-	Yes Ref No H806	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1160	<i>Melbourne Terrace Apartments 408-416 Queen Street, Melbourne</i>	Yes	No	No	No	No	No	No
<del>HO704</del>	<del><i>Queens Bridge over Yarra River, Queensbridge Street, Melbourne</i></del>	-	-	-	-	<del>Yes</del> Ref No H1448	Yes	No
HO100	<i>Warehouse 278 Queensberry St and rear part of 618-630 Elizabeth Street, Carlton</i>	Yes	No	No	No	No	No	No
HO1285 Interim control Expiry date: 29/05/2021	<i>Lyceum Club, 2-18 Ridgway Place, Melbourne</i> <b>Statement of Significance:</b> Lyceum Club Statement of Significance (2-18 Ridgway Place, Melbourne), July 2020	No	No	No	No	No	No	No
HO1259 Interim control Expiry date: 29/05/2021	<i>Former Ridgway Terrace, 20 Ridgway Place, Melbourne</i> <b>Statement of Significance:</b> Former Ridgway Terrace Statement of Significance (20 Ridgway Place, Melbourne), July 2020	No	No	No	No	No	No	No
HO944	<i>Eight Hour Monument, Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H2084	No	No
HO945	<i>Underground Public Toilets, Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H2108	Yes	No
HO1072	<i>42-44 Russell Street</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO919	<i>Former Victoria Car Park, 103-107 Russell Street &amp; 181-191 Little Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H2001	No	No
HO1374 Interim control Expiry date: 29/05/2022	<i>Former Russell Street Automatic Telephone Exchange and Postal Building, 114-120 Russell Street, Melbourne</i>  <b>Statement of Significance:</b> Former Russell Street Automatic Telephone Exchange and Postal Building Statement of Significance (114-120 Russell Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1260 Interim control Expiry date: 29/05/2021	<i>166 Russell Street, Melbourne</i>  <b>Statement of Significance:</b> 166 Russell Street, Melbourne Statement of Significance, July 2020	No	No	No	No	No	No	No
HO736	<i>199-203 Russell Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1073	<i>288-294 Russell Street</i>	Yes	No	No	No	No	No	No
HO487	<i>Magistrates Court, 325-343 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H1010	Yes	No
HO484	<i>City Watch House, 345-355 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H1006	Yes	No
HO486	<i>Police Garage, 357-375 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H912	Yes	No
HO789	<i>Old Melbourne Goal, 377 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H1553	Yes	No
HO485	<i>Emily McPherson College, 379-405 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H1646	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO847	<i>32-38 Russell Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO488	<i>Police Headquarters Complex, 336-376 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H913	Yes	No
HO1095	<i>Total House, 170-190 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H2329	Yes	No
HO848	<i>380 Russell Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO849	<i>394 Russell Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO489	<i>Shrine of Remembrance, 2-42 Domain Road, Melbourne</i>	-	-	-	-	Yes Ref No H848	Yes	No
HO1234	<i>St Kilda Road, Melbourne and Tram Shelter, Cnr St. Kilda Road &amp; High Street, Melbourne</i>	-	-	-	-	Yes Ref No H2359 & Ref No H1868 & part Ref No H1447 & part Ref No H2378	Yes	-
HO398	<i>Domain Parklands and LaTrobe's Cottage, St Kilda Road and Domain Road and Dallas Brooks Drive, Melbourne</i>	-	-	-	-	Yes Ref No H2304 & Ref No H1076 & part Ref No H1447	Yes	No
HO946	<i>Marquis of Linlithgow Memorial, Kings Domain, St Kilda Road and Government House Drive and Anzac Avenue, Melbourne</i>	-	-	-	-	Yes Ref No H366	No	No
HO947	<i>Queen Victoria Memorial, Queen Victoria Gardens, St Kilda Road and Alexandra Avenue and Linlithgow Avenue, Melbourne</i>	-	-	-	-	Yes Ref No H369	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO948	<i>Boer War Monument, Kings Domain, St Kilda Road and Government House Drive, Melbourne</i>	-	-	-	-	Yes Ref No H382	No	No
HO400	<i>Melbourne Grammar School, 345-369 &amp; 355 St Kilda Road, 93-151 Domain St, 2-124 Bromby St &amp; 1-99 Domain Rd, Melbourne</i>	-	-	-	-	Yes Ref No H19	Yes	No
HO490	<i>Former Kellow Falkiner Showrooms, 375-385 St. Kilda Road, Melbourne</i>	-	-	-	-	Yes Ref No H668	Yes	No
HO491	<i>Majella, 473-475 St. Kilda Road, Melbourne</i>	-	-	-	-	Yes Ref No H783	Yes	No
HO492	<i>Royal Vic. Institute for the Blind, 557-563 St. Kilda Road &amp; 1-23 Moubray Street, Melbourne</i>	-	-	-	-	Yes Ref No H1002	Yes	No
HO949	<i>Former Victorian Deaf and Dumb Institution, 583-597 St Kilda Road, Melbourne</i>	-	-	-	-	Yes Ref No H2122	Yes	No
HO950	<i>Overhead Water Tank, Spencer Street, Melbourne</i>	-	-	-	-	Yes Ref No H2117	Yes	No
HO1074	<i>2-8 Spencer Street</i>	Yes	No	No	No	No	No	No
HO1075	<i>10-22 Spencer Street</i>	Yes	No	No	No	No	No	No
HO1076	<i>66-70 Spencer Street</i>	Yes	No	No	No	No	No	No
HO1077	<i>122-132 Spencer Street</i>	Yes	No	No	No	No	No	No
HO737 Interim control Expiry date: 29/05/2022 – applies to 602-606 and	<i>Former Melbourne City Council Power Station, 617-639 (part) and 651-669 Lonsdale Street, 602-606 and 620-648 Little Bourke Street, Melbourne</i>  <b>Statement of Significance:</b> Former Melbourne City Council Power Station Statement of Significance (617-639 (part) and 651-669 Lonsdale Street, 602-606 and 620-648 Little Bourke Street, Melbourne), July 2020	No	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
Part 620-648 Little Bourke Street only								
HO1235	<i>Shell House, 1 Spring Street, Melbourne</i>	-	-	-	-	Yes Ref No H2365	Yes	-
HO738	<i>The Former Campbell Residence, 53-65 Spring Street &amp; 1-9 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H1945	Yes	No
HO1262 Interim control Expiry date: 29/05/2021	<i>Treasury Gate, 93-101 Spring Street, Melbourne</i> <b>Statement of Significance:</b> Treasury Gate Statement of Significance (93-101 Spring Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO739	<i>Hotel Windsor, 103-137 Spring Street &amp; 1-17 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H764	Yes	No
HO175	<i>Parliament House, (including grounds, works &amp; fences), 110-160 Spring Street &amp; 1-11 Gisborne Street, Melbourne</i>	-	-	-	-	Yes Ref No H1722	Yes	No
HO740	<i>Princess Theatre, 163-181 Spring Street &amp; 1-17 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H93	Yes	No
HO1263 Interim control Expiry date: 29/05/2021	<i>Park Tower, 199-207 Spring Street, Melbourne</i> <b>Statement of Significance:</b> Park Tower Statement of Significance (199-207 Spring Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO741	<i>261 Spring Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1078	<i>267-271 Spring Street</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO476	<i>Royal Australasian College of Surgeons, 250-290 Spring Street &amp; 2-40 Victoria Parade, Melbourne</i>	-	-	-	-	Yes Ref No H870	Yes	No
HO911	<i>Tramway Signal Cabin, Waiting Shelter &amp; Conveniences, Swanston Street &amp; Victoria Street, Melbourne</i>	-	-	-	-	Yes Ref No H1686	Yes	No
HO744	<i>Young and Jackson's Princes Bridge Hotel, 1-7 Swanston Street, cnr Flinders Street, Melbourne</i>	-	-	-	-	Yes Ref No H708	Yes	No
HO1300	<i>Federation Square, 2-20 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H2390 & part Ref No H1083 & part Ref No H646	Yes	No
HO745	<i>Nicholas Building, 31-41 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H2119	Yes	No
HO1375 Interim control Expiry date: 29/05/2022	<i>Former State Savings Bank of Victoria, 45-63 Swanston Street, Melbourne</i> <b>Statement of Significance:</b> Former State Savings Bank of Victoria Statement of Significance (45-63 Swanston Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO746	<i>Melbourne Town Hall and Administration Building, 90-130 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H1	Yes	No
HO747	<i>Capitol House, 109-117 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H471	Yes	No
HO748	<i>Century Building, 125-133 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H2250	Yes	No
HO1079	<i>135-137 Swanston Street</i>	Yes	No	No	No	No	No	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1294 Interim control Expiry date: 29/05/2021	<i>Sanders and Levy Building, 149-153 Swanston Street, Melbourne</i> <b>Statement of Significance:</b> Sanders and Levy Building Statement of Significance (149-153 Swanston Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1295 Interim control Expiry date: 29/05/2021	<i>Former Bank of Australasia, 152-156 Swanston Street, Melbourne</i> <b>Statement of Significance:</b> Former Bank of Australasia Statement of Significance (152-156 Swanston Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1080	<i>163-165 Swanston Street</i>	Yes	No	No	No	No	No	No
HO1291 Interim control Expiry date: 29/05/2021	<i>Shop and residence, 215-217 Swanston Street, Melbourne</i> <b>Statement of Significance:</b> Shop and residence Statement of Significance (215-217 Swanston Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO749	<i>Former ANZ Bank, 219-225 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H390	Yes	No
HO750	<i>226-238 Swanston Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO751	<i>State Library of Victoria, 304-328 Swanston Street and 179-181 LaTrobe Street, Melbourne</i>	-	-	-	-	Yes Ref No H1497	Yes	No
HO1081	<i>309-325 Swanston Street</i>	Yes	No	No	No	No	No	No
HO752	<i>Church of Christ, 327-333 Swanston Street &amp; 178-190 Little Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H455	Yes	No



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1376 Interim control Expiry date: 29/05/2022	<i>Former Manchester Unity Oddfellows Building, 335-347 Swanston Street, Melbourne</i> <b>Statement of Significance:</b> Former Manchester Unity Oddfellows Building Statement of Significance (335-347 Swanston Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO482	<i>Storey Hall, 344 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H1498	Yes	No
HO1082	<i>401-403 Swanston Street</i>	Yes	No	No	No	No	No	No
HO1083	<i>407-409 Swanston Street</i>	Yes	No	No	No	No	No	No
HO1084	<i>411-423 Swanston Street</i>	Yes	No	No	No	No	No	No
HO493	<i>City Baths, 420-438 Swanston St, 39-41 Victoria St &amp; 2-6 Franklin St, Melbourne</i>	-	-	-	-	Yes Ref No H466	Yes	No
HO1085	<i>427-433 Swanston Street</i>	Yes	No	No	No	No	No	No
HO1249 Interim control Expiry date: 29/05/2021	<i>Former Melbourne City Council substation, 11-27 Tavistock Place, Melbourne</i> <b>Statement of Significance:</b> Former Melbourne City Council substation Statement of Significance (11-27 Tavistock Place, Melbourne), July 2020	No	No	No	No	No	No	No
HO790	<i>Princes Bridge over Yarra River, Swanston Street and St Kilda Road, Melbourne</i>	-	-	-	-	Yes Ref NoH1447 & part Ref No H1500 & part Ref NoH2304 & part Ref No H2359	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO494	<i>Royal Society of Victoria, 1-9 Victoria St &amp; 2-8 LaTrobe St, Melbourne</i>	-	-	-	-	Yes Ref No H373	Yes	No
HO495	<i>Horticultural Hall, 31-33 Victoria St, Melbourne</i>	-	-	-	-	Yes Ref No H520	Yes	No
HO951	<i>Royal Melbourne Regiment Drill Hall, 49-53 Victoria St, Melbourne</i>	-	-	-	-	Yes Ref No H285	Yes	No
HO496	<i>Queen Victoria Market, 65-159 Victoria St, Melbourne</i>	-	-	-	-	Yes Ref No H734	Yes	No
HO753	<i>77-89 William Street &amp; 460-462 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO1086	<i>22-32 William Street</i>	Yes	No	No	No	No	No	No
HO754	<i>Queensland Building, 84-88 William Street, Melbourne</i>	-	-	-	-	Yes Ref No H445	Yes	No
HO755	<i>Scottish House, 90-96 William Street, Melbourne</i>	-	-	-	-	Yes Ref No H606	Yes	No
HO756	<i>The Australian Club, 98-110 William Street &amp; 475-485 Little Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H105	Yes	No
HO1180 Interim control Expiry date: 29/05/2021	<i>Former Dillingham Estates House, 114 – 128 William Street, Melbourne</i>  <b>Statement of Significance:</b> Former Dillingham Estates House Statement of Significance (114 – 128 William Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO767	<i>Former BHP House, 130-148 William Street &amp; 503-523 Bourke Street, Melbourne</i>		-	-	-	Yes Ref No H1699	Yes	No

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1377 Interim control Expiry date: 29/05/2022	<i>Office building, 178-188 William Street, Melbourne</i> <b>Statement of Significance:</b> Office building Statement of Significance (178-188 William Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO757	<i>Law Courts &amp; Library of the Supreme Court, 192-228 William Street, Melbourne</i>	-	-	-	-	Yes Ref No H1514 & Ref No H1477	Yes	No
HO1087	<i>259 William Street</i>	Yes	No	No	No	No	No	No
HO1088	<i>261 William Street</i>	Yes	No	No	No	No	No	No
HO1231 Interim control Expiry date: 29/05/2021	<i>Metropolitan Hotel</i> <i>263-267 William Street, Melbourne</i> <b>Statement of Significance:</b> Metropolitan Hotel Statement of Significance, (263-267 William Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO1378 Interim control Expiry date: 29/05/2022	<i>Nubrik House, 269-275 William Street, Melbourne</i> <b>Statement of Significance:</b> Nubrik House Statement of Significance (269-275 William Street, Melbourne), July 2020	No	No	No	No	No	No	No
HO758	<i>Former Royal Mint, 280-318 William Street &amp; 391-429 LaTrobe Street &amp; 388-426 Little Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H770	Yes	No
HO1161	<i>Former Dominion Can Company Building</i> <i>386-412 William Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO850	<i>17-23 Wills Street, Melbourne</i>	Yes	No	No	No	No	No	No
HO759	<i>25-29 Wills Street, Melbourne</i>	Yes	No	No	No	No	No	No



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**HERITAGE PLACES IN THE CAPITAL CITY ZONE**

This policy applies to all places within the Heritage Overlay within the Capital City Zone (CCZ).

**PART A**

This Part of the policy applies to properties categorised significant, contributory or non-contributory in an incorporated document to this scheme.

**Policy Basis**

Melbourne’s Municipal Strategic Statement identifies heritage as a defining characteristic of the municipality.

Heritage places encompass individual heritage places and heritage precincts.

Within the CCZ heritage places contribute to the significance of Melbourne as the cultural, administrative, educational and economic centre of the State and its importance both nationally and internationally. These places are fundamental to understanding the depth of its historic character as it developed on and extended from the Hoddle Grid. Their conservation enhances the appeal of the CCZ as a place to live, work, invest and visit.

The management of heritage places in the CCZ faces the challenge of the greater intensity of development in the CCZ relative to other parts of the city and the different built form outcomes which result from this.

This policy provides guidance on conserving and enhancing heritage places and is informed by the conservation principles, processes and practices of the *Australia ICOMOS Burra Charter*. The *Burra Charter* encourages the conservation, preservation and restoration of heritage places, and facilitates development which enhances the heritage place and is compatible and in keeping with its cultural heritage values.

This policy should be applied in conjunction with Statements of Significance as incorporated into this scheme.

**Definitions**

Alteration	An alteration is to modify the fabric of a heritage place, without undertaking building works such as an addition.
Assessed significance	The assessed significance of an individual heritage place or heritage precinct is identified in the relevant Statement of Significance, as contained in the place citation. This normally identifies what is significant, how it is significant, and why it is significant.
Concealed/partly concealed	Concealed means cannot be seen from a street (other than a lane, unless the land has heritage value) or public park. Partly concealed means that some of the addition or higher rear part may be visible provided it does not visually dominate or reduce the prominence of the existing building's façade(s) in the street.
Conservation	Conservation means all the processes of looking after a place to retain its heritage significance. It may include one or more of maintenance, preservation, restoration, reconstruction, adaption and interpretation.
Context	The context of a heritage place can include; its setting (as defined under 'setting'), the immediate landholding, adjoining significant or contributory places, and the surrounding area.
Contextual design	A contextual design for new buildings and additions to existing buildings is one which adopts a design approach, derived through analysis of the subject property and its heritage context. Such an approach requires new development to comfortably and harmoniously integrate with the site and the street character.
Contributory heritage place	A contributory heritage place is important for its contribution to a heritage precinct. It is of historic, aesthetic, scientific, social or spiritual significance to the heritage precinct. A contributory heritage place may be valued by the community; a representative example of a place type, period or style; and/or combines with other visually or stylistically related places to

	demonstrate the historic development of a heritage precinct. Contributory places are typically externally intact, but may have visible changes which do not detract from the contribution to the heritage precinct.
Cultural significance	Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
Enhance	Enhance means to improve the presentation and appearance of a heritage place through restoration, reconstruction or removal of unsympathetic or intrusive elements; and through appropriate development.
Fabric	Fabric means all the physical material of the heritage place.
Facadism	The retention of the exterior face/faces of a building without the three-dimensional built form providing for its/their structural support and understanding of its function.
Front or principal part of a building	<p>The front or principal part of a building is generally considered to be the front two rooms in depth, complete with the structure and cladding to the roof; or that part of the building associated with the primary roof form, whichever is the greater. For residential buildings this is generally 8-10 metres in depth.</p> <p>For most non-residential buildings, the front or principal part is generally considered to be one full structural bay in depth complete with the structure and cladding to the roof or generally 8-10 metres in depth.</p> <p>For corner sites, the front or principal part of a building includes the side street elevation.</p> <p>For sites with more than one street frontage, the front or principal part of a building may relate to each street frontage.</p>
Heritage place	A heritage place has been assessed to have natural or cultural heritage value and can include a site, area or space, building or other works, structure, group of buildings, precinct, archaeological site, landscape, garden or tree.
Heritage precinct	A heritage precinct is an area which has been identified as having heritage value. It is identified as such in the Schedule to the Heritage Overlay, and mapped in the Planning Scheme Heritage Overlay Maps.
Individual heritage place	An individual heritage place is equivalent to a significant heritage place. It may be categorised significant within a heritage precinct. It may also have an individual Heritage Overlay control, and be located within or outside a heritage precinct.
Key attributes	The key attributes or important characteristics of a heritage precinct as identified in the precinct Statement of Significance, include building height, massing and form, style and architectural expression, detailing, materials, front and side setbacks and orientation.
Lane	A lane is a narrow road or right of way (ROW) generally abutting the rear or side boundary of a property. It may be paved or unpaved and in public or private ownership and will typically provide vehicle access to adjoining properties.
Maintenance	Maintenance means the continuous protective care of a place, and its setting, and is distinguished from repair which involves restoration or reconstruction.
Massing	Massing means the arrangement of a building's bulk and its articulation into parts.
Non-contributory	A non-contributory place does not make a contribution to the cultural significance or historic character of the heritage precinct.
Preservation	Preservation is maintaining the fabric of a place in its existing state and retarding deterioration.
Reconstruction	Reconstruction means returning a place to a known earlier state, and is distinguished from restoration by the introduction of new material.
Respectful and interpretive	Respectful means a modern design approach to new buildings, additions and alterations to buildings, in which historic building size and form are adopted, and proportions and details are referenced but not directly copied, and sympathetic colours and materials are used. Interpretive means a looser and simplified modern interpretation of historic building form, details and materials.
Restoration	Restoration means returning a place to a known earlier state by removing accretions or later additions, or by reassembling existing elements. It is distinguished from reconstruction through not introducing new material.

Services and ancillary fixtures	Services and ancillary fixtures include, but are not limited to, satellite dishes, shade canopies and sails, solar panels, water storage tanks, disabled access ramps and handrails, air conditioners, cooling or heating systems and hot water services.
Setting	Setting means the immediate and extended environment of a heritage place that is part of or contributes to its significance.
Streetscape	A streetscape is a collection of buildings along a street frontage. When referred to in relation to a precinct, a streetscape typically contains a majority of buildings which are categorised significant or contributory.
Significant streetscape (as referred to in this policy)	Significant 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 a collection of buildings significant in their own right.
Significant heritage place	A significant heritage place is individually important at state or local level, and a heritage place in its own right. It is of historic, aesthetic, scientific, social or spiritual significance to the municipality. A significant heritage place may be highly valued by the community; is typically externally intact; and/or has notable features associated with the place type, use, period, method of construction, siting or setting. When located in a heritage precinct a significant heritage place can make an important contribution to the precinct.
Use	Use means the functions of a place, including the activities and traditional and customary practices which may occur at the place or are dependent on the place.
Visible	Visible means anything that can be seen from a street (other than a lane, unless the lane is identified as having heritage value) or public park.

### Category of heritage places

The category (significant, contributory or non-contributory) of properties is identified in the incorporated document *Heritage Places Inventory February 2020 Part A* or another incorporated document to this Scheme - Significant streetscapes are also identified in these incorporated documents.

### Policy Objectives

- To conserve and enhance Melbourne's heritage places.
- To retain fabric, which contributes to the significance, character or appearance of heritage places and precincts.
- To recognise and conserve the assessed significance of heritage places and streetscapes, as referenced in this policy or incorporated into this planning scheme as the basis for consideration of development and works. Further information may be considered, including in relation to streetscapes, where there is limited information in the existing citation or council documentation.
- To ensure new development is respectful of the assessed significance of heritage places.
- To ensure new development is respectful of the character and appearance of heritage places.
- To encourage high quality contextual design for new development, which avoids replication of historic forms and details.
- To encourage retention of the three dimensional fabric and form of a building.
- To discourage facadism.
- To encourage the adaptive reuse of heritage places.
- To ensure new development is consistent with the conservation principles, processes and practices of the *Australia ICOMOS Burra Charter*.
- To enhance the presentation and appearance of heritage places through restoration and, where evidence exists, reconstruction of original or contributory fabric.

- To protect significant views and vistas to heritage places.
- To promote the protection of Aboriginal cultural heritage.

#### **Permit Application Requirements**

The following, where relevant, may be required to be lodged with a permit application:

- Where major development is proposed to significant heritage places, the preparation of a Conservation Management Plan (CMP), which is in accordance with the Heritage Council of Victoria's *Conservation Management Plans: Managing Heritage Places A Guide 2010*.
- The preparation of a Heritage Impact Statement (HIS) which is in accordance with Heritage Victoria's *Guidelines for preparing Heritage Impact Statements*. In a heritage precinct, the HIS should address impacts on adjoining significant or contributory buildings and the immediate heritage context, in addition to impacts on the subject place.
- Further information where there is limited information in an existing citation or council documentation.
- An arboricultural report where works will or may affect significant vegetation (as listed in the Schedule to the Heritage Overlay or vegetation of assessed significance). The report should, where relevant, address landscape significance, arboricultural condition, impacts on the vegetation and impacts on the assessed significance of the heritage precinct.
- For development in heritage precincts, sight lines, and heights of existing and adjoining buildings, streetscape elevations, photos and 3D model, as necessary to determine the impact of the proposed development.
- A comprehensive explanation as to how the proposed development achieves the policy objectives.

#### **Assessment of Planning Applications**

Planning applications are to be assessed against the policy objectives and the policies set out below.

#### **Demolition**

##### **It is policy that:**

- The demolition of a non-contributory place will generally be permitted.
- Full demolition of significant or contributory buildings will not generally be permitted.
- Partial demolition in the case of significant buildings, and of significant elements or the front or principal part of contributory buildings will not generally be permitted.
- Retention of the three dimensional form is encouraged; facadism is discouraged.
- The adaptive reuse of a heritage place is encouraged as an alternative to demolition.
- The poor structural or aesthetic condition of a significant or contributory building will not be considered justification for permitting demolition.
- A demolition permit not be granted until the proposed replacement building or works have been approved.
- Fences and outbuildings which contribute to the cultural significance of the heritage place are not demolished.

Before deciding on an application for full or partial demolition, the responsible authority will consider, as appropriate:

- The assessed significance of the heritage place or building.



- The character and appearance of the proposed building or works and their effect on the historic, social and architectural values of the heritage place, and the street.
- The significance of the fabric or part of the building, and the degree to which it contributes to its three-dimensional form, regardless of whether it is visible.
- Whether the demolition or removal of any part of the building contributes to the long-term conservation of the significant fabric of the building.
- Whether the demolition will adversely affect the conservation of the heritage place.
- Whether there are any exceptional circumstances.

Where approval is granted for full demolition of a significant building, a recording program including, but not limited to, archival photographic recording and/ or measured drawings maybe required prior to demolition, to the satisfaction of the responsible authority.

### **Alterations**

It is policy that:

External fabric which contributes to the cultural significance of the heritage place, on any part of a significant building, and on any visible part of a contributory building, should be preserved.

Alterations to non-contributory buildings and fabric are respectful of, and do not detract from the assessed significance of the heritage precinct.

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

Removal of paint from original unpainted masonry or other surfaces be encouraged provided it can be undertaken without damage to the heritage place.

Reconstruction of an original awning or verandah is based on evidence of the original form, detailing and materials.

Any new awning or verandah is an appropriate contextual design response compatible with the location on the heritage place and one that can be removed without loss of fabric that contributes to the cultural value of the heritage place.

Before deciding on an application to alter the fabric of a significant or contributory building, the responsible authority will consider, as appropriate:

- The assessed cultural significance of the building and heritage place.
- The degree to which the alterations would detract from the significance, character and appearance of the building and heritage place.
- Its structural condition.
- The character and appearance of the proposed replacement materials.
- Whether the alterations can be reversed without loss of fabric which contributes to the significance of the heritage place.

### **Additions**

It is policy that:

Additions to buildings in a heritage precinct are respectful of and in keeping with:

- 'Key attributes' of the heritage precinct, as identified in the precinct Statement of Significance.
- Precinct characteristics including building height, massing and form; style and architectural expression; details; materials; front and side setbacks; and orientation.
- Character and appearance of nearby significant and contributory buildings.
- Where abutting a lane, the scale and form of heritage fabric as it presents to the lane.

It is policy that:

Additions to significant or contributory buildings:

- Are respectful of the building's character and appearance, scale, materials, style and architectural expression.
- Do not visually dominate or visually disrupt the appreciation of the building as it presents to the street.
- Maintain the prominence of the building by setting back the addition behind the front or principal part of the building, and from other visible parts and moderating height.
- Do not build over or extend into the air space directly above the front or principal part of the significant or contributory building.
- Retain significant roof form within the setback from the building façade together with roof elements of original fabric.
- Do not obscure views of façades or elevations associated with the front or principal part of the building.
- Are distinguishable from the original fabric of the building.

The design of additions is to:

- Adopt high quality and respectful contextual design.
- Avoid direct reproduction of the form of historic fabric.
- Adopt an interpretive design approach to other details such as verandahs, fences, and shopfronts.

### **New Buildings**

It is policy that:

New buildings are in keeping with 'key attributes' of the heritage precinct as identified in the precinct Statement of Significance and:

- Key attributes of the heritage precinct such as:
  - Building height, massing and form; style and architectural expression; details; materials; front and side setbacks; and orientation and fencing.
  - Prevailing streetscape height and scale.
- Do not obscure views from the street(s) and public parks of the front or principal part of adjoining significant or contributory places or buildings.
- Do not visually dominate or visually disrupt the appreciation of the heritage place.
- Maintain a façade height which is consistent with that of adjoining significant or contributory buildings, whichever is the lesser.
- Set back higher building components so as not to dominate or reduce the prominence of an adjoining significant or contributory place or building.
- Do not adopt a façade height which is significantly lower than prevailing heights in the street.
- Are neither positioned forward of the façade of adjoining significant or contributory heritage places or buildings, or set back significantly behind the prevailing building line in the street. New buildings should be positioned in line with the prevailing building line in the street.
- Do not build over or extend into the air space directly above the front or principal part of an adjoining significant or contributory building or heritage place.

- Where abutting a lane, are respectful of the scale and form of historic fabric of heritage places abutting the lane.
- Do not impact adversely on Aboriginal cultural heritage values.

The design of new buildings is to:

- Adopt high quality and respectful contextual design.
- Adopt an interpretive design approach to other details such as verandahs, fences and shopfronts.

### **Restoration and Reconstruction**

It is policy to encourage the restoration and/or reconstruction of a heritage place.

Any reconstructive or restoration buildings and/or works to any part of a significant building, or any visible part of a contributory building should form part of an authentic restoration or reconstruction process, or should not preclude such a process at a future date.

Restoration or reconstruction of a building is to be based on evidence of what a building originally looked like. It may be assisted by reference to elements of nearby identical buildings, other parts of the building or early photographs and plans.

### **Subdivision**

It is policy that:

Subdivision of a heritage place:

- Reflect the pattern of development in the street or precinct, whichever is most relevant to the place.
- Maintain appropriate settings and contexts for significant and contributory heritage buildings and places including the retention of any original garden areas, large trees and other features which contribute to the significance of the heritage place.
- Not provide for future development which will visually disrupt the setting and impact on the presentation of the significant or contributory building.
- Provide for three dimensional building envelopes for future built form to each lot proposed.

Subdivision of airspace above heritage buildings, to provide for future development, is discouraged.

### **Relocation**

It is policy that:

- A building be retained in-situ unless it can be shown that the place has a history of relocation and/or is designed for relocation.
- An application to relocate a building should include recording its location on the site prior to relocation and supervision of its relocation by an appropriately qualified person.

### **Vehicle Accommodation and Access**

It is policy that:

The introduction of on-site car parking, garages and carports, and vehicle crossovers is discouraged and should only be permitted where the following performance standards can be met:

- Car parking is located to the rear of the property, where this is an established characteristic.
- Any new garage or carport is placed behind the principal or front part of the building (excluding verandahs, porches, bay windows or similar projecting features), and:
  - it will be visually recessive;
  - it will not conceal an original contributory element of the building (other than a plain side wall); and

- the form, details and materials will be respectful of, but not replicate details of the building.
- Ramps to basement or sub-basement car parking are located to the rear of the property, or to a side street or side lane boundary, where they would not visually disrupt the setting of the significant or contributory building, or impact on the streetscape character.

### **Fences and Gates**

It is policy that:

- where fences or gates to the front or principal part of a heritage place reconstruct an original fence or gate, this is based on evidence of the original form, detailing and materials; or
- the new fence or gate is an appropriate contextual design response, and the style, details and materials are interpretive and consistent with the architectural period of the heritage place and established street characteristics and:
  - it does not conceal views of the building or heritage place; and
  - is a maximum height of 1.5 metres; and
  - is more than 50% transparent.

### **Trees**

It is policy that:

Trees with assessed cultural significance (as noted in the Schedule to the Heritage Overlay) be retained wherever possible.

Buildings and works respect trees with assessed cultural significance (noted in the Schedule to the Heritage Overlay) by siting proposed new development at a distance that ensures the ongoing health of the tree.

New buildings and works comply with the Australian Standard AS 4970-2009 Protection of Trees on Development Sites for vegetation of assessed significance.

### **Services and Ancillary Fixtures**

It is policy that:

- The installation of services and ancillary fixtures, in particular those that will reduce greenhouse gas emissions or water consumption such as solar panels, solar hot water services or water storage tanks, may be permitted on any visible part of significant or contributory buildings where it can be demonstrated there is no feasible alternative and the services and ancillary fixtures will not detract from the character and appearance of the building or heritage place.
- Items affixed to roofs, such as solar panels, align with the profile of the roof.
- Services and ancillary fixtures are installed in a manner whereby they can be removed without damaging significant fabric.
- For new buildings, services and ancillary fixtures are concealed, integrated or incorporated into the design of the building.

### **Street Fabric and Infrastructure**

It is policy that:

Street furniture, including shelters, seats, rubbish bins, bicycle racks, drinking fountains and the like, is designed and sited to avoid:

- impacts on views to significant or contributory places and contributory elements; and
- physical impacts on bluestone kerbs, channels and gutters, other historic street infrastructure, lanes and street tree plantings.

For existing historic street/lane fabric and infrastructure, restoration, reconstruction and maintenance be carried out in a way that retains the original fabric, form and appearance.

### **Signage**

It is policy that:

Existing signage that is deemed to have heritage value be retained, and not altered or obscured, including historic painted signage.

New signage associated with heritage places:

- Minimise visual clutter
- Not conceal architectural features or details which contribute to the significance of the heritage place.
- Not damage the fabric of the heritage place.
- Be in keeping with historical signage in terms of size and proportion in relation to the heritage place.
- Be placed in locations where they were traditionally placed.
- Be readily removable.
- Address all relevant performance standards of Clause 22.07 – Advertising Signage.

### **Reference Documents**

Central Activities District 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

East Melbourne & Jolimont Conservation Study 1985

North and West Melbourne Conservation Study 1985 & 1994

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

South Melbourne Conservation Study 1985 & 1998

Harbour, Railway, Industrial Conservation Study 1985

Hoddle Grid Heritage Review July 2020

Guildford and Hardware Laneways Heritage Study 2017, Lovell Chen (Updated October 2018)

[Southbank Heritage Review, Biosis and Graeme Butler, 2017, updated November 2020](#)

### **PART B**

This Part of the policy applies to properties graded A to D within the *Heritage Places Inventory February 2020 Part B*, and those properties within the suburb of Melbourne that are referred to in the Central City Heritage Study Review, 1993 and not categorised significant or contributory by an incorporated document to this Scheme.

### **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 façades 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 incorporated documents titled Central City (Hoddle Grid) Heritage Review: Statements of Significance June 2013, the Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020), or Statements of Significance in the Schedule to Clause 72.04, in which case the Central City (Hoddle Grid) Heritage Review: Statements of Significance June 2013 or the Guildford and Hardware Laneways Heritage Study 2017: Statements of Significance, November 2018 (Amended July 2020) or Statements of Significance in the Schedule to Clause 72.04 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.

### **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~~

Hoddle Grid Heritage Review, July 2020

Guildford and Hardware Laneways Heritage Study 2017, Lovell Chen (Updated October 2018)

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**HERITAGE PLACES OUTSIDE THE CAPITAL CITY ZONE**

This policy applies to all places within the Heritage Overlay Area outside the Capital City Zone (CCZ) and the Docklands Zone.

**PART A**

This Part of the policy applies to properties categorised significant, contributory or non-contributory in an incorporated document to this scheme.

**Policy Basis**

Melbourne’s Municipal Strategic Statement identifies heritage as a defining characteristic of the municipality.

Heritage places across the municipality, encompass individual heritage places and heritage precincts. These places are variously of heritage value for their historic, aesthetic, social, spiritual and scientific significance. They include residential and non-residential places, public parks and gardens, trees and infrastructure.

This policy provides guidance on conserving and enhancing heritage places and is informed by the conservation principles, processes and practices of the *Australia ICOMOS Burra Charter*. The *Burra Charter* encourages the conservation, preservation and restoration of heritage places, and facilitates development which enhances the heritage place and is compatible and in keeping with its cultural heritage values.

This policy should be applied in conjunction with Statements of Significance as incorporated into this scheme.

**Definitions**

Term	Definition
Alteration	An alteration is to modify the fabric of a heritage place, without undertaking building works such as an addition.
Assessed significance	The assessed significance of an individual heritage place or heritage precinct is identified in the relevant Statement of Significance, as contained in the place citation. This normally identifies what is significant, how it is significant, and why it is significant.
Concealed/partly concealed	Concealed means cannot be seen from a street (other than a lane, unless the lane has heritage value) or public park. Partly concealed means that some of the addition or higher rear part may be visible provided it does not visually dominate or reduce the prominence of the existing building’s façade(s) in the street.
Conservation	Conservation means all the processes of looking after a place to retain its heritage significance. It may include one or more of maintenance, preservation, restoration, reconstruction, adaptation and interpretation.
Context	The context of a heritage place can include; its setting (as defined under ‘setting’), the immediate landholding, adjoining significant or contributory places, and the surrounding area.
Contextual design	A contextual design for new buildings and additions to existing buildings is one which adopts a design approach, derived through analysis of the subject property and its heritage context. Such an approach requires new development to comfortably and harmoniously integrate with the site and the street character.



Term	Definition
Contributory Heritage Place	A contributory heritage place is important for its contribution to a heritage precinct. It is of historic, aesthetic, scientific, social or spiritual significance to the heritage precinct. A contributory heritage place may be valued by the community; a representative example of a place type, period or style; and/or combines with other visually or stylistically related places to demonstrate the historic development of a heritage precinct. Contributory places are typically externally intact, but may have visible changes which do not detract from the contribution to the heritage precinct.
Cultural significance	Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
Enhance	Enhance means to improve the presentation and appearance of a heritage place through restoration, reconstruction or removal of unsympathetic or intrusive elements; and through appropriate development.
Fabric	Fabric means all the physical material of the heritage place.
Facadism	The retention of the exterior face/faces of a building without the three-dimensional built form providing for its/their structural support and understanding of its function.
Front or principal part of a building	<p>The front or principal part of a building is generally considered to be the front two rooms in depth, complete with the structure and cladding to the roof; or that part of the building associated with the primary roof form, whichever is the greater. For residential buildings this is generally 8-10 metres in depth.</p> <p>For most non-residential buildings, the front or principal part is generally considered to be one full structural bay in depth complete with the structure and cladding to the roof or generally 8-10 metres in depth.</p> <p>For corner sites, the front or principal part of a building includes the side street elevation.</p> <p>For sites with more than one street frontage, the front or principal part of a building may relate to each street frontage.</p>
Heritage place	A heritage place has been assessed to have natural or cultural heritage value and can include a site, area or space, building or other works, structure, group of buildings, precinct, archaeological site, landscape, garden or tree.
Heritage precinct	A heritage precinct is an area which has been identified as having heritage value. It is identified as such in the Schedule to the Heritage Overlay and mapped in the Planning Scheme Heritage Overlay Maps.
Individual heritage place	An individual heritage place is equivalent to a significant heritage place. It may be categorised significant within a heritage precinct. It may also have an individual Heritage Overlay control, and be located within or outside a heritage precinct.
Key attributes	The key attributes or important characteristics of a heritage precinct as identified in the precinct Statement of Significance, may include building height, massing and form, style and architectural expression, detailing, materials, front and side setbacks and orientation.

Term	Definition
Lane	A lane is a narrow road or right of way (ROW) generally abutting the rear or side boundary of a property. It may be paved or unpaved and in public or private ownership and will typically provide vehicle access to adjoining properties.
Maintenance	Maintenance means the continuous protective care of a place, and its setting, and is distinguished from repair which involves restoration or reconstruction.
Massing	Massing means the arrangement of a building's bulk and its articulation into parts.
Non-contributory place	A non-contributory place does not make a contribution to the cultural significance or historic character of the heritage precinct.
Preservation	Preservation is maintaining the fabric of a place in its existing state and retarding deterioration.
Reconstruction	Reconstruction means returning a place to a known earlier state, and is distinguished from restoration by the introduction of new material.
Respectful and interpretive	Respectful means a modern design approach to new buildings, additions and alterations to buildings, in which historic building size and form are adopted, and proportions and details are referenced but not directly copied, and sympathetic colours and materials are used. Interpretive means a looser and simplified modern interpretation of historic building form, details and materials.
Restoration	Restoration means returning a place to a known earlier state by removing accretions or later additions, or by reassembling existing elements. It is distinguished from reconstruction through not introducing new material.
Services and ancillary fixtures	Services and ancillary fixtures include, but are not limited to, satellite dishes, shade canopies and sails, solar panels, water storage tanks, disabled access ramps and handrails, air conditioners, cooling or heating systems and hot water services.
Setting	Setting means the immediate and extended environment of a heritage place that is part of or contributes to its significance.
Streetscape	A streetscape is a collection of buildings along a street frontage. When referred to in relation to a precinct, a streetscape typically contains a majority of buildings which are categorised significant or contributory.
Significant streetscape (as referred to in this policy)	Significant 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 a collection of buildings significant in their own right.
Significant heritage place	A significant heritage place is individually important at state or local level, and a heritage place in its own right. It is of historic, aesthetic, scientific, social or spiritual significance to the municipality. A significant heritage place may be highly valued by the community; is typically externally intact; and/or has notable features associated with the place type, use,

Term	Definition
	period, method of construction, siting or setting. When located in a heritage precinct a significant heritage place can make an important contribution to the precinct.
Use	Use means the functions of a place, including the activities and traditional and customary practices which may occur at the place or are dependent on the place.
Visible	Visible means anything that can be seen from a street (other than a lane, unless the lane is identified as having heritage value) or public park.

### Category of heritage places

The category (significant, contributory or non-contributory) of properties is identified in the incorporated document *Heritage Places Inventory February 2020 Part A* or another incorporated document to this Scheme - Significant streetscapes are also identified in these incorporated documents.

### Policy Objectives

- To conserve and enhance Melbourne’s heritage places.
- To retain fabric, which contributes to the significance, character or appearance of heritage places and precincts.
- To recognise and conserve the assessed significance of heritage places and streetscapes, as referenced in this policy or incorporated into this planning scheme as the basis for consideration of development and works. Further information may be considered, including in relation to streetscapes, where there is limited information in the existing citation or council documentation.
- To ensure new development is respectful of the assessed significance of heritage places.
- To ensure new development is respectful of the character and appearance of heritage places.
- To encourage high quality contextual design for new development, which avoids replication of historic forms and details.
- To encourage retention of the three dimensional fabric and form of a building.
- To discourage facadism.
- To encourage the adaptive reuse of heritage places.
- To ensure new development is consistent with the conservation principles, processes and practices of the *Australia ICOMOS Burra Charter*.
- To enhance the presentation and appearance of heritage places through restoration and, where evidence exists, reconstruction of original or contributory fabric.
- To protect significant views and vistas to heritage places.
- To promote the protection of Aboriginal cultural heritage.

### Permit Application Requirements

The following, where relevant, may be required to be lodged with a permit application.

- Where major development is proposed to significant heritage places, the preparation of a Conservation Management Plan (CMP), which is accordance with the Heritage Council of Victoria’s *Conservation Management Plans: Managing Heritage Places A Guide 2010*.
- The preparation of a Heritage Impact Statement (HIS) which is in accordance with Heritage Victoria’s *Guidelines for preparing Heritage Impact Statements*. In a heritage precinct, the

HIS should address impacts on adjoining significant or contributory buildings and the immediate heritage context, in addition to impacts on the subject place.

- Further information where there is limited information in an existing citation or council documentation.
- An arboricultural report where works will or may affect significant vegetation (as listed in the schedule to the Heritage Overlay or vegetation of assessed significance). The report should, where relevant, address landscape significance, arboricultural condition, impacts on the vegetation and impacts on the assessed significance of the heritage precinct.
- For development in heritage precincts, sight lines, and heights of existing and adjoining buildings, streetscape elevations, photos and 3D model, as necessary to determine the impact of the proposed development.
- A comprehensive explanation as to how the proposed development achieves the policy objectives.

### **Assessment of Planning Applications**

Planning applications are to be assessed against the policy objectives and the policies set out below.

#### **Demolition**

It is policy that:

- The demolition of a non-contributory place will generally be permitted.
- Full demolition of significant or contributory buildings will not generally be permitted.
- Partial demolition in the case of significant buildings, and of significant elements or the front or principal part of contributory buildings will not generally be permitted.
- Retention of the three dimensional form is encouraged; facadism is discouraged.
- The adaptive reuse of a heritage place is encouraged as an alternative to demolition.
- The poor structural or aesthetic condition of a significant or contributory building will not be considered justification for permitting demolition.
- A demolition permit not be granted until the proposed replacement building or works have been approved.
- Fences and outbuildings which contribute to the cultural significance of the heritage place are not demolished.

Before deciding on an application for full or partial demolition, the responsible authority will consider, as appropriate:

- The assessed significance of the heritage place or building.
- The character and appearance of the proposed building or works and their effect on the historic, social and architectural values of the heritage place, and the street.
- The significance of the fabric or part of the building, and the degree to which it contributes to its three-dimensional form, regardless of whether it is visible.
- Whether the demolition or removal of any part of the building contributes to the long-term conservation of the significant fabric of the building.
- Whether the demolition will adversely affect the conservation of the heritage place.
- Whether there are any exceptional circumstances.

Where approval is granted for full demolition of a significant building, a recording program including, but not limited to, archival photographic recording and/or measured drawings may be required prior to demolition, to the satisfaction of the responsible authority.

## Alterations

It is policy that:

External fabric which contributes to the cultural significance of the heritage place, on any part of a significant building, and on any visible part of a contributory building, should be preserved.

Alterations to non-contributory buildings and fabric are respectful of, and do not detract from the assessed significance of the heritage precinct.

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

Removal of paint from original unpainted masonry or other surfaces be encouraged provided it can be undertaken without damage to the heritage place.

Reconstruction of an original awning or verandah is based on evidence of the original form, detailing and materials.

Any new awning or verandah is an appropriate contextual design response compatible with the location on the heritage place and one that can be removed without loss of fabric that contributes to the cultural value of the heritage place.

Before deciding on an application to alter the fabric of a significant or contributory building, the responsible authority will consider, as appropriate:

- The assessed cultural significance of the building and heritage place.
- The degree to which the alterations would detract from the significance, character and appearance of the building and heritage place.
- Its structural condition.
- The character and appearance of the proposed replacement materials.
- Whether the alterations can be reversed without loss of fabric which contributes to the significance of the heritage place.

## Additions

It is policy that:

Additions to buildings in a heritage precinct are respectful of and in keeping with:

- 'Key attributes' of the heritage precinct, as identified in the precinct Statement of Significance.
- Precinct characteristics including building height, massing and form; style and architectural expression; details; materials; front and side setbacks; and orientation.
- Character and appearance of nearby significant and contributory buildings.
- Where abutting a lane, the scale and form of heritage fabric as it presents to the lane.

It is policy that:

Additions to significant or contributory buildings:

- Are respectful of the building's character and appearance, scale, materials, style and architectural expression.
- Do not visually dominate or visually disrupt the appreciation of the building as it presents to the street.
- Maintain the prominence of the building by setting back the addition behind the front or principal part of the building, and from other visible parts and moderating height.
- Do not build over or extend into the air space directly above the front or principal part of the significant or contributory building.

- Retain significant roof form within the setback from the building façade together with roof elements of original fabric.
- Do not obscure views of façades or elevations associated with the front or principal part of the building.
- Are distinguishable from the original fabric of the building.

The design of additions is to:

- Adopt high quality and respectful contextual design.
- Avoid direct reproduction of the form of historic fabric.
- Adopt an interpretive design approach to other details such as verandahs, fences, and shopfronts.

### ***Concealment of additions***

It is policy that:

Additions to a significant or contributory building are concealed in significant streetscapes. In other streetscapes, additions to significant buildings are concealed. For a second-storey addition to a single storey building, concealment is often achieved by setting back the addition at least 8 metres behind the front facade.

In streetscapes that are not significant, additions to contributory buildings should be partly concealed. Some of the addition or higher rear part(s) may be visible, provided it does not dominate or reduce the prominence of the building's façade(s) and the streetscape.

All ground level additions to the side of a building should be set back behind the front or principal part of the building.

All additions to corner properties may be visible, but should be respectful of the significant or contributory building in terms of scale and placement, and not dominate or diminish the prominence of the building or adjoining contributory or significant building.

### **New Buildings**

It is policy that:

New buildings are in keeping with 'key attributes' of the heritage precinct as identified in the precinct Statement of Significance and:

- Key attributes of the heritage precinct such as:
  - Building height, massing and form; style and architectural expression; details; materials; front and side setbacks; and orientation and fencing.
  - Prevailing streetscape height and scale.
- Do not obscure views from the street(s) and public parks of the front or principal part of adjoining significant or contributory places or buildings.
- Do not visually dominate or visually disrupt the appreciation of the heritage place.
- Maintain a façade height which is consistent with that of adjoining significant or contributory buildings, whichever is the lesser.
- Set back higher building components so as not to dominate or reduce the prominence of an adjoining significant or contributory place or building.
- Do not adopt a façade height which is significantly lower than prevailing heights in the street.
- Are neither positioned forward of the façade of adjoining significant or contributory heritage places or buildings, or set back significantly behind the prevailing building line in the street.
- Do not build over or extend into the air space directly above the front or principal part of an adjoining significant or contributory building or heritage place.

- Where abutting a lane, are respectful of the scale and form of historic fabric of heritage places abutting the lane.
- Do not impact adversely on Aboriginal cultural heritage values.

The design of new buildings are to:

- Adopt high quality and respectful contextual design.
- Adopt an interpretive design approach to other details such as verandahs, fences and shopfronts.

***Concealment of higher rear parts of a new building:***

In significant streetscapes, higher rear parts of a new building should be concealed.

In other streetscapes, higher rear parts of a new building should be partly concealed. Some of the higher rear part may be visible, provided it does not dominate or reduce the prominence of the building's façade(s) and the streetscape.

**Restoration and Reconstruction**

It is policy to encourage the restoration and/or reconstruction of a heritage place.

Any reconstructive or restoration buildings and/or works to any part of a significant building, or any visible part of a contributory building should form part of an authentic restoration or reconstruction process, or should not preclude such a process at a future date.

Restoration or reconstruction of a building is to be based on evidence of what a building originally looked like. It may be assisted by reference to elements of nearby identical buildings, other parts of the building or early photographs and plans.

**Subdivision**

It is policy that:

Subdivision of a heritage place:

- Reflect the pattern of development in the street or precinct, whichever is most relevant to the place.
- Maintain appropriate settings and contexts for significant and contributory heritage buildings and places including the retention of any original garden areas, large trees and other features which contribute to the significance of the heritage place.
- Not provide for future development which will visually disrupt the setting and impact on the presentation of the significant or contributory building.
- Provide for three dimensional building envelopes for future built form to each new lot proposed.

Subdivision of airspace above heritage buildings, to provide for future development, is discouraged.

**Relocation**

It is policy that:

- A building be retained in-situ unless it can be shown that the place has a history of relocation and/or is designed for relocation.
- An application to relocate a building should include recording its location on the site prior to relocation and supervision of its relocation by an appropriately qualified person.

**Vehicle Accommodation and Access**

It is policy that:

The introduction of on-site car parking, garages and carports, and vehicle crossovers is discouraged and should only be permitted where the following performance standards can be met:

- Car parking is located to the rear of the property, where this is an established characteristic.

- Any new garage or carport is placed behind the principal or front part of the building (excluding verandahs, porches, bay windows or similar projecting features), and:
  - it will be visually recessive;
  - it will not conceal an original contributory element of the building (other than a plain side wall); and
  - the form, details and materials will be respectful of the building, but not replicate details of the building.
- Ramps to basement or sub-basement car parking are located to the rear of the property, or to a side street or side lane boundary, where they would not visually disrupt the setting of the significant or contributory building, or impact on the streetscape character.

### **Fences and Gates**

It is policy that:

- where fences or gates to the front or principal part of a heritage place reconstruct an original fence or gate, this is based on evidence of the original form, detailing and materials; or
- the new fence or gate is an appropriate contextual design response, and the style, details and materials are interpretive and consistent with the architectural period of the heritage place and established street characteristics and:
  - it does not conceal views of the building or heritage place; and
  - is a maximum height of 1.5 metres; and
  - is more than 50% transparent.

### **Trees**

It is policy that:

Trees with assessed cultural significance (as noted in the schedule to the Heritage Overlay) be retained wherever possible.

Buildings and works respect trees with assessed cultural significance (as noted in the schedule to the Heritage Overlay) by siting proposed new development at a distance that ensures the ongoing health of the tree.

New buildings and works comply with the *Australian Standard AS 4970-2009 Protection of Trees on Development Sites* for vegetation of assessed significance.

### **Services and Ancillary fixtures**

It is policy that:

- The installation of services and ancillary fixtures, in particular those that will reduce greenhouse gas emissions or water consumption such as solar panels, solar hot water services or water storage tanks, may be permitted on any visible part of significant or contributory buildings where it can be demonstrated there is no feasible alternative and the services and ancillary fixtures will not detract from the character and appearance of the building or heritage place.
- Items affixed to roofs, such as solar panels, align with the profile of the roof.
- Services and ancillary fixtures are installed in a manner whereby they can be removed without damaging significant fabric.
- For new buildings, services and ancillary fixtures are concealed, integrated or incorporated into the design of the building.



### Street Fabric and Infrastructure

It is policy that:

Street furniture, including shelters, seats, rubbish bins, bicycle racks, drinking fountains and the like, is designed and sited to avoid:

- impacts on views to significant or contributory places and contributory elements; and
- physical impacts on bluestone kerbs, channels and gutters, other historic street infrastructure, lanes and street tree plantings.

For existing historic street/lane fabric and infrastructure, restoration, reconstruction and maintenance be carried out in a way that retains the original fabric, form and appearance.

### Signage

It is policy that:

Existing signage that is deemed to have heritage value be retained, and not altered or obscured, including historic painted signage.

New signage associated with heritage places:

- Minimise visual clutter.
- Not conceal architectural features or details which contribute to the significance of the heritage place.
- Not damage the fabric of the heritage place.
- Be in keeping with historical signage in terms of size and proportion in relation to the heritage place.
- Be placed in locations where they were traditionally placed.
- Be readily removable.
- Address all relevant performance standards of Clause 22.07 – Advertising Signage.

### Reference Documents

South Melbourne Conservation Study 1985

City North Heritage Review, RBA Architects 2013

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

Arden Macaulay Heritage Review, Graeme Butler 2012

West Melbourne Heritage Review 2016

[Southbank Heritage Review, Biosis and Graeme Butler, 2017, updated November 2020](#)

## PART B

This Part of the policy applies to properties graded A to D within the *Heritage Places Inventory February 2020 Part B*, and those properties within the suburb of Melbourne that are referred to in the Central City Heritage Study Review, 1993 and not categorised significant or contributory by an incorporated document to this Scheme.

### 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 February 2020 Part B*.

#### **‘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~~

27/10/2020  
C399melb

## SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

### 1.0

~~30/10/2020~~  
~~C377melb~~  
Proposed  
C305melb

### Incorporated documents

Name of document	Introduced by:
53-57 Lonsdale Street, Melbourne Statement of Significance, July 2020	C386melb
150 Lonsdale Street, Melbourne - Australian Federal Police, Melbourne State Office, May 2020	C375melb
166 Russell Street, Melbourne Statement of Significance, July 2020	C386melb
271 Spring Street, Melbourne, Transitional Arrangements, May 2016	C287
55 Southbank Boulevard, Southbank, February 2017	C288
346-376 Queen Street, 334-346 La Trobe Street and 142-171 A'Beckett Street Open Lot Car Park, Melbourne	NPS1
447 Collins Street, Melbourne, Transitional Arrangements, May 2016	C289
70 Southbank Blvd, June 2014	C239
80 Collins Street Melbourne Development, May 2013	C219
87-127 Queens Bridge Street, Southbank, July 2018 (Amended August 2020)	C386melb
ABC Melbourne New Office and Studio Accommodation Project (Southbank), December 2013	C226
Advertising Signs - Mercedes-Benz, 135-149 Kings Way, Southbank	C103
AMP Tower and St James Building Complex Statement of Significance (527-555 Bourke Street, Melbourne), July 2020	C386melb
Apartment Building Statement of Significance (13-15 Collins Street, Melbourne), July 2020	C386melb
Arden Macaulay Heritage Review 2012: Statements of Significance June 2016	C207
Atlas Assurance Building Statement of Significance (404-406 Collins Street, Melbourne), July 2020	C386melb
Australia-Netherlands House Statement of Significance (468-478 Collins Street, Melbourne), July 2020	C386melb
Big Day Out Music Festival, January 2006	C112
Building Envelope Plan – Replacement Plan No.1, DDO 20 Area 45	NPS1
Carlton Brewery Comprehensive Development Plan October 2007	C126
Central City (Hoddle Grid) Heritage Review: Statements of Significance June 2013	C186(Part 1)
Carlton Connect Initiative Incorporated Document, March 2018	C313
Carlton Recreation Ground Incorporated Document, September 2020	C377melb
Charles Grimes Bridge Underpass, December 2011	C191
City North Heritage Review 2013: Statements of Significance (Revised June 2015)	C198
Cliveden Hill Private Hospital, 29 Simpson Street, East Melbourne, July 1999	C6
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	C349melb
Coates Building Statement of Significance (18-22 Collins Street, Melbourne), July 2020	C386melb

Name of document	Introduced by:
Collins Gate Statement of Significance (377-379 Little Collins Street, Melbourne), July 2020	C386melb
Commercial building Statement of Significance (480 Bourke Street, Melbourne), July 2020	C386melb
Commercial building Statement of Significance (582-584 Little Collins Street, Melbourne), July 2020	C386melb
Cowan House Statement of Significance (457-469 Little Collins Street, Melbourne), July 2020	C386melb
Crown Casino Third Hotel, September 2007	C136
David Jones Melbourne City Store Redevelopment, May 2008	C139
Downs House Statement of Significance (441-443 Little Bourke Street, Melbourne), July 2020	C386melb
Dreman Building Statement of Significance (96-98 Flinders Street, Melbourne), July 2020	C386melb
Drewery Lane Precinct Statement of Significance, July 2020	C386melb
Dynon Port Rail Link Project	C113
Emporium Melbourne Development, July 2009	C148
Epstein House Statement of Significance (134-136 Flinders Street, Melbourne), July 2020	C386melb
Equitable House Statement of Significance (335-349 Little Collins Street, Melbourne), July 2020	C386melb
Federation Arch and Sports and Entertainment Precinct Signs, April 2002	C66
Flinders Gate car park, Melbourne, July 1999	C6
Flinders Lane East Precinct Statement of Significance, July 2020	C386melb
Flinders Street Railway Viaduct Statement of Significance (Flinders Street, Melbourne), July 2020	C386melb
Former Ajax House Statement of Significance (103-105 Queen Street, Melbourne), July 2020	C386melb
Former Allans Building Statement of Significance (276-278 Collins Street, Melbourne), July 2020	C386melb
Former AMP Building Statement of Significance (344-350 Collins Street, Melbourne), July 2020	C386melb
Former AMP Building Statement of Significance (402-408 Lonsdale Street, Melbourne), July 2020	C386melb
Former Australia Pacific House Statement of Significance (136-144 Exhibition Street, Melbourne), July 2020	C386melb
Former Bank of Adelaide Building Statement of Significance (265-269 Collins Street, Melbourne), July 2020	C386melb
Former Bank of Australasia Statement of Significance (152-156 Swanston Street, Melbourne), July 2020	C386melb
Former Bank of New South Wales Statement of Significance (137-139 Flinders Lane, Melbourne), July 2020	C386melb
Former Batman Automatic Telephone Exchange Statement of Significance (376-382 Flinders Lane, Melbourne), July 2020	C386melb
Former Bryson Centre Statement of Significance (174-192 Exhibition Street, Melbourne), July 2020	C386melb



Name of document	Introduced by:
Former Coles and Garrard Building Statement of Significance (376-378 Bourke Street, Melbourne), July 2020	C386melb
Former Colonial Mutual Life Assurance Building and Plaza with 'Children's Tree' Sculpture Statement of Significance (308-336 Collins Street, Melbourne), July 2020	C386melb
Former Commercial Banking Company of Sydney Building Statement of Significance (251-257 Collins Street, Melbourne), July 2020	C386melb
Former Commonwealth Banking Corporation Building Statement of Significance (359-373 Collins Street, Melbourne), July 2020	C386melb
Former Craig, Williamson Pty Ltd complex Statement of Significance (57-67 Little Collins Street, Melbourne), July 2020	C386melb
Former Dalgety House Statement of Significance (457-471 Bourke Street, Melbourne), July 2020	C386melb
Former Dillingham Estates House Statement of Significance (114-128 William Street, Melbourne), July 2020	C386melb
Former Excelsior Chambers Statement of Significance (17-19 Elizabeth Street, Melbourne), July 2020	C386melb
Former Exhibition Towers Statement of Significance (287-293 Exhibition Street, Melbourne), July 2020	C386melb
Former Factory Statement of Significance (203-207 King Street, Melbourne), July 2020	C386melb
Former Fishmarket Site, Flinders Street Melbourne, September 2002	C68
Former Gilbert Court Statement of Significance (100-104 Collins Street, Melbourne), July 2020	C386melb
Former Godfrey's Building Statement of Significance (188-194 Little Collins Street, Melbourne), July 2020	C386melb
Former Gordon Buildings Statement of Significance (384-386 Flinders Lane, Melbourne), July 2020	C386melb
Former Gothic Chambers and warehouse Statement of Significance (418-420 Bourke Street and 3 Kirks Lane, Melbourne), July 2020	C386melb
Former Guardian Building Statement of Significance (454-456 Collins Street, Melbourne), July 2020	C236
Former Herald and Weekly Times building, 46-74 Flinders Street, Melbourne, August 2002	C69
Former Hosie's Hotel Statement of Significance (1-5 Elizabeth Street, Melbourne), July 2020	C386melb
Former Kantay House Statement of Significance (12-18 Meyers Place, Melbourne), July 2020	C386melb
Former Law Institute House (382 Little Collins Street, Melbourne), July 2020	C386melb
Former Law Department's Building Statement of Significance (221-231 Queen Street, Melbourne), July 2020	C386melb
Former Legal and General House Statement of Significance (Part 468-470 Bourke Street, Melbourne), July 2020	C386melb
Former London Assurance House Statement of Significance (Part 468-470 Bourke Street, Melbourne), July 2020	C386melb
Former Malcolm Reid & Co Department Store Statement of Significance (151-163 Bourke Street, Melbourne), July 2020	C386melb

Name of document	Introduced by:
Former Manchester Unity Oddfellows Building Statement of Significance (335-347 Swanston Street, Melbourne), July 2020	C386melb
Former Markillie's Prince of Whales Hotel Statement of Significance (562-564 Flinders Street and rear in Downie Street, Melbourne), July 2020	C386melb
Former Melbourne and Metropolitan Tramways Board Building Statement of Significance (616-622 Little Collins Street, Melbourne), July 2020	C386melb
Former Melbourne City Council Power Station Statement of Significance (617-639 (part) and 651-669 Lonsdale Street, 602-606 and 620-648 Little Bourke Street, Melbourne), July 2020	C386melb
Former Melbourne City Council Substation Statement of Significance (23-25 George Street, Melbourne), July 2020	C386melb
Former Melbourne City Council Substation Statement of Significance (10-14 Park Street, Melbourne), July 2020	C386melb
Former Melbourne City Council Substation Statement of Significance (11-27 Tavistock Place, Melbourne), July 2020	C386melb
Former Melbourne Shipping Exchange Statement of Significance (25 King Street, Melbourne), July 2020	C386melb
Former MLC Building Statement of Significance (303-317 Collins Street, Melbourne), July 2020	C386melb
Former Morris House Statement of Significance (114-122 Exhibition Street, Melbourne), July 2020	C386melb
Former National Bank of Australasia Stock Exchange Branch Statement of Significance (85-91 Queen Street, Melbourne), July 2020	C386melb
Former Olympic Swimming Stadium, Collingwood Football Club signage, April 2004	C91
Former Palmer's Emporium Statement of Significance (220 Bourke Street, Melbourne), July 2020	C386melb
Former Patersons Pty Ltd Statement of Significance (Part 152-158 Bourke Street, Melbourne), July 2020	C386melb
Former Printcraft House Statement of Significance (428-432 Little Bourke Street, Melbourne), July 2020	C386melb
Former Queen Victoria Hospital Site - Open Lot Car Park, Melbourne	NPS1
Former Princes Bridge Lecture Room Statement of Significance (Princes Walk, Birrarung Marr, Melbourne), July 2020	C386melb
Former Ridgway Terrace Statement of Significance (20 Ridgway Place, Melbourne), July 2020	C386melb
Former Rockman's Showrooms Pty Ltd Statement of Significance (188 Bourke Street, Melbourne), July 2020	C386melb
Former Royal Automobile Club of Victoria Statement of Significance (111-129 Queen Street, Melbourne), July 2020	C386melb
Former Russell Street Automatic Telephone Exchange and Postal Building Statement of Significance (114-120 Russell Street, Melbourne), July 2020	C386melb
Former Sharpe Bros Pty Ltd Statement of Significance (202-204 Bourke Street Melbourne), July 2020	C386melb
Former Sleigh Buildings Statement of Significance (158-172 Queen Street, Melbourne), July 2020	C386melb
Former South British Insurance Company Ltd Building Statement of Significance (155-161 Queen Street, Melbourne), July 2020	C386melb

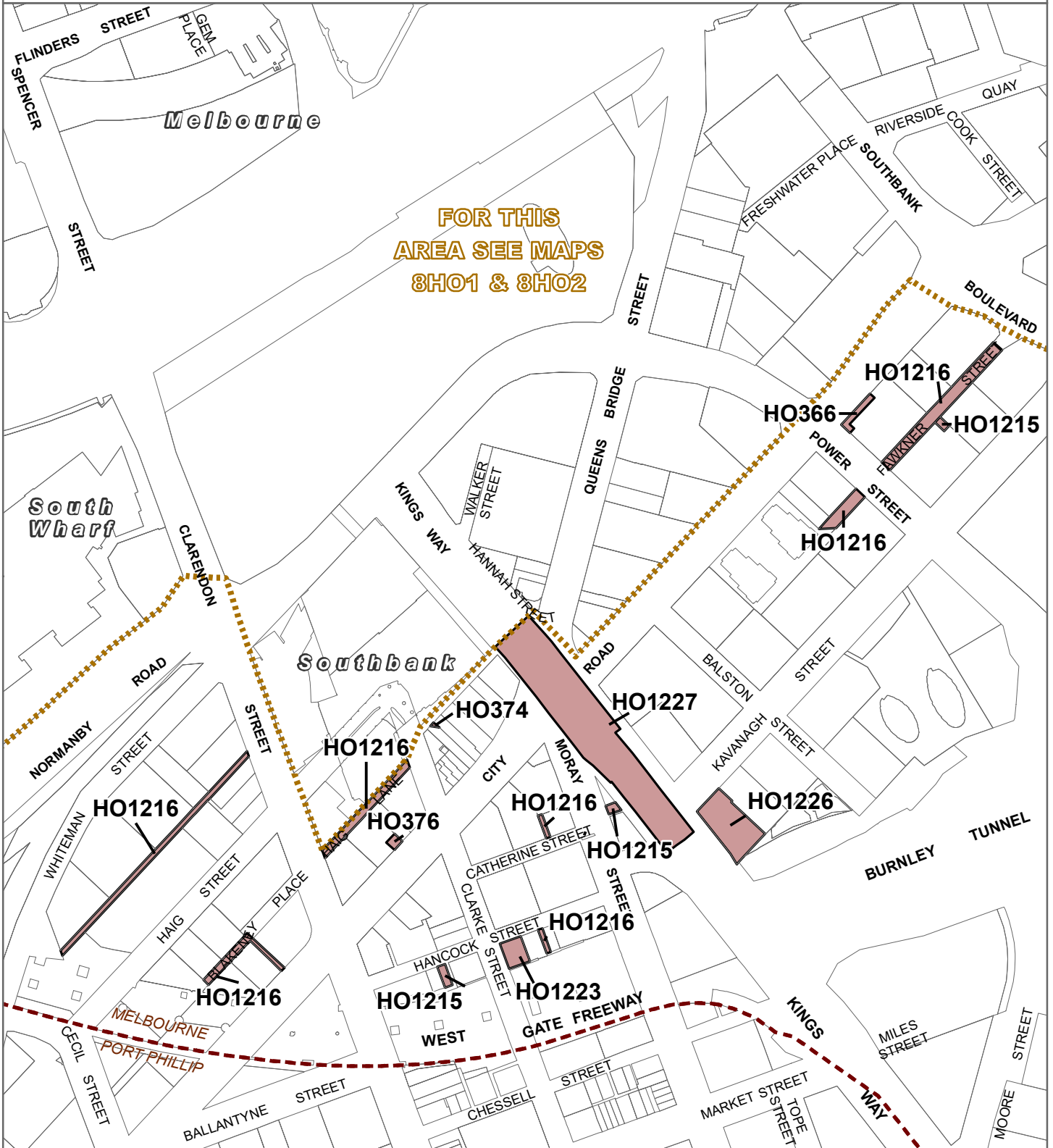
Name of document	Introduced by:
Former Southern Cross Hotel site, Melbourne, March 2002	C64
Former State Savings Bank of Victoria Statement of Significance (258-264 Little Bourke Street, Melbourne), July 2020	C386melb
Former State Savings Bank of Victoria Statement of Significance (233-243 Queen Street, Melbourne), July 2020	C386melb
Former State Savings Bank of Victoria Statement of Significance (45-63 Swanston Street, Melbourne), July 2020	C386melb
Former Sunday School Union of Victoria Statement of Significance (100-102 Flinders Street, Melbourne), July 2020	C386melb
Former Thomas Warburton Pty Ltd Statement of Significance (365-387 Little Bourke Street, 2-6 and 8-14 Rankins Lane. Melbourne), July 2020	C386melb
Former Union House Statement of Significance (43-51 Queen Street, Melbourne), July 2020	C386melb
Former Universal House Statement of Significance (25 Elizabeth Street, Melbourne), July 2020	C386melb
Former Victoria Brewery site, East Melbourne – ‘Tribeca’ Redevelopment October 2003	C86
Former Victorian Amateur Turf Club Statement of Significance (482-484 Bourke Street, Melbourne), July 2020	C386melb
Former Wenley Motor Garage Statement of Significance (39-41 Little Collins Street, Melbourne), July 2020	C386melb
Former Zander's No 2 Store Statement of Significance (11 Highlander Lane, Melbourne), July 2020	C386melb
Freshwater Place, Southbank, August 2001 (Amended 2012)	C193
Grange Lynne Pty Ltd Statement of Significance (183-189 A'Beckett Street, Melbourne), July 2020	C386melb
Guildford and Hardware Laneways Heritage Study May 2017: Heritage Inventory, November 2018 (Amended July 2020)	C386melb
Guildford and Hardware Laneways Heritage Study May 2017: Statements of Significance, November 2018 (Amended July 2020)	C386melb
Hamer Hall Redevelopment July 2010	C166
Henty House Statement of Significance (499-503 Little Collins Street, Melbourne), July 2020	C386melb
Heritage Places Inventory February 2020 Part A (Amended <del>July 2020</del> December 2020)	<del>C386melb</del> C305melb
Heritage Places Inventory February 2020 Part B	C258
Heritage Precincts Statement of Significance February 2020	C258
High wall signs - 766 Elizabeth Street, Carlton	NPS1
Hilton on the Park Complex Redevelopment, December 2004	C101
Hobsons Road Precinct Incorporated Plan, March 2008	C124
Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document, June 2017	GC49
Hotham Estate	C134
Hoyts Mid City Cinemas Statement of Significance (194-200 Bourke Street, Melbourne), July 2020	C386melb
Incorporated Plan Overlay No. 1 – 236-254 St Kilda Road	NPS1

Name of document	Introduced by:
Judy Lazarus Transition Centre, March 2005	C102
Kensington Heritage Review Statements of Significance, March 2018	C324
Laurens House Statement of Significance (414-416 Lonsdale Street, Melbourne), July 2020	C386melb
Little Lonsdale Street Precinct Statement of Significance, July 2020	C386melb
Lonsdale Exchange Building Statement of Significance (477-453 Lonsdale Street, Melbourne), July 2020	C386melb
Lyceum Club Statement of Significance (2-18 Ridgway Place, Melbourne), July 2020	C386melb
M1 Redevelopment Project, October 2006	C120
Major Promotion Signs, December 2008	C147
Melbourne Aquarium Signs, July 2001	C11
Melbourne Assessment Prison (MAP) 317-353 Spencer Street, West Melbourne, February 2020	C258
Melbourne Central redevelopment, March 2002 (Amended October 2019)	C344melb
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006, Amended May 2016	GC44
Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	C22
Melbourne Grammar School Master Plan - Volume One, Senior School South Yarra Campus, Issue Date 14 October 2003.	C90
Melbourne Metro Rail Project Incorporated Document, May 2018	GC82
Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, December 2016	GC45
Melbourne Park Redevelopment February 2014	C229
Melbourne Planning Scheme Incorporated Plan, June 2016, Melbourne Water Permit Exemptions to the Schedule to Clause 43.01 for the Moonee Ponds Creek (HO1092)	C207
Melbourne Recital Hall and MTC Theatre project , August 2005	C111
Metro Tunnel: Over Site Development – CBD North Incorporated Document, October 2017	C315
Metro Tunnel: Over Site Development – CBD South Incorporated Document, October 2017	C316
Metropolitan Hotel Statement of Significance (263-267 William Street, Melbourne), July 2020	C386melb
Mirvac, Residential Towers, 236-254 St. Kilda Road, Southbank	NPS1
Moonee Ponds Creek Concept Plan	C134
Myer Melbourne Bourke Street store redevelopment, Melbourne, October 2007	C137
North Melbourne Recreation Reserve Signage, 2020	C372melb
North West Corner of Mark and Melrose Street, North Melbourne	C134
Nubrik House Statement of Significance (269-275 William Street, Melbourne), July 2020	C386melb
Office building Statement of Significance (589-603 Bourke Street), July 2020	C386melb

Name of document	Introduced by:
Office building Statement of Significance (178-188 William Street, Melbourne), July 2020	C386melb
Office building Statement of Significance (516-520 Collins Street, Melbourne), July 2020	C386melb
Offices Statement of Significance (422-424 Bourke Street, Melbourne), July 2020	C386melb
One Queensbridge, 1-29 Queens Bridge Street, Southbank (Crown's Queensbridge Hotel Tower), February 2017	C310
Park Tower Statement of Significance (199-207 Spring Street, Melbourne), July 2020	C386melb
<a href="#">PMG Postal Workshops, Garages &amp; Stores complex, Part 45-99 Sturt Street Southbank Incorporated Plan, November 2020</a>	<a href="#">C305melb</a>
Port Capacity Project, Webb Dock Precinct, Incorporated Document, October 2012 (Amended August 2016)	GC54
Project Core Building, Federation Square, December 2017	C314
Promotional Panel sign, Crown Allotment 21D, Power Street, Southbank, July 1999	C6
Rectangular Pitch Stadium Project: Olympic Park and Gosch's Paddock, Melbourne, August 2007	C130
Regional Rail Link Project Section 1 Incorporated Document, March 2015	GC26
Residences Statement of Significance (120-122 Little Lonsdale Street, Melbourne), July 2020	C386melb
Residence Statement of Significance (474 Little Lonsdale Street, Melbourne), July 2020	C386melb
Rialto South Tower Communications Facility Melbourne, November 2020	C57
Royal Insurance Group building Statement of Significance (430 - 442 Collins Street, Melbourne), July 2020	C386melb
Royal Mail House Statement of Significance (253-267 Bourke Street, Melbourne), July 2020	C386melb
Royal Melbourne Showgrounds Redevelopment Master Plan – December 2004	C100
Royal Melbourne Showgrounds Redevelopment Project – December 2004	C100
Sanders and Levy Building Statement of Significance (149-153 Swanston Street, Melbourne), July 2020	C386melb
Scots Church Site Redevelopment, Melbourne, May 2013	C202
Shadow Controls, 555 Collins Street, Melbourne, February 2013	C216
Shop and residence Statement of Significance (215-217 Swanston Street, Melbourne), July 2020	C386melb
Shop, cafe and office Statement of Significance (7-9 Elizabeth Street, Melbourne), July 2020	C386melb
Shops and dwellings Statement of Significance (201-207 Bourke Street, Melbourne), July 2020	C386melb
Shops and dwellings Statement of Significance (209-215 Bourke Street, Melbourne), July 2020	C386melb
Shops and offices Statement of Significance (359-363 Lonsdale Street, Melbourne), July 2020	C386melb
Shops, residence and former bank Statement of Significance (146-150 Bourke Street, Melbourne), July 2020	C386melb
Shops Statement of Significance (173-175 Bourke Street, Melbourne), July 2020	C386melb

Name of document	Introduced by:
Shops Statement of Significance (470-472 Little Lonsdale Street, Melbourne), July 2020	C386melb
Shop Statement of Significance (171 Bourke Street, Melbourne), July 2020	C386melb
Shop Statement of Significance (37 Little Lonsdale Street, Melbourne), July 2020	C386melb
Shop Statement of Significance (215 Queen Street, Melbourne), July 2020	C386melb
Shrine of Remembrance Vista Control April 2014	C220
Simplot Australia head office, Kensington, October 2001	C52
Sky sign - 42 Clarendon Street, South Melbourne	NPS1
<del>Southbank and Fishermans Bend Heritage Inventory, January 2017</del>	<del>C276</del>
<del>Southbank Heritage Review: Statements of Significance, January 2017</del>	<del>C276</del>
<del>Southbank Heritage Inventory, February 2018</del>	<del>C304</del>
<del>Southbank Statements of Significance, February 2018</del>	<del>C304</del>
<del>Southbank Statements of Significance, December 2020</del>	<del>C305melb</del>
Spencer Street Station redevelopment, June 2013	C218
Sports and Entertainment Precinct, Melbourne, August 2007	C130
State Coronial Services Centre Redevelopment Project, August 2007	C130
State Netball and Hockey Centre, Brens Drive Royal Park, Parkville, May 2000 (Amended September 2018)	C341
Stella Maris Seafarer's Centre Statement of Significance (588-600 Little Collins, Melbourne), July 2020	C386melb
Swanston Street North Precinct Statement of Significance, July 2020	C386melb
Swanston Street South Precinct Statement of Significance, July 2020	C386melb
Swiss Club of Victoria Statement of Significance (87-89 Flinders Lane, Melbourne), July 2020	C386melb
The Former Houston Building Statement of Significance (184-192 Queen Street, Melbourne), July 2020	C386melb
The Games Village Project, Parkville, September 2015	C281
The New Royal Children's Hospital Project, Parkville, October 2007	C128
The Waiters Restaurant Statement of Significance (20 Meyers Place, Melbourne), July 2020	C386melb
Tram Route 109 Disability Discrimination Act compliant Platform Tram Stops, August 2007	C130
Tramway Infrastructure Upgrades Incorporated Document, May 2017	GC68
Treasury Gate Statement of Significance (93-101 Spring Street, Melbourne), July 2020	C386melb
Turnverein Hall Statement of Significance (30-34 La Trobe Street, Melbourne), July 2020	C386melb
University of Melbourne Bio 21 Project Parkville, November 2018	C342melb
University of Melbourne, University Square Campus, Carlton, November 1999	C17
Victoria Club building Statement of Significance (131-141 Queen Street, Melbourne), July 2020	C386melb
Victoria Police Precinct, Sky Bridges 263 – 283 Spencer Street and 313 Spencer Street, Docklands Incorporated Document June 2018	C317

Name of document	Introduced by:
Visy Park Signage, 2012	C172
Wales Corner Statement of Significance (221-231 Collins Street, Melbourne), July 2020	C386melb
Warehouse Statement of significance (1-5 Coverlid Place, Melbourne), July 2020	C386melb
Warehouse statement of Significance (11-15 Duckboard Place, Melbourne), July 2020	C386melb
Warehouse Statement of Significance (353 Exhibition Street, Melbourne), July 2020	C386melb
Warehouse Statement of Significance (11A Highlander Lane, Melbourne), July 2020	C386melb
Warehouse Statement of Significance (26-32 King Street, Melbourne), July 2020	C386melb
Warehouse Statement of Significance (171-173 King Street, Melbourne), July 2020	C386melb
Warehouse Statement of Significance (34-36 Little La Trobe Street, Melbourne), July 2020	C386melb
Warehouse Statement of Significance (27-29 Little Lonsdale Street, Melbourne), July 2020	C386melb
Warehouse Statement of Significance (410-412 Lonsdale Street, Melbourne), July 2020	C386melb
Warehouse Statement of Significance (577-583 Little Collins Street, Melbourne), July 2020	C386melb
West Gate Tunnel Project Incorporated Document, December 2017	GC93
West Melbourne Heritage Review 2016: Statement of Significance February 2020	C258
Yarra Park Master Plan Implementation September 2010	C158
Young and Jackson's Hotel, Promotional Panel Sky sign, Melbourne, July 1999	C6



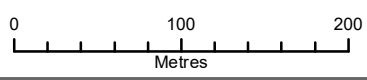
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 HO - Heritage Overlay  
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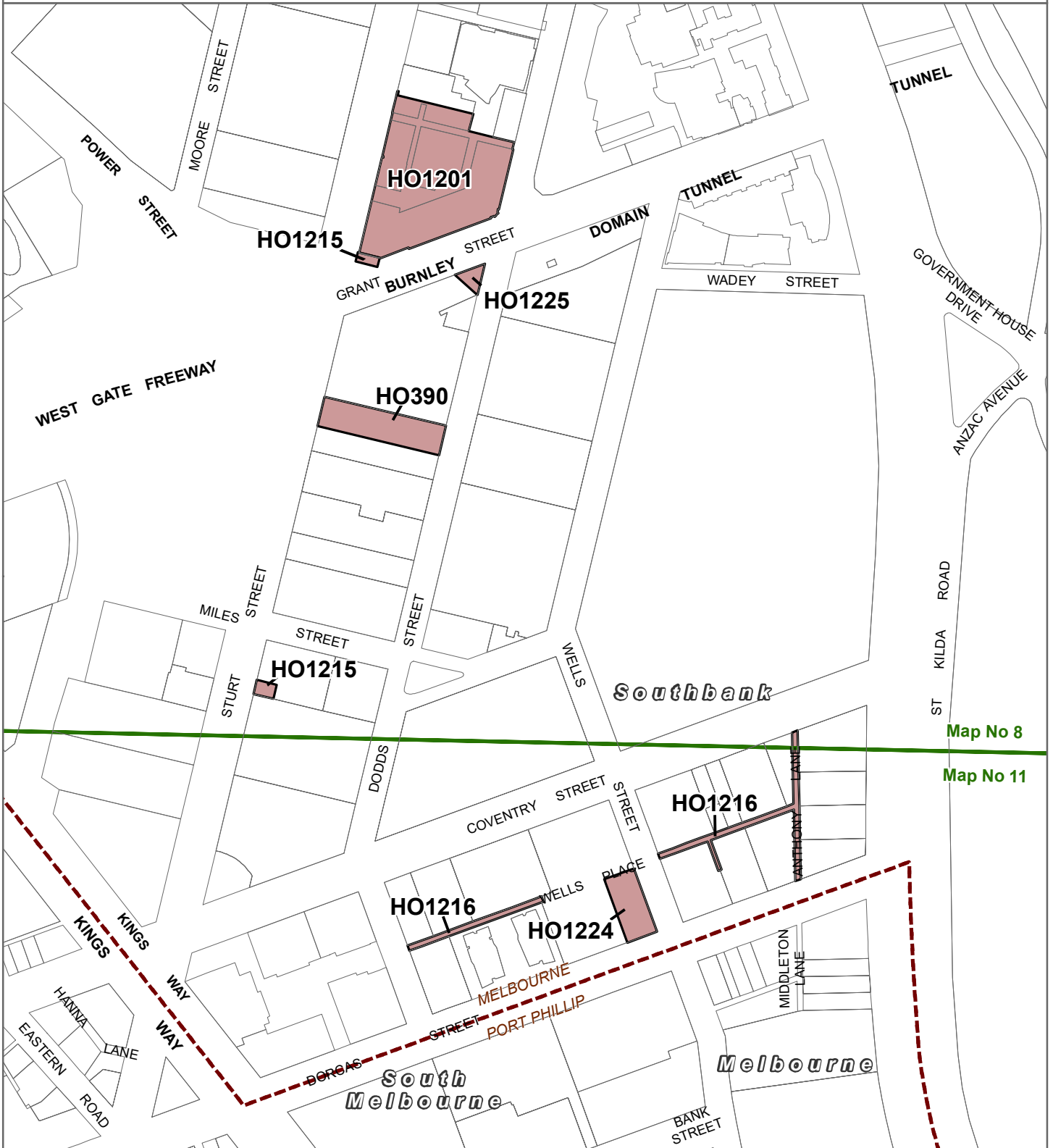
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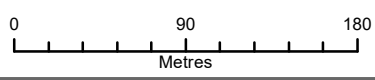
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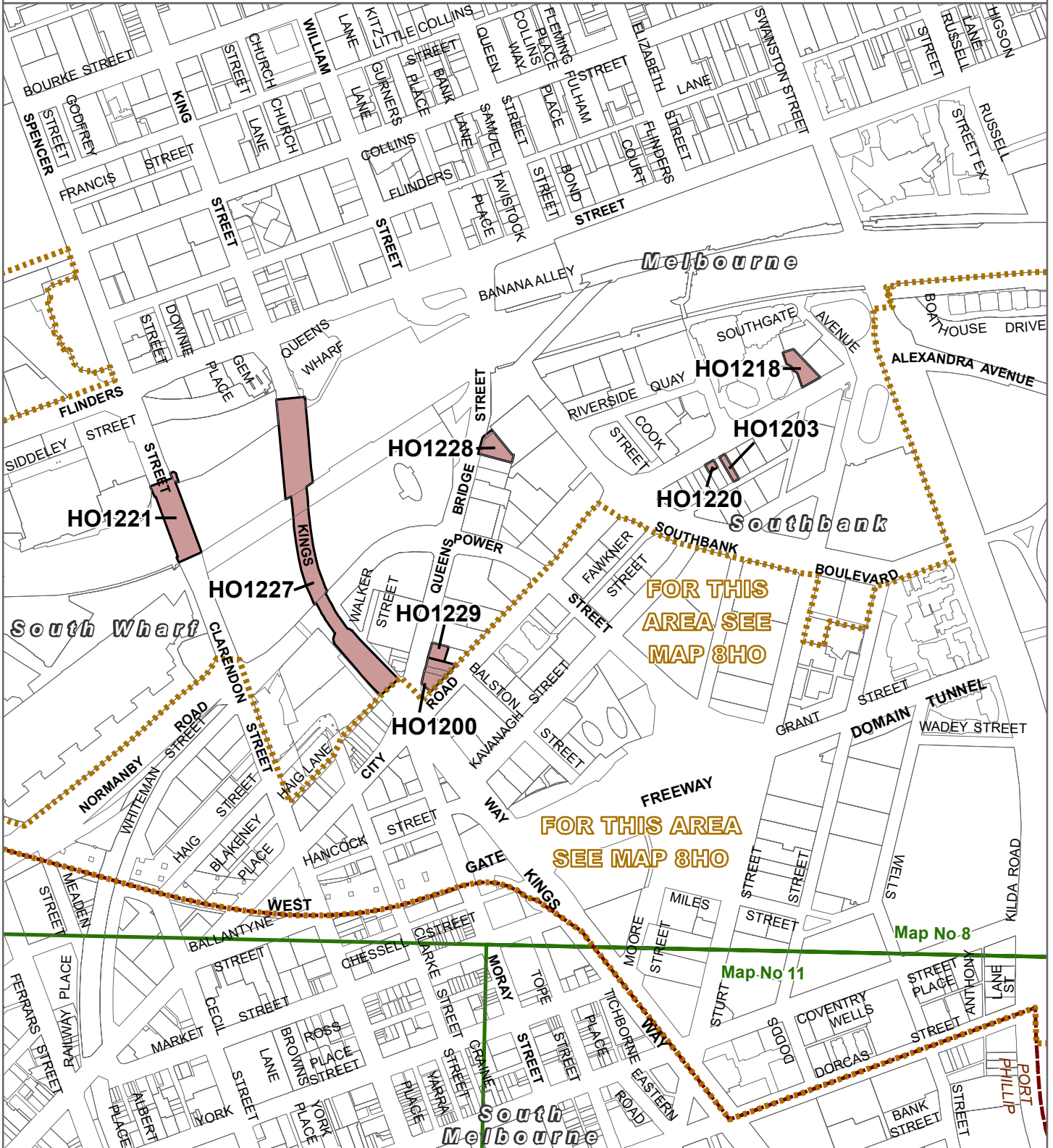
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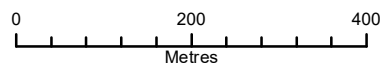
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- HO - Heritage Overlay
  - Local Government Area



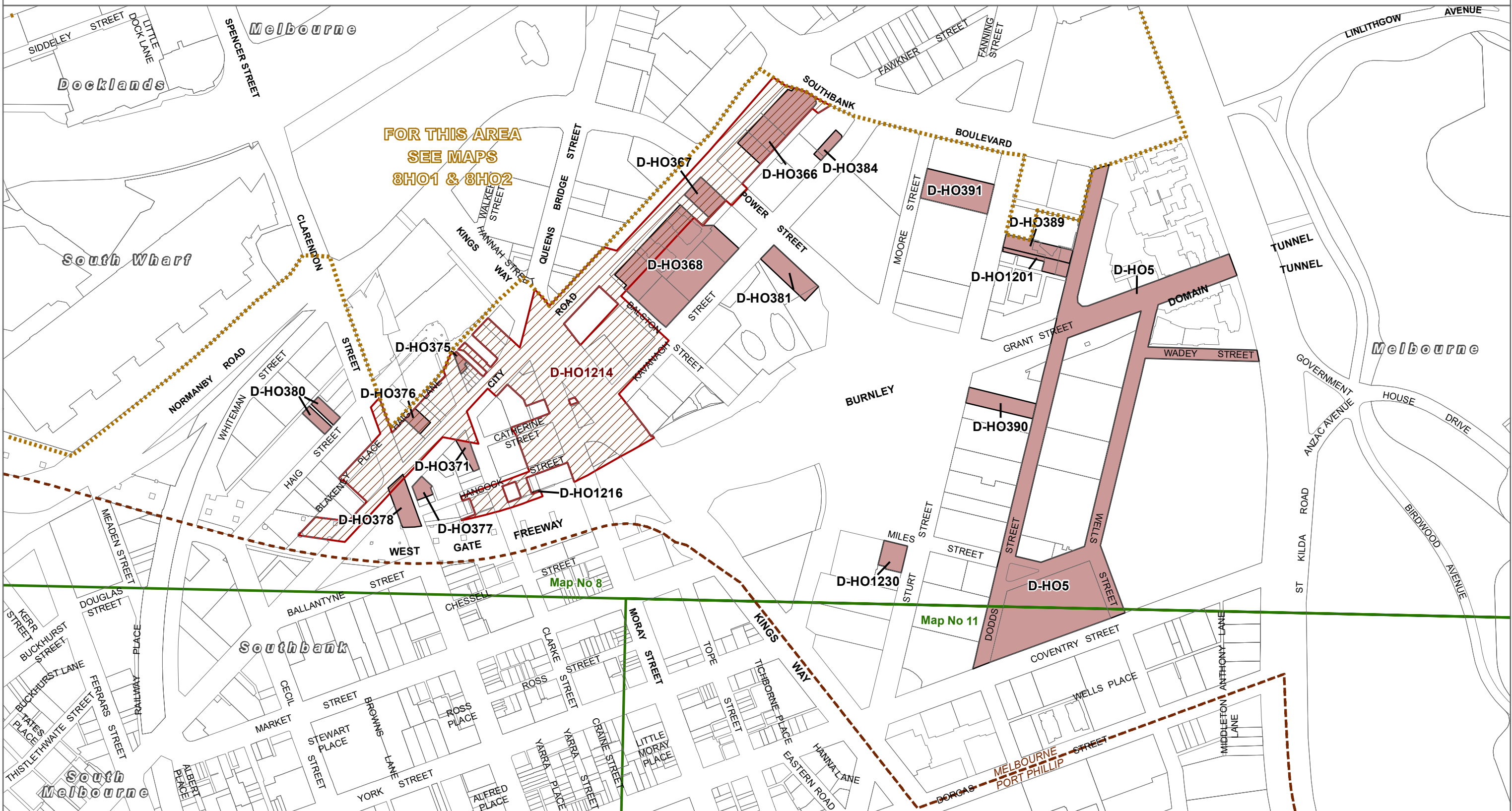
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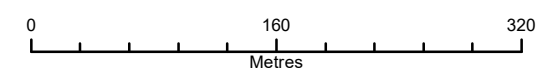
Map No 8

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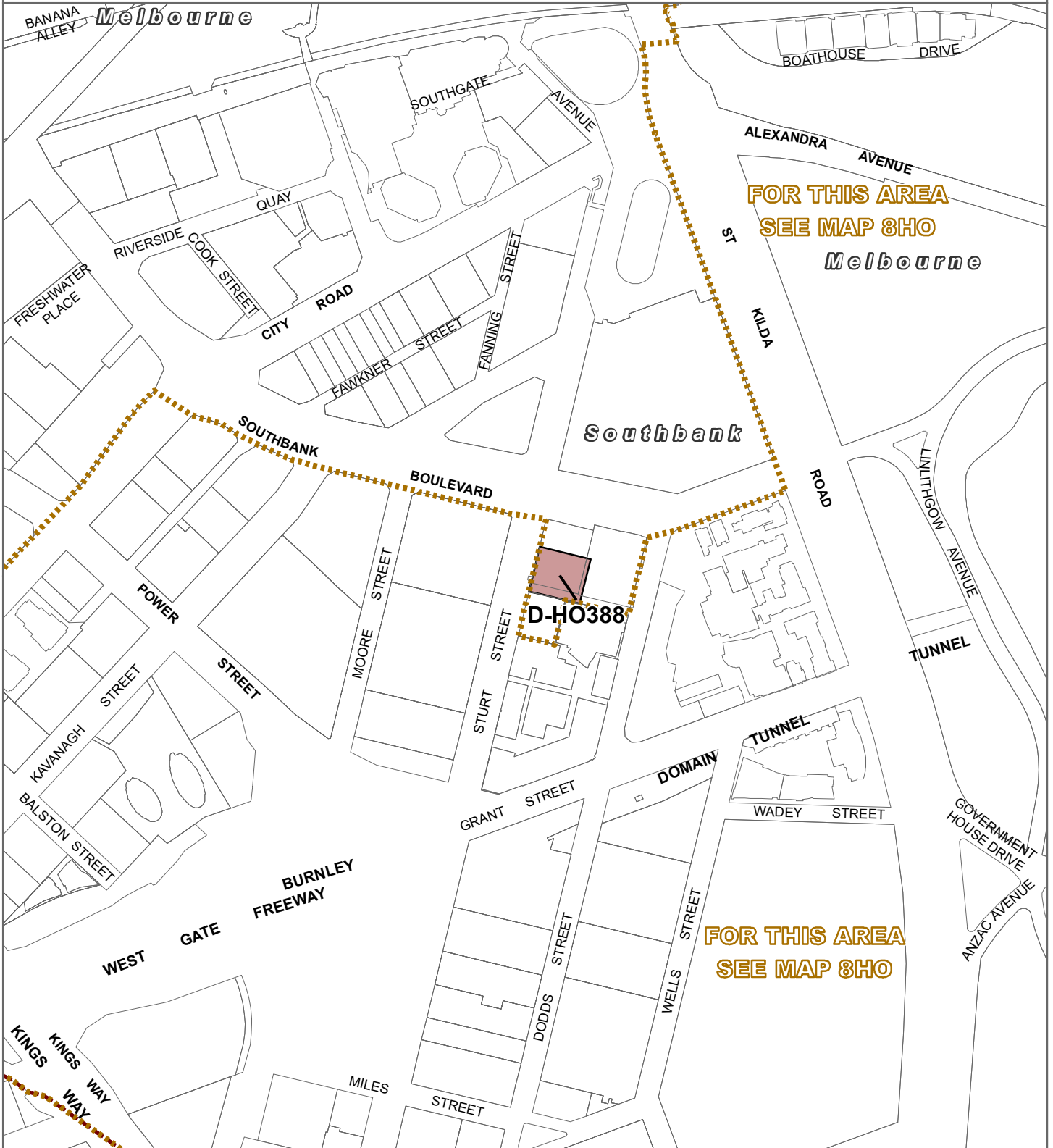


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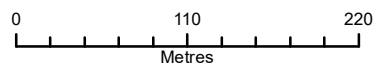
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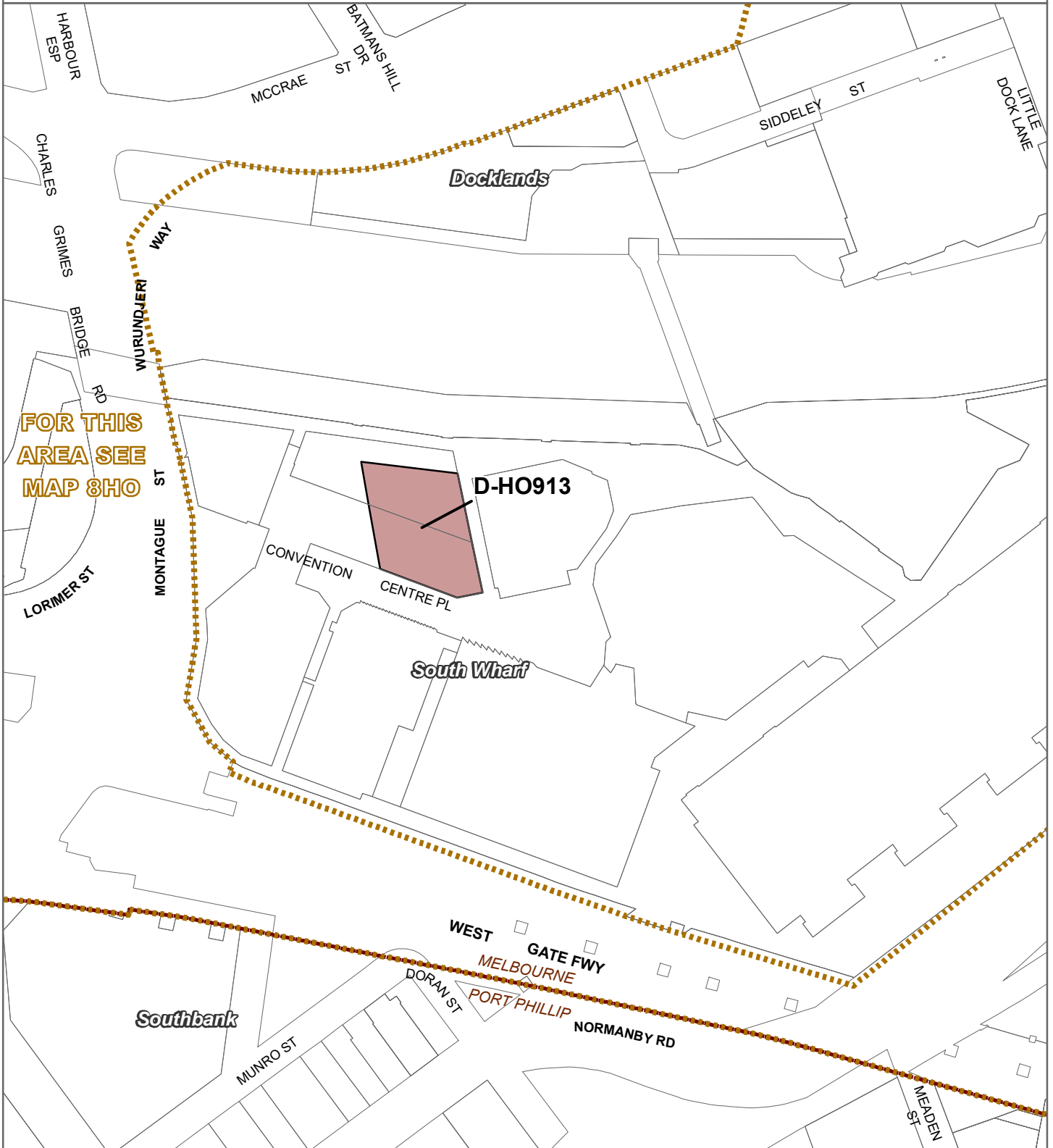
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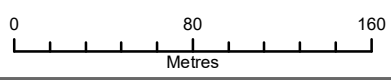
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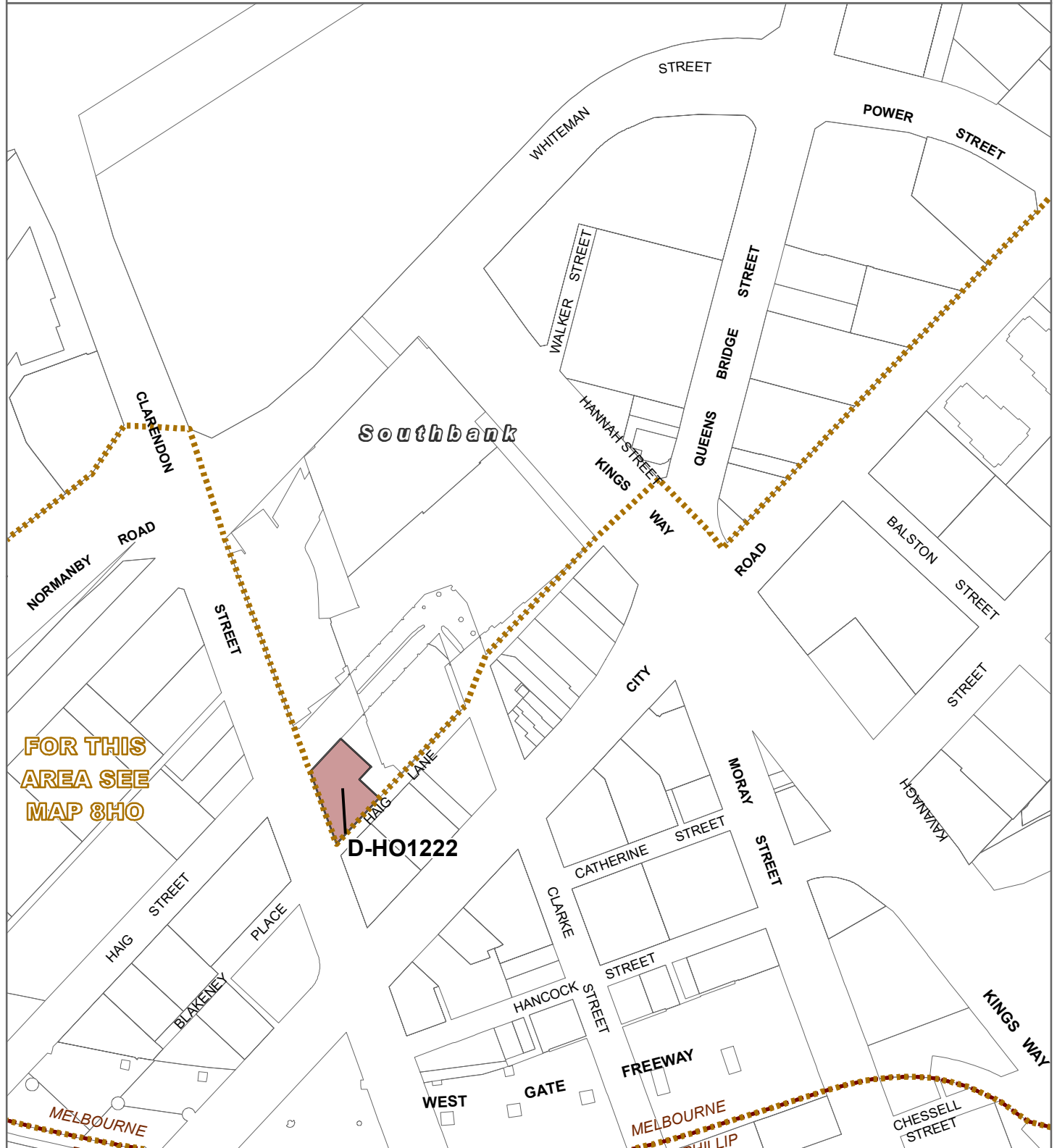
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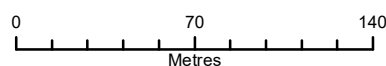


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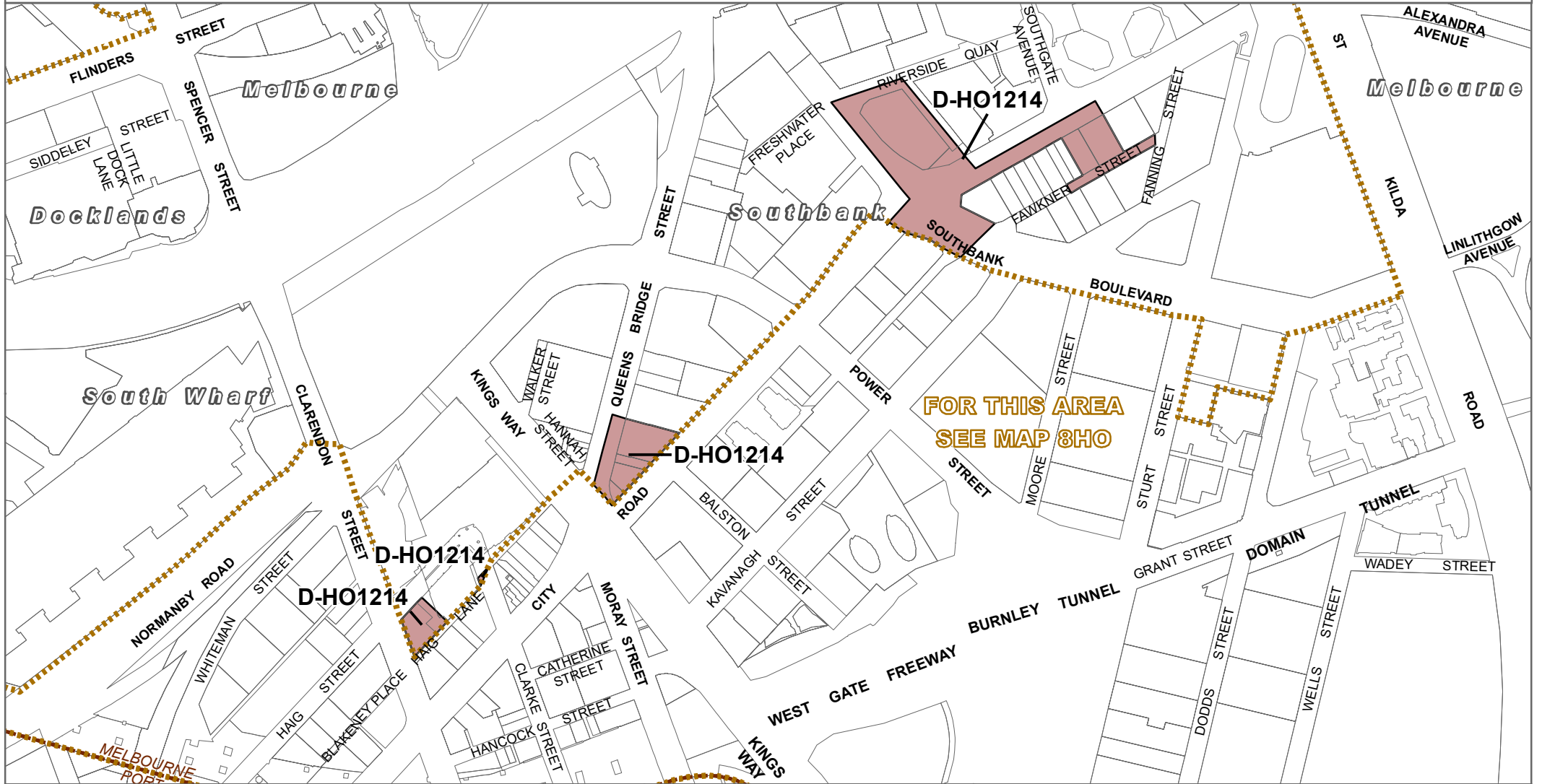
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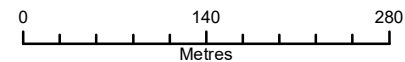
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NORTH

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## MELBOURNE PLANNING SCHEME

### Incorporated Document

(Am C305 **melb**)

**Authorisation**

### Southbank

### Statements of Significance

~~2 October 2017~~ **[approval date]** **December 2020**

Colour coding used in this document

Post exhibition changes are shown in this document as tracked changes **highlighted yellow**.

Post panel changes are shown in this document as normal tracked changes annotated with comments **highlighted green** and tracked changes **highlighted green**.



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

TABLE OF CONTENTS

Bluestone pitched laneways group - various locations Southbank, HO1216 ..... 13

Electricity substation thematic group - various locations, Southbank, HO1215 ..... 15

New St John’s Lutheran Church, 20 City Road, Southbank, HO1218 ..... 17

Former Crown Chemical Co warehouse, 63-65 City Road, Southbank, HO1203 ..... 20

Maurice Artaud & Co. facade, 71-75 City Road, Southbank, HO1220 ..... 24

James Moore's Timber Yards and Sawmills complex façade, 133-139 City Road, 141-155 City Road, & 68-82 Southbank Boulevard, Southbank, HO366 ..... 26

Sharps & Sons Timber, General Motors (Australia), International Harvester, 171-193, 195-205 City, & 1 Balston Street Southbank, HO368 ..... 28

Main Point Hotel, 235-239 City Road, Southbank, HO370 ..... 32

Bank of New South Wales, 269-283 City Road, Southbank, HO371 ..... 34

Edward Murphy warehouse and workshop, 272 City Road, Southbank, HO374 ..... 36

Murphy's Buildings, 276-282 City Road, Southbank, HO375 ..... 38

White & Hancock's warehouse, White, Hancock and Mills Pty. Ltd., 300 City Road, Southbank, HO376 ..... 40

Spencer Street Bridge, Clarendon Street, Southbank and Spencer Street, Melbourne, HO1221 ..... 42

Melbourne and Metropolitan Tramways Board Electricity Substation 'S', 67-69 Clarke Street, Southbank, HO1223 ..... 47

Thornycroft (Aust) Ltd later Herald Sun Television studio, 49-61 Coventry Street and 50 Dorcas street, Southbank, HO1224 ..... 49

Vault sculpture, corner Grant Street and Dodds Street, Southbank, HO1225 ..... 50

Kings Way Bridge, Kings Way, Southbank, HO1227 ..... 52

Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank, HO1226 ..... 55

Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank, HO1228 ..... 61

Robur Tea Company factory-warehouse, Part 107-127 Queens Bridge Street Southbank, HO1229 ..... 63

Former Castlemaine Brewery, Part 107-127, 129-131 and 133 Queens Bridge Street, Southbank, HO1200 ..... 65

PMG Postal Workshops, Garage & Stores complex, Part 45-99 Sturt Street, Southbank, HO1201 ..... 90

Castlemaine Brewery Malthouse/ Malthouse Theatre, 113 Sturt Street, Southbank, HO390 ..... 92

Commented [PP1]: Table of contents to be updated to reflect tracked changes.

## Introduction

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

### Southbank and Fishermans Bend

#### Summary

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

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

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

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

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

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

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

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

The river, however, was winding, shallow and full of snags. Larger ships anchored in the bay, and passengers walked across the flats to Melbourne, following well worn Aboriginal paths. These paths became the basis for the modern roads, including City Road and Williamstown Road. They were used

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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,<sup>1</sup> 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.

<sup>1</sup>-MMBW General Plans City of South Melbourne c 1897 (State Library Victoria)

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

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

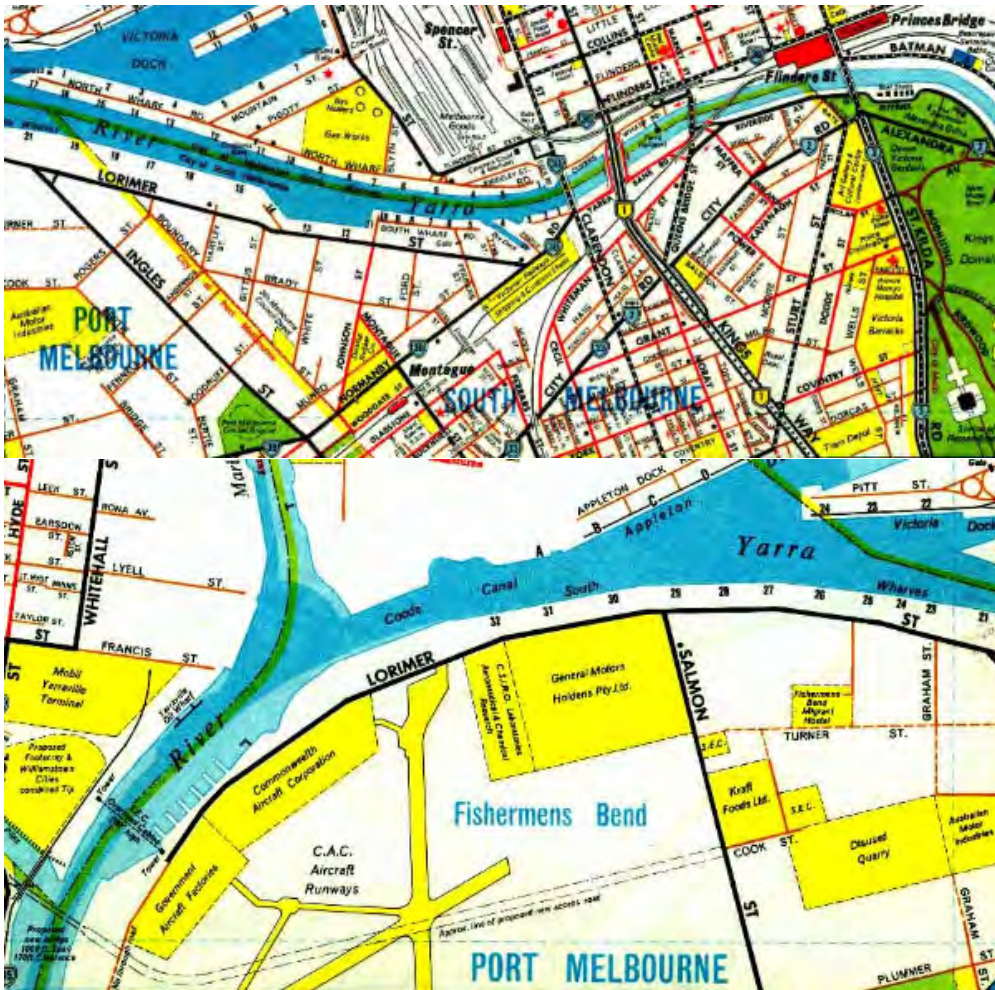
In the 1930s, a new endeavour, General Motors (Holden) was established on the vast empty expanse of Fishermans Bend. It initially assembled imported chassis and mechanics with locally built bodies, but with the development of the FJ Holden, the site saw Australia's first entirely local, mass-produced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

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

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

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

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



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

**Statement of significance of Southbank and Fishermans Bend**

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

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

### What is significant?

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

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

- St Kilda Road where the focus has been on large government complexes, and entertainment; Contributory elements include:
  - St Kilda Road Boulevard
  - Victoria Barracks and Police Depot
  - Hamer Hall, NGV, Arts Centre, VCA, Southgate, HSV 7.
- The narrow strip along the south bank of the Yarra River focused on maritime and trade; Contributory elements include:
  - South Wharf berths and 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~~

**Commented [PP3]:** The Statement of Significance for the City Road Industrial and Warehouse Precinct should be deleted in line with the response to panel recommendation 1.



~~Statement of Significance~~

~~What is significant?~~

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

~~Contributory elements to the precinct include:~~

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

~~How is it significant?~~

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

~~Why is it significant?~~

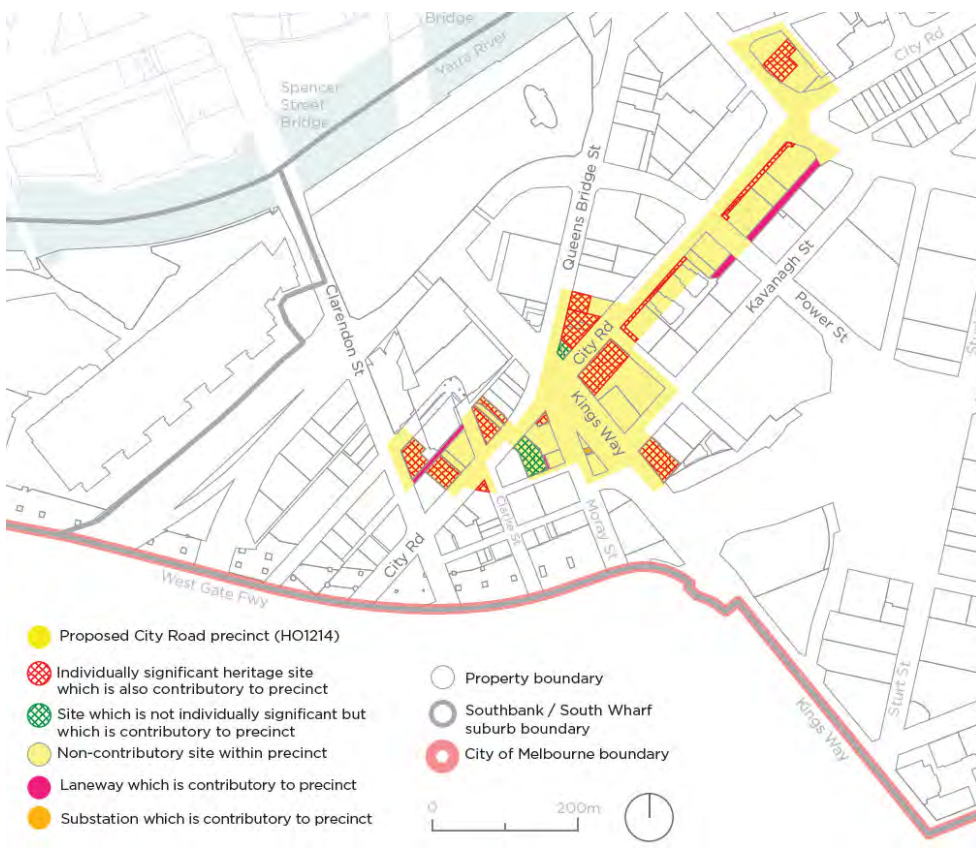
~~The City Road industrial and warehouse precinct is historically significant for its rare surviving industrial and commercial buildings which were once the characteristic building types in the area~~

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

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

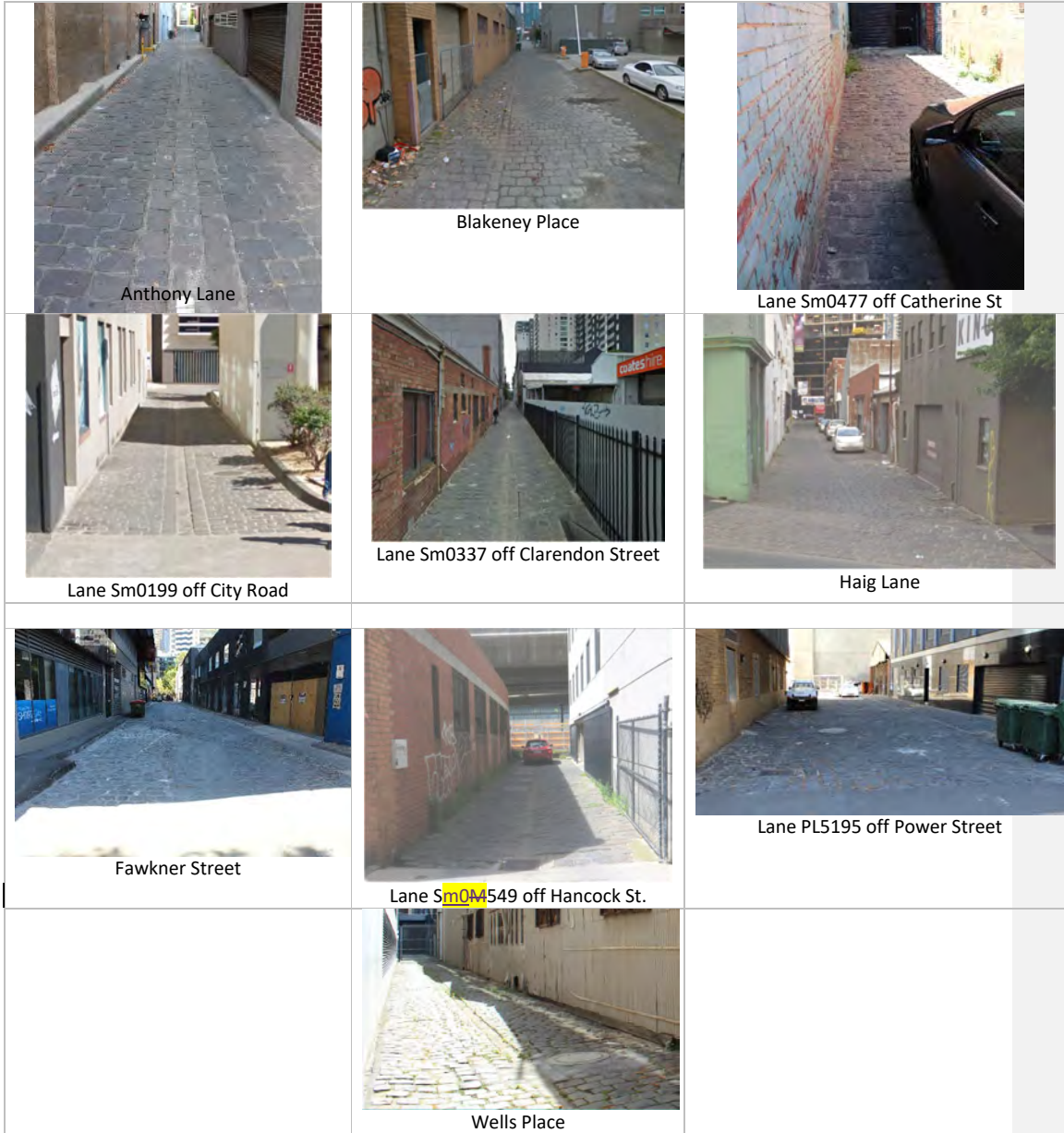
The surviving buildings in the precinct are aesthetically significant for the range of late Victorian, Edwardian and Interwar architectural treatments of commercial and industrial premises, which despite being utilitarian, still had a finely resolved presentation to the street. This is evidence of the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

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





Bluestone pitched laneways thematic group - various locations Southbank HO1216



Statement of Significance

What is significant?

The Southbank bluestone paved laneways are located at Anthony Lane (SML246), Blakeney Place (SML639), Fawkner Street, Haig Lane, off Catherine Street (Sm0477), off City Road (Sm0199), off Clarendon Street (Sm0337), off Hancock Street on the west side of No 11-13 Hancock Street

**Commented [PP4]:** The Statement of Significance for the Bluestone pitched laneways group should be updated in line with the response to panel recommendation 8a.

(SmON549), off Power Street (PL5195), and Wells Place (SML4609, SML247 & Sm0248). (note Sm, Sm1 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 are of aesthetic significance as representative of past urban design styles and the use of natural materials in urban street construction, prior to the greater availability of materials such as concrete and asphalt. The lanes retain the distinctive patterns created by hand skills or their makers, and over 100 years of use producing a smoothly worn patina and fine rutting from steel wheeled delivery vehicles.

Electricity substation thematic group - various locations, Southbank, HO1215



99A Sturt Street



79 Fawkner Street



33 Hancock Street



7 Moray Street



175 Sturt Street

Statement of Significance

What is significant?

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

Contributory elements include:

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

How is it significant?

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

Why is it significant?

The Southbank electricity substations are historically significant as representative of the provision of reticulated electricity into the Southbank area in the early 20th century as local engineering firms created a much increased demand for electricity and former crown land reserves were sold for new development. The individual substations were generally connected to specific industrial developments in their local area, such as the 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** HO1218



**Statement of Significance**

**What is significant?**

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

**Contributory elements include:**

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

**How is it significant?**

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

**Why is it significant?**

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

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

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



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



**Commented [PP5]:** The Statement of Significance for G.P. Motors should be deleted in line with the response to panel recommendation 2b.

#### Statement of Significance

##### What is Significant?

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

##### Contributory elements include:

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

~~Added panel sign is removable and is not contributory.~~

~~How is it Significant?~~

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

~~Why is it Significant?~~

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

**Former** Crown Chemical Co warehouse, 63-65 City Road, Southbank **HO1203**



Statement of Significance

What is Significant?

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

Contributory elements include:

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

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

How is it Significant?

**The Former Crown Chemical Co warehouse Anderson's Printing and Publishing Co., Pty., Ltd** is significant historically and aesthetically to Southbank and the City of Melbourne.

Why is it Significant?

**The Former Crown Chemical Co Anderson's Printing and Publishing Co., Pty., Ltd** warehouse is significant Historically as representative of the major industrial development that occurred along the

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

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



**Commented [PP6]:** The Statement of Significance for Kosky Bros should be deleted in line with the response to panel recommendation 2d.

~~Statement of Significance~~

~~What is significant?~~

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

~~Contributory elements include:~~

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

~~How is it significant?~~

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

~~Why is it significant?~~

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

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

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

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

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

Maurice Artaud & Co. facade, 71-75 City Road, Southbank HO1220

Commented [PP7]: Statement of Significance for Maurice Artaud & Co. facade should be updated in line with the response to panel recommendation 4a.



#### 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; ~~and~~
- Romanesque revival styling typical of Edwardian-era warehouses;

~~rear elevation red brickwork (part overpainted), a timber upper level vertical boarded loading door and largely intact timber framed windows.~~

How is it significant?

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

Why is it significant?

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

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

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



James Moore's Timber Yards and Sawmills complex façade, 125-133-139 City Road, & 151-141-155 City Road, 68-82 Southbank Boulevard, Southbank, HO366



#### Statement of Significance

##### What is significant?

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

##### Contributory elements include:

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

- typically segmental archways at ground level.

Ground level openings have been changed, the brickwork painted over, some joinery renewed but the integrity as a large Edwardian-era commercial 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?

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

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 R** 1 Balston Street Southbank, HO368



#### Statement of Significance

##### What is significant?

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

##### Contributory elements include:

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

##### How is it significant?

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

##### Why is it significant

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

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

Historically:

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

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



**Commented [PP8]:** The Statement of Significance for Victorian Heritage Register listed places should be deleted.

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

What is significant?

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

How is it significant?

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

Why is it significant?

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

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

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

## 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 piered 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.



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



Statement of Significance

What is significant?

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

Contributory elements include:

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

- Modernistic pressed sheet metal rain-waterheads.

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

How is it significant?

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

Why is it significant?

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

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

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



Statement of Significance

What is significant?

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

Contributory elements include:

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

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

How is it significant?

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

Why is it significant?

Edward Murphy's warehouse is significant.

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

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



#### Statement of Significance

##### What is significant?

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

##### Contributory elements include:

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

##### How is it significant?

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

##### Why is it significant?

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

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

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 Street, Southbank and Spencer Street, Melbourne Southbank, HO1221



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, H0765**



**Commented [PP9]:** The Statement of Significance for Victorian Heritage Register listed places should be deleted.

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

**What is significant?**

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

**How is it significant?**

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

**Why is it significant?**

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

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

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

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

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

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



**Commented [PP10]:** The Statement of Significance for Eckersley & Sons soda fountain works should be deleted in line with the response to panel recommendation 2e.

~~Statement of Significance~~

~~What is significant?~~

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

~~Contributory elements include:~~

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

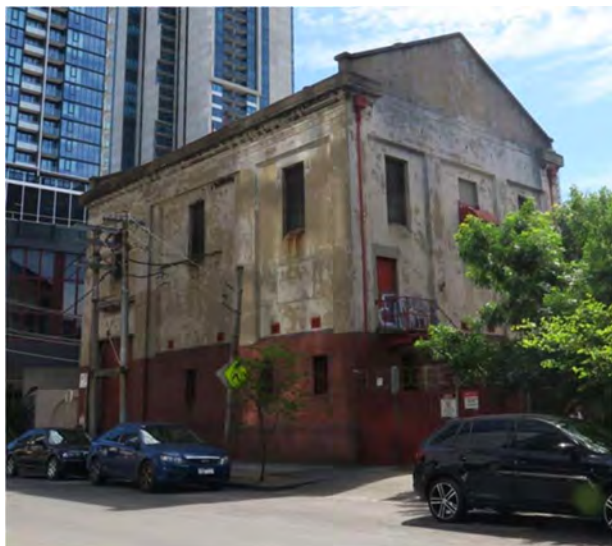
~~How is it significant?~~

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

~~Why is it significant?~~

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

**Melbourne and Metropolitan Tramways Board Electricity Substation 'S', 67-69 Clarke Street, Southbank HO1223**



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 City Link;
- 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.

**Thornycroft (Aust) Ltd later Herald Sun Television studio, 49-61 Coventry Street and 50 Dorcas street, Southbank HO1224**



Statement of Significance

What is significant?

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

Contributory elements include:

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

How is it significant?

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

Why is it significant?

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



Vault sculpture, **corner** Grant Street **corner and** Dodds Street, Southbank **HO1225**



#### Statement of Significance

What is significant?

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

Contributory elements include:

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

How is it significant?

Vault is significant historically **and** aesthetically **and associatively** 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

**Commented [PP11]:** Statement of Significance for the Vault sculpture should be updated in line with the response to panel recommendation Be.

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

It is also of historical associative significance for its association with the prominent Australian Abstract artist Ron Robertson-Swann. Robertson-Swann is a prominent Australian Artist who studied under Lyndon Dadswell and was assistant to Henry Moore. He was Head of Sculpture at the National Art School and artistic adviser to the Sculpture by the Sea exhibition. He was a founding member of the Visual Arts Board of the Australia Council and has won numerous awards including the Comalco Invitational Sculpture Award, the Transfield Prize and the Alice Prize. Vault is his best known work.

**Commented [PP12]:** Statement of Significance for the Vault sculpture should be updated in line with the response to panel recommendation 8e.

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 HO1227



Statement of Significance

What is significant?

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

Contributory elements include:

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

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

How is it significant?

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

Why is it significant?

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

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

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

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

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

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

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

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

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

Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank, HO1226



Statement of Significance

What is significant?

Austral Otis engineering works 127-129 Kavanagh Street, Southbank

Contributory elements include:

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

How is it significant?

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

Why is it significant?

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

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

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

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

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

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

**Queen's Bridge, Queens Bridge Street Southbank, HO791**

**Commented [PP13]:** Statements of Significance for Victorian Heritage Register listed places should be deleted.

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

**What is significant?**

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

**How is it significant?**

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

**Why is it significant?**

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

Queens Bridge is of aesthetic importance as an elegant feature on the Yarra River with its contrasting substantial structure and fine detailing. The bridge is an important landmark and is a contributory element in the distinct series of bridges which cross the Yarra within the city vicinity. The bridge represents a notable example of the work of David Munro who was also responsible for the



construction of Princes Bridge and Sandridge Railway Bridge and who was a prominent contractor and speculator during Melbourne's boom period of the 1870s and 1880s.

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

**Sandridge Rail Bridge, 1 Queens Bridge Street Southbank, H0762**

**Commented [PP14]:** Statements of Significance for Victorian Heritage Register listed places should be deleted.

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

**What is significant?**

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

**How is it significant?**

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

**Why is it significant?**

The Sandridge Railway Line Bridge is historically significant as a surviving link across the River Yarra of Australia's first passenger railway line. The bridge has a strong historical association with the Port Melbourne and St Kilda railway lines which played a vital role in the development of Melbourne as a great commercial city of the nineteenth century. Each of these two lines was provided with twin

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

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

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

Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank, HO1228



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, Part 107-127 Queens Bridge Street Southbank, HO1229**



Statement of Significance

What is significant?

Robur Tea Company factory-warehouse, Part 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 Edwardian periods. It is also

**Commented [PP15]:** The Statement of Significance for the Robur Tea Company factory-warehouse should be updated in line with the response to panel recommendation 8f.

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.

Former Castlemaine Brewery, Part 107-127 (Part), 129-131 and 133 Queens Bridge Street, Southbank, HO1200



#### Statement of Significance

##### What is Significant?

The Castlemaine Brewery complex (bottling stores and brewing tower at 115-127, 129-131 and 133 Queens Bridge Street) is a group of three buildings constructed in 1888 for the Castlemaine Brewery: a central five-storey brew tower being a prominent landmark in the area, a tower designed in the round, able to be seen for some distance from all the surrounding streets and two two-storey bottling store buildings arranged symmetrically around it.

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

The bottling stores of the former Castlemaine Brewery at 115-127 and 133 Queens Bridge Street are two storey buildings, originally of polychrome brick, with a parapet and a central arched pediment above (now been rendered and painted). The arched windows are divided by brick pilasters. The

**Commented [PP16]:** The Statement of Significance for the Former Castlemaine Brewery is recommended to be updated in line with the response to panel recommendation 8c.



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

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

Contributory elements include:

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

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

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

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

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

- internal<sup>2</sup> cast iron columns and riveted wrought iron girders;
- internal<sup>3</sup> exposed brick walls; and
- internal<sup>4</sup> timber floors.

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

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

How is it Significant?

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

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

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

The Castlemaine Brewery complex is significant historically and socially:

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

And aesthetically:

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

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<sup>2,2,3</sup> Internal controls apply to the uppermost two levels only

rare, large architectural landmark in the area;

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

as a three dimensional architectural expression with four equally elaborate elevations visible from all directions, as a prominent landmark in the area, the tower designed in the round, and able to be seen for some distance from all the surrounding streets.

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

**Commented [PP17]:** The Statement of Significance for the Former Castlemaine Brewery is recommended to be updated in line with the response to panel recommendation 8c.

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

Commented [PP18]: Statements of Significance for Victorian Heritage Register listed places should be deleted.

~~Statement of Significance~~~~What is significant?~~

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

~~How is it significant?~~

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

~~Why is it significant?~~

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

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

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

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

**What is significant?**

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

**How is it significant?**

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

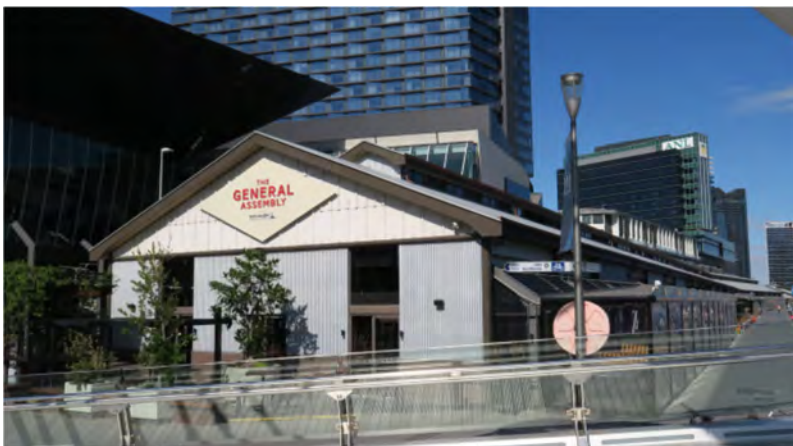
**Why is it significant?**

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

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

Commented [PP19]: Statements of Significance for Victorian Heritage Register listed places should be deleted.

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



Commented [PP20]: Statements of Significance for Victorian Heritage Register listed places should be deleted.

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

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

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

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

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

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

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

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

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

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

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



Commented [PP21]: Statements of Significance for Victorian Heritage Register listed places should be deleted.

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

~~What is significant?~~

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

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



underground proposals, particularly after the collapse of the West Gate Bridge in 1970, forced Grounds to look at alternatives. The Theatres Building was modified and extended above St Kilda Road level as an undistinguished bush-hammered concrete building, and the spire, lifted to house the fly tower, became an enormous latticed space frame. The Concert Hall, also originally intended to be underground, became a massive, sandstone-coloured precast-panelled cylinder. As a result, Grounds' 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 Grounds' 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 Grounds' 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.

**Arts Centre, 100 St Kilda Road Southbank HO760**

**Commented [PP22]:** Statements of Significance for Victorian Heritage Register listed places should be deleted.

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

#### What is significant?

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

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

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

How is it significant?

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

Why is it significant?

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

### National Gallery of Victoria, 180 St Kilda Road, Southbank



Commented [PP23]: Statements of Significance for Victorian Heritage Register listed places should be deleted.

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

#### What is significant?

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

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

The Director of the Gallery at the time, Eric Westbrook, produced a brief outlining the aims of a new Gallery building and, together with Grounds, undertook a three month tour of Europe and America to view international gallery designs. Grounds had already gained a reputation in Victoria for his highly

innovative work, playing a key role in the early 1930s in bringing the Modern Movement to Australia. His fascination with geometry was evident in his work from the early 1950s and can be clearly seen in his gallery design.

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

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

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

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

How is it significant?

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

Why is it significant?

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

The National Gallery of Victoria is of architectural significance as a major work by noted Australian architect, Roy Grounds, who, together with his former partners Robin Boyd and Frederick Romberg,

was one of the most influential architects of his generation, pioneering modernist design. The gallery represents the peak of his five decades of practice. It is his best known work and a building that provoked a mixed reaction from the architectural profession. Grounds' significance as an architect was confirmed when he was awarded the RAIA Gold Medal in 1968 and was knighted the same year.

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

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

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



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

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

**What is significant?**

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

**How is it significant?**

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

**Why is it significant?**

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

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

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

The Police Depot is architecturally significant in providing an extremely rare and unique solution to the institution's requirements. The architectural form of the stables, riding school and drill hall demonstrates the reliance on the horse as a means of transport for police work at that time. The combination of stables, octagonal entrance hall, riding school and drill hall was regarded with pride at the time it was built. The Stables is one of the largest stable buildings to have been constructed

Commented [PP24]: Statements of Significance for Victorian Heritage Register listed places should be deleted.

and to still remain in metropolitan Melbourne. The original design for the Riding School and former Drill Hall was for one large open space divided in the centre by a mezzanine viewing platform. The Riding School is located in the wing extending east from the octagonal entrance hall.

The former Police Hospital is historically and architecturally significant as the first purpose-built Police Hospital to be constructed in Victoria and one of the few Police buildings to still remain in metropolitan Melbourne. Its design was based on the pavilion principle, which expressed the late nineteenth and early twentieth century attitudes to hospital design. The design was intended to provide ample sunlight and ventilation for the convalescing patients, and included a two-levelled veranda on the north and south elevations. The hospital building included a dispensary, reflecting the function carried out by the dispenser in medical practice at that time. The hospital also included a single-storey operating theatre attached to the western end of the building. The associated former dispenser's residence remains virtually intact. It is significant in medical history as it demonstrates the role of the dispenser in the early 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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.

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

Commented [PP25]: Statements of Significance for Victorian Heritage Register listed places should be deleted.



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

**What is significant?**

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

**How is it significant?**

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

**Why is it significant?**

The Former Victoria Police Depot is historically significant as a police training establishment of the early twentieth century and a police hospital. The Former Police Depot demonstrates the association of the site with the Victoria Police and in particular the Mounted Police Branch since 1912. The St.

Kilda Road site of the former Depot has important associations with the history of Melbourne as the location of Canvas Town in 1852-54 and the Immigrants Home from 1856-1914.

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

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

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

The former Police Hospital is historically and architecturally significant as the first purpose-built Police Hospital to be constructed in Victoria and one of the few Police buildings to still remain in metropolitan Melbourne. Its design was based on the pavilion principle, which expressed the late nineteenth and early twentieth century attitudes to hospital design. The design was intended to provide ample sunlight and ventilation for the convalescing patients, and included a two-levelled veranda on the north and south elevations. The hospital building included a dispensary, reflecting the function carried out by the dispenser in medical practice at that time. The hospital also included a single storey operating theatre attached to the western end of the building. The associated former dispenser's residence remains virtually intact. It is significant in medical history as it demonstrates the role of the dispenser in the early 20<sup>th</sup> 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 20<sup>th</sup> 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.

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former Police Barracks is a major example of the work of the architect E. Evan Smith. As Chief Architect of the Public Works Department from 1922-1929, Smith was responsible for many buildings, none of which were as controversial or publicly discussed as this. Smith's signature style of Georgian Revival also forms an important part of Australia's architectural history, as it was the first time that an earlier style practised in this country was revived.

**Police Hospital, part Victorian Mounted Police Depot complex, 234 St Kilda Road, Southbank**



Commented [PP26]: Statements of Significance for Victorian Heritage Register listed places should be deleted.

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

What is significant?

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

How is it significant?

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

Why is it significant?

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

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



PMG Postal Workshops, Garage and Stores complex, Part 45-99 Sturt Street, Southbank HO1201



#### Statement of Significance

##### What is Significant?

The former Postmaster General's Department (PMG) Postal Workshops, Garage & Stores complex, comprising mostly 1930-40s one and two storey red brick buildings at 45-99 Sturt Street South Melbourne, bounded by Sturt Street, Dodds Street, Grant Street and the modern Recital Centre to the north.

Contributory elements include fabric from the 1930s-1940s:

- one and two storey form;
- modern classical and Moderne styling marking the staged construction in the lead-up to World War Two;
- parapeted wings and expressed eaves marking the two styles;
- red brick walls with some patterned brickwork;
- cemented panels with streamlining and stylised classical motifs;
- multi-pane metal framed glazing and joinery some as original and others as empathetic to the original;
- regular trabeation in the form of brick piers and spandrels, and fenestration;
- steel framing and timber flooring;
- pitched and sawtooth roofing; and

- proximity to and visual relationship with the former Victoria Police complex and other government sites, marking a public building precinct.

Elements that contribute to the significance of the complex comprise:

- Building 874 (1930 workshop)
- Building 874 (1937-40 workshop)
- Building 875 (workshop)
- Building 876 part (1937-1940 workshop, Sturt Street)
- Building 877 part (1937 garage facade and roof form)
- Building 877 part (1937 garage facade in front of modern addition)

Elements that do not contribute to the significance of the complex comprise:

- Building 876 part (1973 amenities unit)
- Building 877 part (1937 garage modern addition)

Commented [PP27]: The Statement of Significance for the PMG Postal Workshops, Garage & Stores complex is recommended to be updated in line with the response to panel recommendation 8d.

How is it Significant?

The former PMG Postal Workshops, Garage & Stores complex are significant historically and aesthetically to South Melbourne and the City of Melbourne.

Why is it Significant?

The former PMG Postal Workshops, Garage & Stores complex are historically significant as representative of the growth of telecommunications in the lead-up to World War Two and a massive Commonwealth Government building program from the first decade after Federation to create unified communication services across the country. Prior to 1901, postal and telephone services were the responsibility of separate colonial governments but under the Federation of the colonies, the role reverted to the Commonwealth and became a major factor in the unification of the states.

The buildings of the complex are of aesthetic significance as well-preserved examples of the application of both the modern classical styles and Moderne style to utilitarian building under the important Commonwealth architects, J S Murdoch and H J Mackennal, respectively, also as complimentary to the similarly styled Victorian Police Mounted Branch.

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* ('The Burra Charter') 2013, using the HERCON criteria.

Castlemaine Brewery Malthouse / Malthouse Theatre, 113 Sturt Street, Southbank, HO390



#### Statement of Significance

What is significant?

Built for the important Castlemaine Brewery Company in 1892, this malt house was erected to the design of architect, Richard Buckley Whitaker. At that time the Castlemaine Brewing Company was described as one of the most extensive, most prosperous breweries, existing in Australia.

Successful maltster firms such as Barrett Brothers (barley store), then Barrett Bros & Burston & Co. Propriety Limited, had a long tenure of the building before it was given by Carlton and United Breweries to the then independent Playbox theatre company State Government in 1986 and opened as the new home of the Playbox theatre in 1989 on 23 February 1990. Initially known as the Playbox at Malthouse, then just the Malthouse in 2004, it was renamed The Coopers Malthouse in 2014 but reverted to the Malthouse in 2020. The building is now known as The Malthouse.

**Commented [PP28]:** The Statement of Significance for the Castlemaine Brewery Malthouse/ Malthouse Theatre is recommended to be updated in line with the response to panel recommendation 8b.

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; and
- segmentally arched openings to the side walls, typically fitted with double-hung sash windows or vertically boarded loading doors; and

~~internal elements of cast iron columns, timber trusses and upper floors.~~

- Remnant machinery, fittings and plant

The façade onto Dodds Street originally had a similar high hipped roof to that existing at Sturt Street, with three large vents extending out from the ridge but this has been removed and a single-storey brick bay added (engineering shop). Brickwork patching has been poorly matched and steel plates with tension rods added to some walls.

The adjoining recent development has provided contemporary counter-point of the malt house in a visually related manner while adding to what is now significant collection of structures and artefacts.

How is it significant?

The Castlemaine Brewery Company malt-house is significant socially, historically and aesthetically to Southbank, South Melbourne and the City of Melbourne.

Why is it significant?

The Castlemaine Brewery Company malt house is significant.

Socially and historically as a rare, large and well-preserved part of one of South Melbourne's largest industries, the buildings being integral to the significance in their reflection of the scale and nature of operation of the nationally prominent Castlemaine Brewery and later the home of important live theatre productions since the 1980s as a symbol of expansion of the arts into repurposed significant structures, accompany the rising interest in heritage places and experimental theatre in that period.

The establishment of the theatres complex in what was still an industrial area was a bold move which helped instigate the development of the Southbank Boulevard / Sturt Street area as an 'Arts Precinct'.

Aesthetically, as a picturesque and visually distinctive building form that is evocative of its specialised use and linked in this way to the significant Castlemaine Brewery Tower in Queensbridge Street.

**Commented [PP29]:** "Internal elements of cast iron columns, timber trusses and upper floors" and "remnant machinery, fittings and plant" should be removed from the What is Significant section given that Amendment C305 does not propose to apply internal alteration controls in line with the response to panel recommendation 8b.

**Commented [PP30]:** The Statement of Significance for the Castlemaine Brewery Malthouse/ Malthouse Theatre is recommended to be updated in line with the response to panel recommendation 8b.

~~Commonwealth Artificial Limb Factory, 242-246 Sturt Street Southbank~~



**Commented [PP31]:** The Statement of Significance for the Commonwealth Artificial Limb Factory should be deleted in line with the response to panel recommendation 2f.

~~Statement of Significance~~

~~What is significant?~~

~~The Commonwealth Artificial Limb Factory at 242-246 Sturt Street Southbank~~

~~Contributory elements include:~~

- ~~• parapeted two-storey form, with pitched roof behind;~~
- ~~• articulated brick facades~~
- ~~• steel framed windows~~

~~How is it significant?~~

~~The Commonwealth Artificial Limb Factory is significant historically and socially to Southbank and the City of Melbourne.~~

~~Why is it significant?~~

~~The Commonwealth Artificial Limb Factory is of social and historical significance for its role in providing essential services to returned servicemen from World War II. As an adjunct to the rehabilitation services of the Department of Defence, (as also expressed in the nearby Repatriation Clinic) it also reflects the important and extensive services provided in the South Melbourne area following World War I and expanded following World War II. These confirmed the area around the Shrine and Victoria Barracks as the public centre for defence activities in Melbourne.~~

## MELBOURNE PLANNING SCHEME

### Incorporated ~~Document~~Plan

~~Former PMG Postal Workshops, Garage and Stores garage, stores  
& workshops complex, Part~~ **45-99 Sturt Street Southbank**

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

**Introduction:**

This document is an incorporated document in the schedule to Clause ~~72.04 81~~ of the Melbourne Planning Scheme. The land identified in the document may be developed and used in accordance with the specific controls contained in the document. The specific controls may exclude other controls in the Scheme. If there is any inconsistency between the specific controls and the general provisions of the Scheme, the specific controls will prevail.

**Address of the land:**

Part 45-99 Sturt Street, Southbank bounded by Sturt, Dodds and Grant streets and the modern Recital Centre to the north, identified as HO1201 in the schedule to Clause 43.01~~0~~ in the Melbourne Planning Scheme.

**Purpose of the plan:**

The intent of this plan is to acknowledge the heritage significance of the listed buildings and elements while at the same time recognising that the site will be subject to ongoing use as part of the Victorian College of the Arts.

The incorporated plan is prepared for the purposes of Clause 43.01-~~2~~3 of the Scheme to exempt certain development from the requirement for a permit under the provision of Clause 43.01 of the Scheme.

This plan is prepared for the purpose of Clause 43.01-3 of the Scheme to exempt certain development, including demolition, from the requirement for a permit under the provisions of Clause 43.01 of the Scheme.

**Statement of Significance:**

The former PMG ~~Postal Workshops, gGarage, & sStores & workshops complex are-is~~ historically and aesthetically significant to South Melbourne as well as to the City of Melbourne.

The former PMG ~~pPostal Workshops, gGarage, & sStores & workshops complex is are-of~~ historically significance 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 ~~of the complex~~ 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)

**Elements of particular significance:**

The following buildings, areas, structures within the former PMG Postal Workshops, Garage & Stores complex site are of particular significance:

- fabric from the 1930s-1940s;
- one- and two- storey form;
- modern classical and moderne styling marking the staged construction in the lead-up to World War II;
- parapeted wings and expressed eaves marking the two styles;
- red brick walls with some patterned brickwork;
- cemented panels with streamlining and stylised classical motifs;
- multi-pane metal-framed glazing and joinery, some original and others in the style of the original;
- regular trabeation in the form of brick piers and spandrels, and fenestration;
- steel framing and timber flooring;
- pitched and sawtooth roofing; and
- proximity to and visual relationship with the former Victoria Police complex and other government sites, marking a public building precinct.

Elements that contribute to the significance of the complex are indicated on Figure 1 and comprise:

- Building 874 (1930 workshop)
- Building 874 (1937-40 workshop)
- Building 875 (workshop)
- Building 876 part (1937-1940 workshop, Sturt Street)
- Building 877 part (1937 garage façade and roof form)
- Building 877 part (1937 garage façade in front of modern addition)

Elements that do not contribute to the significance of the complex are indicated on Figure 1 and comprise:

- Building 876 part (1973 amenities unit)
- Building 877 part (1937 garage modern addition)

Note that buildings for which demolition permits were approved prior to the implementation of the Heritage Overlay are not covered by this incorporated document. This includes the northern part of Building 877.

**No Planning Permit Required:**

A planning permit is not required under Clause 43.01 of the Melbourne Planning Scheme for the following development within the whole of the former PMG Postal Workshops, Garage & Stores site complex:

- Emergency and safety works to secure the site and prevent damage and injury to property and the public;



- Painting of previously painted structures provided that preparation or painting does not remove evidence of the original paint or other decorative scheme;
- Repairs, conservation and maintenance to hard landscape elements, buildings and structures, ornaments, roads and paths, fences and gates, drainage and irrigation systems;
- Maintenance of roads and paths and gutters to retain their existing plan layout; ~~and~~
- Removal of extraneous items such as plant and equipment, external lighting, pipe work, ducting, wiring, etc., and making good;
- Solar energy infrastructure attached to a building that primarily services the land on which it is situated if the infrastructure is not visible from a street (other than a lane) or public park;
- Constructing or displaying a directional sign or small building identification sign;
- Landscaping and public realm works; and
- A temporary fence.

A planning permit is not required under Clause 43.01 of the Melbourne Planning Scheme for the following development of Building 876 - the former 1973 amenities building as marked on Figure 1:

- Demolish or remove a building or element provided the building or element has been recorded to the satisfaction of the responsible authority.
- Externally alter a building.
- Remedial treatment of corroded or contaminated elements.
- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place including archaeological features.

A planning permit is not required under Clause 43.01 of the Melbourne Planning Scheme for development of Building 875 the 1944 workshop as marked on Figure 1:

- Alter, remove or install new openings for windows, doors, or services;
- Replace cladding with similar material – i.e. corrugated sheet steel.
- Remedial treatment of corroded or contaminated elements.
- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place including archaeological features.



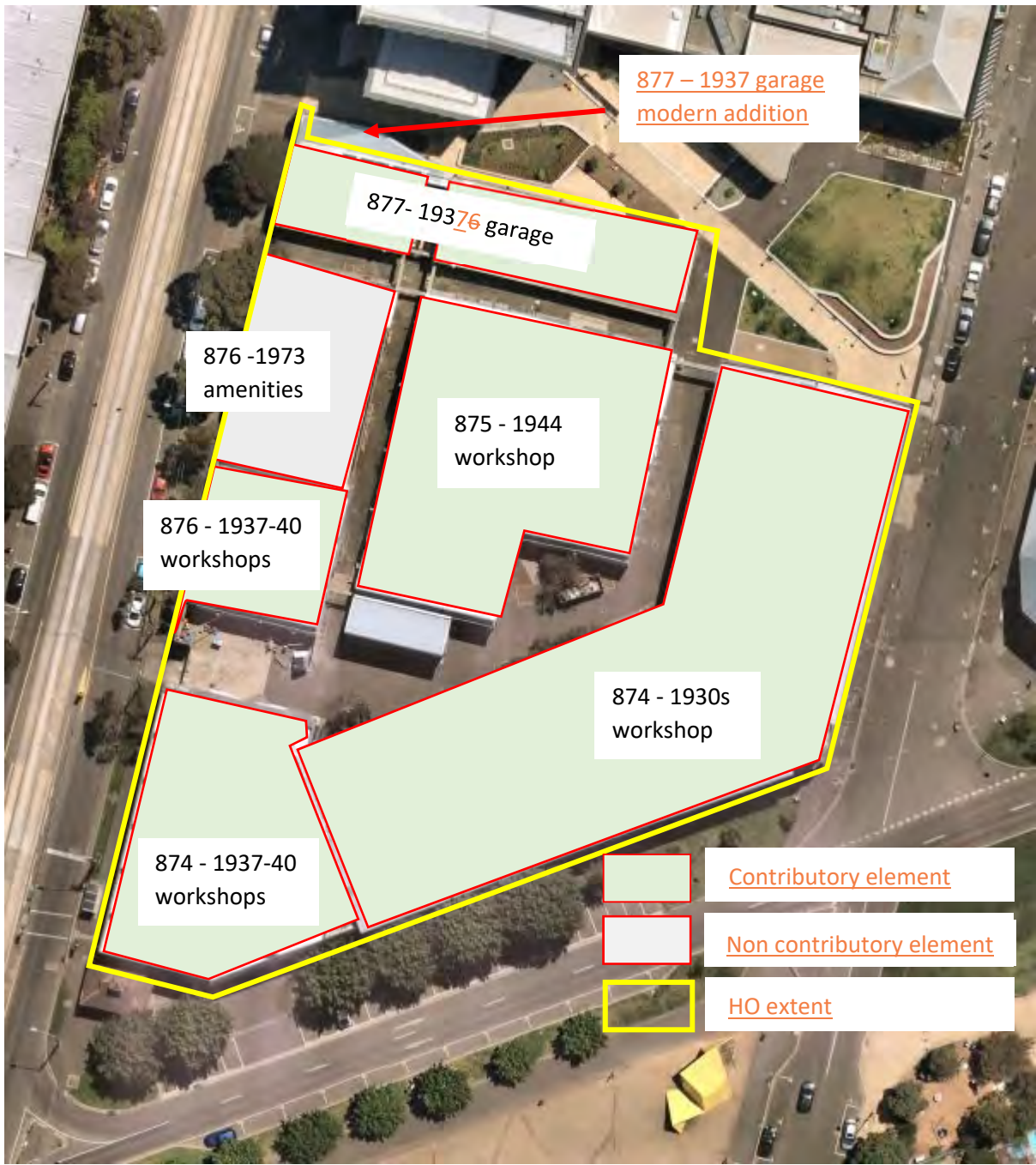


Figure 1 Map of Identified buildings included within the former PMG Postal Workshops, Garage & Stores & workshops complex.

END OF DOCUMENT



# Melbourne Planning Scheme

## Incorporated Document

Heritage Places Inventory February 2020 Part A (Amended  
~~July~~ December 2020)

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

**Contents**

<u>INTRODUCTION</u> .....	3
<u>DEFINITIONS</u> .....	4
<u>CARLTON</u> .....	5
<u>EAST MELBOURNE AND JOLIMONT</u> .....	62
<u>FLEMINGTON AND KENSINGTON</u> .....	84
<u>MELBOURNE</u> .....	129
<del>INTRODUCTION</del> .....	<del>3</del>
<del>DEFINITIONS</del> .....	<del>4</del>
<del>CARLTON</del> .....	<del>5</del>
<del>EAST MELBOURNE AND JOLIMONT</del> .....	<del>51</del>
<del>FLEMINGTON AND KENSINGTON</del> .....	<del>70</del>
<del>MELBOURNE</del> .....	<del>106</del>
<u>NORTH AND WEST MELBOURNE</u> .....	<u>132-179</u>
<u>PARKVILLE</u> .....	<u>190-250</u>
<del>SOUTH MELBOURNE, SOUTHBANK, SOUTH WHARF, &amp; DOCKLANDS &amp; PORT MELBOURNE</del> .....	<del>207-271</del>
<u>SOUTH YARRA</u> .....	<u>209-275</u>

**INTRODUCTION**

Buildings contained in the Heritage Overlay of the Melbourne Planning Scheme which are categorised as 'significant' or 'contributory' are listed in this document. This document also indicates whether they are located in a significant streetscape.

Buildings contained in the Heritage Overlay of the Melbourne Planning Scheme are 'non-contributory' if they are not:

- Categorised as 'significant' or 'contributory' in this document or another incorporated heritage document to the Melbourne Planning Scheme, or
- Graded in the *Heritage Places Inventory 2020 Part B* or another incorporated heritage document to the Melbourne Planning Scheme, or
- Contained in the *Central City Heritage Study Review 1993*.

The property listings are divided into the following geographical areas:

- Carlton;
- East Melbourne and Jolimont;
- Flemington and Kensington;
- Melbourne;
- North and West Melbourne;
- Parkville;
- ~~South Melbourne~~, Southbank, South Wharf, Docklands & Port Melbourne; and
- ~~□~~—South Yarra.

Within each area individual properties are listed alphabetically by street name and numerically.

In addition to this document, further information regarding each of these heritage buildings is recorded on the relevant "Building Identification Form". These Building Identification Forms are available for inspection at Council's Development Planning Department.

The policies applied by Council when considering relevant permit applications are dependent on the particular building category and whether it is in a significant streetscape. These policies are the "Heritage Places In the Capital City Zone" local policy at Clause 22.04 and the "Heritage Places Outside The Capital City Zone" local policy at Clause 22.05 of the Melbourne Planning Scheme.

The building category and significant streetscape definitions are provided on the following page.

## DEFINITIONS

The definitions used for each of the heritage place categories are as follows:

'Significant' heritage place:

A 'significant' heritage place is individually important at state or local level, and a heritage place in its own right. It is of historic, aesthetic, scientific, social or spiritual significance to the municipality. A 'significant' heritage place may be highly valued by the community; is typically externally intact; and/or has notable features associated with the place type, use, period, method of construction, siting or setting. When located in a heritage precinct a 'significant' heritage place can make an important contribution to the precinct.

'Contributory' heritage place:

A 'contributory' heritage place is important for its contribution to a heritage precinct. It is of historic, aesthetic, scientific, social or spiritual significance to the heritage precinct. A 'contributory' heritage place may be valued by the community; a representative example of a place type, period or style; and/or combines with other visually or stylistically related places to demonstrate the historic development of a heritage precinct.

'Contributory' places are typically externally intact, but may have visible changes which do not detract from the contribution to the heritage precinct.

'Non-contributory' (-) place:

A 'non-contributory' place does not make a contribution to the cultural significance or historic character of the heritage precinct.

The definition used for a 'significant streetscape' is as follows:

'Significant 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 a collection of buildings significant in their own right.

**CARLTON**

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Argyle Place North	10-12	Contributory	-
Argyle Place North	14	Significant	-
Argyle Place North	16-18	Contributory	-
Argyle Place North	20	Significant	-
Argyle Place North	22	Significant	-
Argyle Place North	24	Contributory	-
Argyle Place North	26	Contributory	-
Argyle Place South	Substation adjacent to 2 Argyle Place	Contributory	-
Argyle Place South	17-21	Contributory	-
Argyle Place South	29	Contributory	-
Argyle Place South	31	Contributory	-
Argyle Place South	33	Contributory	-
Argyle Place South	35	Contributory	-
Argyle Place South	37	Contributory	-
Barkly Street	20-24	Contributory	-
Barkly Street	30	Contributory	-
Barkly Street	32	Contributory	-
Barkly Street	34	Contributory	-
Barkly Street	36	Contributory	-
Barkly Street	38-40	Contributory	-
Barkly Street	42	Contributory	-
Barkly Street	44	Contributory	-
Barkly Street	58-60	Contributory	-
Barkly Street	62-66	Contributory	-
Barkly Street	68	Significant	-



Barkly Street	82-84	Significant	Significant
Barkly Street	86	Significant	Significant
Barkly Street	88	Significant	Significant
Barkly Street	90	Significant	Significant

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Barkly Street	92-94	Contributory	Significant
Barkly Street	96	Contributory	Significant
Barkly Street	98	Contributory	Significant
Barkly Street	100	Significant	Significant
Barkly Street	102	Contributory	Significant
Barkly Street	104	Contributory	Significant
Barkly Street	106	Contributory	Significant
Barkly Street	108	Significant	Significant
Barkly Street	110	Significant	Significant
Barkly Street	112-114	Significant	Significant
Barkly Street	116-120	Significant	Significant
Barkly Street	122	Contributory	Significant
Barkly Street	124	Contributory	Significant
Barkly Street	126-128	Contributory	Significant
Barkly Street	130-132	Contributory	Significant
Barkly Street	134	Significant	Significant
Barkly Street	136	Significant	Significant
Barkly Street	138	Contributory	Significant
Barkly Street	140	Contributory	Significant
Barkly Street	142-144	Contributory	Significant
Barkly Street	146	Contributory	Significant
Barkly Street	150	Contributory	Significant

Barkly Street	152	Significant	Significant
Barkly Street	154	Significant	Significant
Barkly Street	156	-	Significant
Barkly Street	158-162	Significant	Significant
Barkly Street	164	Contributory	Significant
Barkly Street	166	Contributory	Significant
Barkly Street	29	Contributory	-
Barkly Street	35-37	Contributory	-
Barkly Street	61	Contributory	-
Barkly Street	63	Contributory	-
Barkly Street	65-67	Significant	-

**CARLTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Barkly Street	81-85	Contributory	-
Barkly Street	87	Contributory	-
Barkly Street	89	Contributory	-
Barkly Street	91	Contributory	-
Barkly Street	93	Contributory	-
Barkly Street	95	Contributory	-
Barkly Street	101	Significant	-
Barkly Street	103	Contributory	-
Barkly Street	105	Contributory	-
Barkly Street	117	Contributory	-
Barkly Street	119	Contributory	-
Barkly Street	121	Contributory	-
Barkly Street	123	Contributory	-
Barkly Street	125-127	Contributory	-
Barkly Street	131	Contributory	-
Barkly Street	133	Contributory	-

Barkly Street	135	Contributory	-
Barkly Street	137	Contributory	-
Barkly Street	139	Contributory	-
Barkly Street	141	Contributory	-
Barkly Street	143	Contributory	-
Barkly Street	145	Significant	-
Barrup Street	2-4	Contributory	-
Barrup Street	14	Contributory	-
Barrup Street	16	Contributory	-
Barry Street	56	Significant	-
Barry Street	58	Significant	-
Barry Street	11	Significant	-
Barry Street	31-47	Significant	-
Barry Street	135	Contributory	-
Barry Street	137	Contributory	-
Berkeley Street	90-104	Significant	-
Berkeley Street	202-206	Contributory	-

**CARLTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Berkeley Street	208-210	Contributory	-
Berkeley Street	221	Significant	-
Bouverie Street	158-164	Significant	-
Bouverie Street	166-170	Significant	-
Bouverie Street	21-25	Significant	-
Bouverie Street	129-135	Significant	-
Bouverie Street	145-147	Significant	-
Bouverie Street	183-195 Melbourne Business School, includes:		
	□ 168 Leicester Street	Contributory	-

	□ 160-170 Pelham Street	Contributory	-
Bouverie Street	197-235	Significant	-
Bowen Crescent	109	Significant	-
Canning Street	4-6	Significant	Significant
Canning Street	16	Significant	Significant
Canning Street	18	Contributory	Significant
Canning Street	20	Contributory	Significant
Canning Street	22	Significant	Significant
Canning Street	24	Significant	Significant
Canning Street	28-34	Contributory	-
Canning Street	38	Significant	-
Canning Street	40	Significant	-
Canning Street	42	Significant	-
Canning Street	44	Significant	-
Canning Street	46	Significant	-
Canning Street	48	Significant	-
Canning Street	50	Significant	-
Canning Street	54A	Contributory	-
Canning Street	106	Contributory	-
Canning Street	108	Contributory	-
Canning Street	110	Contributory	-
Canning Street	116	Contributory	-
Canning Street	118	Contributory	-

**CARLTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Canning Street	120	Contributory	-
Canning Street	122	Contributory	-
Canning Street	124	Contributory	-

Canning Street	126	Contributory	-
Canning Street	128	Contributory	-
Canning Street	130	Contributory	-
Canning Street	132	Contributory	-
Canning Street	148	Contributory	-
Canning Street	150	Contributory	-
Canning Street	152	Contributory	-
Canning Street	154	Contributory	-
Canning Street	160	Contributory	-
Canning Street	162	Contributory	-
Canning Street	164	Contributory	-
Canning Street	166	Contributory	-
Canning Street	168	Contributory	-
Canning Street	172	Contributory	-
Canning Street	174	Contributory	-
Canning Street	176-178	Contributory	-
Canning Street	180	Contributory	-
Canning Street	182	Contributory	-
Canning Street	190	Contributory	-
Canning Street	192	Contributory	-
Canning Street	194	Contributory	-
Canning Street	196	Contributory	-
Canning Street	202	Contributory	-
Canning Street	204	Contributory	-
Canning Street	206	Contributory	-
Canning Street	208	Contributory	-
Canning Street	210	Contributory	-
Canning Street	3	Contributory	-
Canning Street	5	Contributory	-

Canning Street	7	Contributory	-
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<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Canning Street	13	Contributory	-
Canning Street	15	Contributory	-
Canning Street	17	Contributory	-
Canning Street	23	Contributory	-
Canning Street	25	Contributory	-
Canning Street	27-29	Significant	-
Canning Street	31	Significant	-
Canning Street	33	Significant	-
Canning Street	47-49	Contributory	-
Canning Street	93	Contributory	-
Canning Street	97-99	Contributory	-
Canning Street	101-103	Contributory	-
Canning Street	105	Contributory	-
Canning Street	115-117	Contributory	-
Canning Street	119	Significant	-
Canning Street	121	Significant	-
Canning Street	123	Significant	-
Canning Street	143	Contributory	-
Canning Street	149-151	Contributory	-
Canning Street	153-157	Contributory	-
Canning Street	159	Contributory	-
Canning Street	161	Contributory	-
Canning Street	167	Contributory	-
Canning Street	169	Contributory	-
Canning Street	171	Contributory	-
Canning Street	173	Significant	-

Canning Street	175	Significant	-
Canning Street	177	Significant	-
Canning Street	179	Significant	-
Canning Street	181	Contributory	-
Canning Street	183	Contributory	-
Canning Street	185	Contributory	-
Canning Street	187	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Canning Street	189	Contributory	-
Canning Street	191	Contributory	-
Canning Street	193	Contributory	-
Canning Street	195	Contributory	-
Canning Street	197	Contributory	-
Canning Street	199	Contributory	-
Canning Street	201	Contributory	-
Canning Street	203-205	Contributory	Significant
Canning Street	209-213	Significant	-
Canning Street	215	Contributory	-
Canning Street	217-219	Contributory	-
Canning Street	223-227	Significant	-
Cardigan Street	50	Significant	-
Cardigan Street	52-56	Significant	-
Cardigan Street	106	Contributory	-
Cardigan Street	108	Contributory	-
Cardigan Street	110	Contributory	-
Cardigan Street	120	Contributory	-
Cardigan Street	122	Contributory	-



Cardigan Street	156-164	Contributory	-
Cardigan Street	166-168	Contributory	-
Cardigan Street	176	Contributory	-
Cardigan Street	264	Significant	-
Cardigan Street	266	Significant	-
Cardigan Street	268	Significant	-
Cardigan Street	270	Significant	-
Cardigan Street	276	Significant	-
Cardigan Street	278	Contributory	-
Cardigan Street	290	Contributory	-
Cardigan Street	292	Contributory	-
Cardigan Street	294	Contributory	-
Cardigan Street	304-306	Contributory	Significant
Cardigan Street	308	Significant	Significant

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Cardigan Street	310	Significant	Significant
Cardigan Street	312	Significant	Significant
Cardigan Street	314	Significant	Significant
Cardigan Street	316	Significant	Significant
Cardigan Street	318	Significant	Significant
Cardigan Street	320	Significant	Significant
Cardigan Street	322	Significant	Significant
Cardigan Street	324	Significant	Significant
Cardigan Street	326	Significant	Significant
Cardigan Street	330-332	Contributory	Significant
Cardigan Street	334	Contributory	Significant
Cardigan Street	336	Contributory	Significant

Cardigan Street	338	Contributory	Significant
Cardigan Street	340	Contributory	Significant
Cardigan Street	342	Contributory	Significant
Cardigan Street	344	Contributory	Significant
Cardigan Street	346	Contributory	Significant
Cardigan Street	348	Contributory	Significant
Cardigan Street	350	Contributory	Significant
Cardigan Street	352	Contributory	Significant
Cardigan Street	354	Contributory	Significant
Cardigan Street	356-358	Contributory	-
Cardigan Street	360	Contributory	-
Cardigan Street	362	Contributory	-
Cardigan Street	364	Contributory	-
Cardigan Street	366	Contributory	-
Cardigan Street	368	Contributory	-
Cardigan Street	374-386	Contributory	-
Cardigan Street	390	Significant	-
Cardigan Street	392	Significant	-
Cardigan Street	394	Significant	-
Cardigan Street	396	Significant	-
Cardigan Street	398	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Cardigan Street	400	Contributory	-
Cardigan Street	402	Contributory	-
Cardigan Street	51	Significant	-
Cardigan Street	53	Significant	-
Cardigan Street	55	Significant	-

Cardigan Street	57	Significant	-
Cardigan Street	59	Significant	-
Cardigan Street	61	Significant	-
Cardigan Street	63	Significant	-
Cardigan Street	65-69	Significant	-
Cardigan Street	71	Significant	-
Cardigan Street	83	Significant	-
Cardigan Street	85	Significant	-
Cardigan Street	87	Significant	-
Cardigan Street	91-95	Significant	-
Cardigan Street	101	Significant	-
Cardigan Street	103	Significant	-
Cardigan Street	105	Significant	-
Cardigan Street	107	Significant	-
Cardigan Street	109	Significant	-
Cardigan Street	111	Significant	-
Cardigan Street	199-201	Significant	-
Cardigan Street	245-249	Significant	-
Cardigan Street	251-257	Significant	-
Cardigan Street	345	Contributory	-
Cardigan Street	347	Contributory	-
Cardigan Street	349	Contributory	-
Cardigan Street	351	Contributory	-
Cardigan Street	353	Contributory	-
Cardigan Street	377-391	Contributory	-
Cardigan Street	395	Significant	Significant
Cardigan Street	397	Significant	Significant
Cardigan Street	399	Significant	Significant

<b>CARLTON</b>
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Street	Number	Building Category	Significant Streetscape
Cardigan Street	401	Significant	Significant
Cardigan Street	403	Contributory	Significant
Cardigan Street	405	Contributory	Significant
Cardigan Street	407	Contributory	Significant
Cardigan Street	409	Contributory	Significant
Cardigan Street	411-415	-	Significant
Cardigan Street	417	Contributory	Significant
Cardigan Street	419-423	-	Significant
Cardigan Street	425	Contributory	Significant
Cardigan Street	427-429	Contributory	Significant
Cardigan Street	431-433	Contributory	Significant
Cardigan Street	435	Contributory	Significant
Cardigan Street	437-439	Contributory	Significant
Cardigan Street	441-445	Significant	Significant
Cardigan Street	447	Contributory	Significant
Cardigan Street	455-467	Significant	-
Cardigan Street	469-495	Significant	-
Carlton Street	12-14	Significant	Significant
Carlton Street	16	Contributory	Significant
Carlton Street	18	Significant	Significant
Carlton Street	20	Significant	Significant
Carlton Street	22	Significant	Significant
Carlton Street	24	Significant	Significant
Carlton Street	26	Significant	Significant
Carlton Street	28	Significant	Significant
Carlton Street	30	Contributory	Significant
Carlton Street	32	Contributory	Significant
Carlton Street	34	Contributory	Significant

Carlton Street	36	Contributory	Significant
Carlton Street	38	Contributory	Significant
Carlton Street	40	Contributory	Significant
Carlton Street	42	Contributory	Significant
Carlton Street	44	Contributory	Significant

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Carlton Street	46-50	Significant	Significant
Carlton Street	54	Contributory	Significant
Carlton Street	56-60	Contributory	Significant
Carlton Street	62	Significant	Significant
Carlton Street	64	Significant	Significant
Carlton Street	66	Significant	Significant
Carlton Street	68	Significant	Significant
Carlton Street	70	Contributory	Significant
Carlton Street	72	Contributory	Significant
Carlton Street	74	Contributory	Significant
Carlton Street	76	Contributory	Significant
Carlton Street	78-80	Significant	Significant
Carlton Street	82-84	Significant	Significant
Carlton Street	86	Significant	Significant
Carlton Street	88	Contributory	Significant
Carlton Street	90	Significant	Significant
Carlton Street	92	Significant	Significant
Carlton Street	94	Significant	Significant
Carlton Street	96	Significant	Significant
Carlton Street	98	Significant	Significant
Carlton Street	100	Significant	Significant

Carlton Street	102	Contributory	Significant
Carlton Street	104-106	Significant	Significant
Charles Street	2	Contributory	Significant
Charles Street	4	Contributory	Significant
Charles Street	6	Contributory	Significant
Charles Street	8	Contributory	Significant
Charles Street	10	Contributory	Significant
Charles Street	12	Contributory	Significant
Charles Street	14	Contributory	Significant
Charles Street	16	Contributory	Significant
Charles Street	18	Contributory	Significant
Charles Street	22-24	Contributory	Significant

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Charles Street	1	Contributory	Significant
Charles Street	3	Contributory	Significant
Charles Street	5	Contributory	Significant
Charles Street	7	Contributory	Significant
Charles Street	9	-	Significant
Charles Street	11	Contributory	Significant
Charles Street	13	Contributory	Significant
Charles Street	15-17	Significant	Significant
Cochrane Place	1-2	Contributory	-
College Crescent	Melbourne General Cemetery	Significant	Significant
David Street	1	Significant	-
David Street	3	Significant	-
David Street	5	Significant	-
David Street	7	Significant	-

David Street	9	Significant	-
David Street	11	Contributory	-
David Street	13	Contributory	-
Dorrit Street	12-14	Contributory	Significant
Dorrit Street	16	Contributory	Significant
Dorrit Street	18	Contributory	Significant
Dorrit Street	20	Contributory	Significant
Dorrit Street	22	-	Significant
Dorrit Street	24	-	Significant
Dorrit Street	26	Contributory	Significant
Dorrit Street	28	Contributory	Significant
Dorrit Street	30-32	Contributory	Significant
Dorrit Street	34	Contributory	Significant
Dorrit Street	36	Contributory	Significant
Dorrit Street	38	-	Significant
Dorrit Street	40-42	Contributory	Significant
Dorrit Street	44	Contributory	Significant
Dorrit Street	46-48	Contributory	Significant
Dorrit Street	50	Contributory	Significant

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Dorrit Street	52	Contributory	Significant
Dorrit Street	54	Contributory	Significant
Dorrit Street	56	Contributory	Significant
Dorrit Street	58	Contributory	Significant
Dorrit Street	60	-	Significant
Dorrit Street	62	Contributory	Significant
Dorrit Street	64-66	Contributory	Significant

Dorrit Street	68	Significant	Significant
Dorrit Street	70	Significant	Significant
Drummond Place	14-16	Contributory	-
Drummond Place	18-20	Contributory	-
Drummond Street	2-14	Significant	Significant
Drummond Street	16-20	Contributory	Significant
Drummond Street	22	Contributory	Significant
Drummond Street	24	Contributory	Significant
Drummond Street	26	Significant	Significant
Drummond Street	28-32	Contributory	Significant
Drummond Street	46-56, includes:		
	□ 46 Drummond Street	Significant	Significant
	□ 48 Drummond Street	Significant	Significant
	□ 56 Drummond Street	Contributory	Significant
Drummond Street	58	Significant	Significant
Drummond Street	60	Significant	Significant
Drummond Street	62	Significant	Significant
Drummond Street	64-68	Significant	Significant
Drummond Street	70-72	Significant	Significant
Drummond Street	98	Contributory	Significant
Drummond Street	100-108	-	Significant
Drummond Street	110	Contributory	Significant
Drummond Street	112	Contributory	Significant
Drummond Street	114	Contributory	Significant
Drummond Street	116-140	-	Significant
Drummond Street	154-184	Significant	Significant

**CARLTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
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Drummond Street	186	Significant	Significant
Drummond Street	188	Significant	Significant
Drummond Street	190	Significant	Significant
Drummond Street	192	Significant	Significant
Drummond Street	194	Significant	Significant
Drummond Street	196	Significant	Significant
Drummond Street	198	Significant	Significant
Drummond Street	200	Significant	Significant
Drummond Street	202	Significant	Significant
Drummond Street	204	Significant	Significant
Drummond Street	206	Contributory	Significant
Drummond Street	208	Contributory	Significant
Drummond Street	210	Contributory	Significant
Drummond Street	212	Contributory	Significant
Drummond Street	214	Contributory	Significant
Drummond Street	216	Contributory	Significant
Drummond Street	218-224	Contributory	Significant
Drummond Street	236	Contributory	Significant
Drummond Street	238	Contributory	Significant
Drummond Street	240	Contributory	Significant
Drummond Street	242	Contributory	Significant
Drummond Street	244	Contributory	Significant
Drummond Street	246	Contributory	Significant
Drummond Street	248	Contributory	Significant
Drummond Street	250	Contributory	Significant
Drummond Street	252	Contributory	Significant
Drummond Street	254	Contributory	Significant
Drummond Street	256	Contributory	Significant
Drummond Street	258	Contributory	Significant
Drummond Street	260	Contributory	Significant

Drummond Street	304-308	Contributory	-
Drummond Street	310-312	Contributory	-
Drummond Street	320-322	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Drummond Street	324-326	Significant	-
Drummond Street	332	Contributory	-
Drummond Street	372-374	Significant	-
Drummond Street	376	Significant	-
Drummond Street	378	Significant	-
Drummond Street	380-382	Contributory	-
Drummond Street	384	Contributory	-
Drummond Street	386	Contributory	-
Drummond Street	388	Contributory	-
Drummond Street	390-392	Contributory	-
Drummond Street	1	Significant	Significant
Drummond Street	3	Significant	Significant
Drummond Street	5	Significant	Significant
Drummond Street	7	Significant	Significant
Drummond Street	9	Significant	Significant
Drummond Street	11	Significant	Significant
Drummond Street	13	Significant	Significant
Drummond Street	15	Significant	Significant
Drummond Street	17	Significant	Significant
Drummond Street	19	Significant	Significant
Drummond Street	21-23	Significant	Significant
Drummond Street	25	Significant	Significant
Drummond Street	27	Significant	Significant

Drummond Street	29	Significant	Significant
Drummond Street	31	Significant	Significant
Drummond Street	33	Significant	Significant
Drummond Street	35	Significant	Significant
Drummond Street	37-39	Significant	Significant
Drummond Street	41-43	Significant	Significant
Drummond Street	45	Significant	Significant
Drummond Street	47	Significant	Significant
Drummond Street	49	Contributory	Significant
Drummond Street	51	Contributory	Significant

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Drummond Street	53-55	Contributory	Significant
Drummond Street	67	Contributory	Significant
Drummond Street	69-71	Contributory	Significant
Drummond Street	75-91	-	Significant
Drummond Street	93-105	Significant	Significant
Drummond Street	113	Contributory	Significant
Drummond Street	Rear 113	Contributory	-
Drummond Street	115	Contributory	Significant
Drummond Street	117	Significant	Significant
Drummond Street	121	Contributory	Significant
Drummond Street	123	Significant	Significant
Drummond Street	125	Significant	Significant
Drummond Street	127	Contributory	Significant
Drummond Street	129-131	-	Significant
Drummond Street	133-137	Significant	Significant
Drummond Street	139	-	Significant

Drummond Street	141	Contributory	Significant
Drummond Street	143	Contributory	Significant
Drummond Street	145	Contributory	Significant
Drummond Street	147	Contributory	Significant
Drummond Street	149	Contributory	Significant
Drummond Street	153	-	Significant
Drummond Street	155-157	Contributory	Significant
Drummond Street	159	Contributory	Significant
Drummond Street	161	Contributory	Significant
Drummond Street	163	Significant	Significant
Drummond Street	165	Contributory	Significant
Drummond Street	167	Contributory	Significant
Drummond Street	169	Contributory	Significant
Drummond Street	171	Significant	Significant
Drummond Street	173	Significant	Significant
Drummond Street	175-179	Significant	Significant
Drummond Street	181	Contributory	Significant

**CARLTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Drummond Street	183	Contributory	Significant
Drummond Street	185	Contributory	Significant
Drummond Street	187-193	-	Significant
Drummond Street	195	Contributory	Significant
Drummond Street	197	Contributory	Significant
Drummond Street	199	Contributory	Significant
Drummond Street	201	Significant	Significant
Drummond Street	203	Significant	Significant
Drummond Street	205	Significant	Significant

Drummond Street	259-261	Contributory (275 only)	-
Drummond Street	263	Contributory	-
Drummond Street	265	Contributory	-
Drummond Street	279	Contributory	-
Drummond Street	281	Contributory	-
Drummond Street	291	Significant	-
Drummond Street	293	Significant	-
Drummond Street	295-297	Contributory	-
Drummond Street	313-315	Significant	-
Drummond Street	345-349	Significant	-
Drummond Street	387	Contributory	-
Drummond Street	389	Contributory	-
Drummond Street	397-401	Significant	-
Elgin Street	54-58	Contributory	-
Elgin Street	60	Significant	-
Elgin Street	62	Significant	-
Elgin Street	64	Significant	-
Elgin Street	66	Significant	-
Elgin Street	68	Significant	-
Elgin Street	78-80	Contributory	-
Elgin Street	82	Contributory	-
Elgin Street	84	Contributory	-
Elgin Street	88	Significant	-

**CARLTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Elgin Street	90	Significant	-
Elgin Street	92	Significant	-
Elgin Street	94-98	Contributory	-

Elgin Street	118-120	Contributory	-
Elgin Street	126-130	Significant	-
Elgin Street	132-136	Contributory	-
Elgin Street	138-144	Contributory	-
Elgin Street	146-154	Significant	-
Elgin Street	162	Contributory	-
Elgin Street	168-174	Significant	-
Elgin Street	178	Contributory	-
Elgin Street	180	Contributory	-
Elgin Street	182	Contributory	-
Elgin Street	184	Contributory	-
Elgin Street	186	Contributory	-
Elgin Street	188	Contributory	-
Elgin Street	190	Contributory	-
Elgin Street	194	Contributory	-
Elgin Street	198	Contributory	-
Elgin Street	200-202	Contributory	-
Elgin Street	208-214	Significant	-
Elgin Street	252	Contributory	Significant
Elgin Street	254	Contributory	Significant
Elgin Street	256	Contributory	Significant
Elgin Street	258	Contributory	Significant
Elgin Street	260	Contributory	Significant
Elgin Street	262	Contributory	Significant
Elgin Street	264	Contributory	Significant
Elgin Street	266	Contributory	Significant
Elgin Street	268	Significant	Significant
Elgin Street	270	-	Significant
Elgin Street	272	-	Significant
Elgin Street	21	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Elgin Street	25	Contributory	-
Elgin Street	27	Contributory	-
Elgin Street	29	Contributory	-
Elgin Street	31	Contributory	-
Elgin Street	33	Contributory	-
Elgin Street	35	Contributory	-
Elgin Street	37	Contributory	-
Elgin Street	39	Contributory	-
Elgin Street	41	Contributory	-
Elgin Street	43	Significant	-
Elgin Street	45	Significant	-
Elgin Street	51	Significant	-
Elgin Street	55-57	Significant	-
Elgin Street	59	Significant	-
Elgin Street	61	Significant	-
Elgin Street	67	Significant	-
Elgin Street	69	Significant	-
Elgin Street	71	Contributory	-
Elgin Street	73	Contributory	-
Elgin Street	75-77	Contributory	-
Elgin Street	79	Contributory	-
Elgin Street	83-85	Contributory	-
Elgin Street	87-89	Significant	-
Elgin Street	91	Contributory	-
Elgin Street	93	Contributory	-
Elgin Street	95	Contributory	-

Elgin Street	105	Contributory	-
Elgin Street	107	Contributory	-
Elgin Street	109	Significant	-
Elgin Street	111	Significant	-
Elgin Street	145	Significant	-
Elgin Street	147	Significant	-
Elgin Street	149	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Elgin Street	151	Significant	-
Elgin Street	153	Significant	-
Elgin Street	155	Contributory	-
Elgin Street	157	Contributory	-
Elgin Street	159	Contributory	-
Elgin Street	161-169	Significant	-
Elgin Street	171-175	Significant	-
Elgin Street	181	Contributory	-
Elgin Street	183	Contributory	-
Elgin Street	185	Contributory	-
Elgin Street	187	Contributory	-
Elgin Street	189	Contributory	-
Elgin Street	219	Significant	Significant
Elgin Street	221	Significant	Significant
Elgin Street	223-225	-	Significant
Elgin Street	227	Significant	Significant
Elgin Street	229	Significant	Significant
Elgin Street	231	Contributory	Significant
Elgin Street	233	Significant	Significant



Elgin Street	235	Significant	Significant
Elgin Street	237	Significant	Significant
Elm Tree Place	4-12	Significant	-
Faraday Street	12-14	Contributory	-
Faraday Street	16	Contributory	-
Faraday Street	18	Contributory	-
Faraday Street	20	Contributory	-
Faraday Street	40-48	Contributory	-
Faraday Street	56	Contributory	-
Faraday Street	58	Contributory	-
Faraday Street	64	Contributory	-
Faraday Street	66-68	Significant	-
Faraday Street	78	Contributory	-
Faraday Street	80	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Faraday Street	82	Significant	-
Faraday Street	84	Significant	-
Faraday Street	88-90	Contributory	-
Faraday Street	92	Significant	-
Faraday Street	96	Significant	-
Faraday Street	98	Contributory	-
Faraday Street	100	Contributory	-
Faraday Street	102	Contributory	-
Faraday Street	104	Contributory	-
Faraday Street	106	Contributory	-
Faraday Street	108	Contributory	-
Faraday Street	110	Contributory	-

Faraday Street	112	Contributory	-
Faraday Street	114	Significant	-
Faraday Street	116-118	Significant	-
Faraday Street	120	Significant	-
Faraday Street	122	Significant	-
Faraday Street	124	Significant	-
Faraday Street	126	Significant	-
Faraday Street	128	Contributory	-
Faraday Street	130	Contributory	-
Faraday Street	140-144	Significant	-
Faraday Street	152	Contributory	-
Faraday Street	154	Contributory	-
Faraday Street	156	Contributory	-
Faraday Street	158	Contributory	-
Faraday Street	160	Significant	-
Faraday Street	162	Significant	-
Faraday Street	172-174	Significant	-
Faraday Street	176-178	Significant	-
Faraday Street	180	Contributory	-
Faraday Street	182-184	Contributory	-
Faraday Street	186-192	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Faraday Street	198-204	Significant	-
Faraday Street	206-212	Contributory	-
Faraday Street	Opposite 208-212 Underground Public Toilet	Significant	-
Faraday Street	226	Contributory	-
Faraday Street	228-230	Contributory	-

Faraday Street	232-234	Contributory	-
Faraday Street	236	Contributory	-
Faraday Street	238-240	Significant	-
Faraday Street	244	Significant	-
Faraday Street	248-250	Contributory	-
Faraday Street	252	Contributory	-
Faraday Street	254	Contributory	-
Faraday Street	256	Contributory	-
Faraday Street	258	Contributory	-
Faraday Street	260	Contributory	-
Faraday Street	262	Contributory	-
Faraday Street	272-278	Significant	-
Faraday Street	13-23	Contributory	-
Faraday Street	25	Contributory	-
Faraday Street	27	Contributory	-
Faraday Street	29-31	Contributory	-
Faraday Street	33	Contributory	-
Faraday Street	35	Contributory	-
Faraday Street	37	Contributory	-
Faraday Street	39	Contributory	-
Faraday Street	53	Contributory	-
Faraday Street	55-61	Significant	Significant
Faraday Street	83	Significant	-
Faraday Street	95	Contributory	-
Faraday Street	99	Contributory	-
Faraday Street	101	Contributory	-
Faraday Street	103	Contributory	-

<b>CARLTON</b>
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<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Faraday Street	105	Contributory	-
Faraday Street	107-109	Contributory	-
Faraday Street	111	Contributory	-
Faraday Street	113	Contributory	-
Faraday Street	139	Contributory	-
Faraday Street	141-143	Contributory	-
Faraday Street	145	Contributory	-
Faraday Street	147	Contributory	-
Faraday Street	149	Contributory	-
Faraday Street	185-187	Significant	-
Faraday Street	189-193	Significant	-
Faraday Street	201-203	Contributory	-
Faraday Street	205-207	Significant	-
Faraday Street	221-229	Contributory	-
Faraday Street	231	Significant	-
Faraday Street	233	Contributory	-
Faraday Street	235-237	Contributory	-
Grattan Street	2-10	Significant	Significant
Grattan Street	12	Contributory	Significant
Grattan Street	14	Significant	Significant
Grattan Street	16	Significant	Significant
Grattan Street	18	Significant	Significant
Grattan Street	20-26	-	Significant
Grattan Street	28	Significant	Significant
Grattan Street	30	Significant	Significant
Grattan Street	32	Significant	Significant
Grattan Street	44	Contributory	-
Grattan Street	46	Contributory	-

Grattan Street	48-50	Contributory	-
Grattan Street	52-56	Significant	-
Grattan Street	58	Contributory	-
Grattan Street	60-62	Contributory	-
Grattan Street	64-66	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Grattan Street	68	Significant	-
Grattan Street	90	Contributory	-
Grattan Street	15	Significant	Significant
Grattan Street	17	Significant	Significant
Grattan Street	19	Significant	Significant
Grattan Street	21	Significant	Significant
Grattan Street	23	Contributory	Significant
Grattan Street	25	Contributory	Significant
Grattan Street	27	Contributory	Significant
Grattan Street	81-109	Significant	-
Grattan Street	111-113	Contributory	-
Grattan Street	115	Contributory	-
Grattan Street	117	Contributory	-
Grattan Street	191-197	Contributory	-
Grattan Street	213-215, includes:		
	□ 213 Grattan Street	Contributory	
Kay Street	32	Contributory	-
Kay Street	36	Contributory	-
Kay Street	62	Contributory	-
Kay Street	64	Contributory	-
Kay Street	66	Contributory	-
Kay Street	68-70	Significant	Significant

Kay Street	72	Contributory	Significant
Kay Street	74	Contributory	Significant
Kay Street	76	Contributory	Significant
Kay Street	80	Contributory	-
Kay Street	82	Contributory	-
Kay Street	84	Contributory	-
Kay Street	86	Contributory	-
Kay Street	88-92	Contributory	-
Kay Street	94	Contributory	-
Kay Street	96	Contributory	-
Kay Street	98	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Kay Street	23	Significant	-
Kay Street	25	Significant	-
Kay Street	27	Significant	-
Kay Street	29	Significant	-
Kay Street	31	Significant	-
Kay Street	33	Significant	-
Kay Street	34	Contributory	-
Kay Street	35	Significant	-
Kay Street	37	Contributory	-
Kay Street	39	Contributory	-
Kay Street	41	Contributory	-
Kay Street	59-63	Contributory	-
Kay Street	65	Significant	-
Kay Street	69	Contributory	-
Kay Street	71	Contributory	-
Kay Street	73	Contributory	-

Kay Street	85	Significant	-
Kay Street	87	Contributory	-
Kay Street	93	Contributory	-
Kay Street	97-101	Contributory	-
Kay Street	103	Contributory	-
Kay Street	105	Contributory	-
Kay Street	109	Contributory	-
Kay Street	111	Contributory	-
Kay Street	113	Contributory	-
Kay Street	115-117	Contributory	-
Keppel Street	21-23	Contributory	-
Keppel Street	27-29	Contributory	-
Keppel Street	31	Contributory	-
Keppel Street	51-55	Contributory	Significant
Keppel Street	52-112	Significant	-
Keppel Street	57	Contributory	Significant
Keppel Street	59	Contributory	Significant

**CARLTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Keppel Street	61	Contributory	Significant
Keppel Street	63	Contributory	Significant
Keppel Street	65	Contributory	Significant
Keppel Street	67-69	Contributory	Significant
Keppel Street	71	Contributory	Significant
Keppel Street	73	Contributory	Significant
Keppel Street	75	Contributory	Significant
Keppel Street	77	Contributory	Significant
Keppel Street	79	Contributory	Significant
Keppel Street	81-83	Contributory	Significant

Keppel Street	85-91	Significant	Significant
Leicester Street	60-66	Significant	-
Leicester Street	148	Significant	-
Leicester Street	150	Significant	-
Leicester Street	152	Significant	-
Leicester Street	154-160	Significant	-
Leicester Street	51-61	Significant	-
Leicester Street	119-125	Significant	-
Leicester Street	135-139	Significant	-
Lincoln Square South	19-21	Contributory	-
Little Palmerston Street	53-57	Contributory	-
Little Palmerston Street	59	Significant	-
Little Palmerston Street	61-63	Significant	-
Lygon Street	42-54	Significant	-
Lygon Street	128-130	Contributory	-
Lygon Street	132-136	Contributory	-
Lygon Street	140-146	Contributory	-
Lygon Street	148-150	Contributory	-
Lygon Street	170-172	Contributory	-
Lygon Street	174-178	Significant	-
Lygon Street	190	Contributory	-
Lygon Street	230	Contributory	-
Lygon Street	232	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Lygon Street	234-236	Contributory	-
Lygon Street	238	Significant	-
Lygon Street	240	Significant	-
Lygon Street	242-244	Significant	-



Lygon Street	246-252	Significant	-
Lygon Street	258	Contributory	-
Lygon Street	260	Contributory	-
Lygon Street	262	Contributory	-
Lygon Street	264-266	Contributory	-
Lygon Street	270-276	Contributory	-
Lygon Street	280	Contributory	-
Lygon Street	282	Contributory	-
Lygon Street	286-288	Contributory	-
Lygon Street	290	Significant	-
Lygon Street	292	Contributory	-
Lygon Street	306-308	Contributory	-
Lygon Street	320, includes:		
	□ 320 Lygon Street	Contributory	-
Lygon Street	322	Contributory	-
Lygon Street	324	Contributory	-
Lygon Street	326-328	Contributory	-
Lygon Street	330	Significant	-
Lygon Street	332	Contributory	-
Lygon Street	334-336	Contributory	-
Lygon Street	338-340	Contributory	-
Lygon Street	342	Contributory	-
Lygon Street	344	Contributory	-
Lygon Street	346	Contributory	-
Lygon Street	348	Contributory	-
Lygon Street	350	Contributory	-
Lygon Street	362	Contributory	-
Lygon Street	364	Contributory	-
Lygon Street	366	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Lygon Street	368-386	Significant	-
Lygon Street	380	Significant	-
Lygon Street	388	Contributory	-
Lygon Street	390	Contributory	-
Lygon Street	398-400	Significant	-
Lygon Street	402	Contributory	-
Lygon Street	426	-	Significant
Lygon Street	428	Significant	Significant
Lygon Street	430	Significant	Significant
Lygon Street	432	Significant	Significant
Lygon Street	434	Contributory	Significant
Lygon Street	436	Contributory	Significant
Lygon Street	438	Contributory	Significant
Lygon Street	440	Contributory	Significant
Lygon Street	442-444	Contributory	Significant
Lygon Street	446-450	Significant	Significant
Lygon Street	1-7	Contributory	-
Lygon Street	9	Significant	-
Lygon Street	13-15	Significant	-
Lygon Street	27-31	Contributory	-
Lygon Street	95-97	Contributory	-
Lygon Street	121	Contributory	-
Lygon Street	127-129	Contributory	-
Lygon Street	131-133	Contributory	-
Lygon Street	135-137	Contributory	-
Lygon Street	139-141	Contributory	-
Lygon Street	147	Significant	-

Lygon Street	149	Significant	-
Lygon Street	151	Significant	-
Lygon Street	161	Contributory	-
Lygon Street	163-165	Contributory	-
Lygon Street	167	Contributory	-
Lygon Street	169	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Lygon Street	173	Contributory	-
Lygon Street	175	Contributory	-
Lygon Street	185-187	Significant	-
Lygon Street	189	Significant	-
Lygon Street	191	Significant	-
Lygon Street	193	Significant	-
Lygon Street	201-203	Significant	-
Lygon Street	205-207	Significant	-
Lygon Street	209	Significant	-
Lygon Street	211	Significant	-
Lygon Street	213	Significant	-
Lygon Street	215-217	Contributory	-
Lygon Street	219-221	Contributory	-
Lygon Street	223	Contributory	-
Lygon Street	225	Contributory	-
Lygon Street	227-229	Significant	-
Lygon Street	231	Contributory	-
Lygon Street	233-235	Contributory	-
Lygon Street	237	Contributory	-
Lygon Street	239	Contributory	-

Lygon Street	241	Significant	-
Lygon Street	243-245	Significant	-
Lygon Street	251	Contributory	-
Lygon Street	253	Significant	-
Lygon Street	255-257	Significant	-
Lygon Street	259-261	Significant	-
Lygon Street	263	Significant	-
Lygon Street	265	Significant	-
Lygon Street	267	Significant	-
Lygon Street	269	Significant	-
Lygon Street	271-273	Significant	-
Lygon Street	275	Contributory	-
Lygon Street	277	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Lygon Street	279-281	Contributory	-
Lygon Street	283	Contributory	-
Lygon Street	285-287	Contributory	-
Lygon Street	291-299	Significant	-
Lygon Street	303	Contributory	-
Lygon Street	305	Contributory	-
Lygon Street	307	Contributory	-
Lygon Street	321	Contributory	-
Lygon Street	325	Contributory	-
Lygon Street	327	Contributory	-
Lygon Street	329	Contributory	-
Lygon Street	337-343	Significant	-
Lygon Street	379	Contributory	-

Lygon Street	381	Contributory	-
Lygon Street	383	Contributory	-
Lygon Street	385	Significant	-
Lygon Street	387-391	Contributory	-
Lygon Street	393-395	Contributory	-
Lygon Street	397-399	Significant	-
Lygon Street	401	Contributory	-
Lygon Street	403-405	Significant	-
Lygon Street	407	Significant	-
Lygon Street	409	Significant	-
MacArthur Place North	2	Contributory	-
MacArthur Place North	4	Contributory	-
MacArthur Place North	6-10	Contributory	-
MacArthur Place North	14	Significant	-
MacArthur Place North	16	Significant	-
MacArthur Place North	18	Contributory	-
MacArthur Place North	20	Contributory	-
MacArthur Place North	26	Contributory	-
MacArthur Place North	28-34	Significant	-
MacArthur Place North	36	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
MacArthur Place North	38	Contributory	-
MacArthur Place North	44-48	Significant	-
MacArthur Place North	56-58	Contributory	-
MacArthur Place North	70-72	Significant	-
MacArthur Place South	11-13	Significant	-
MacArthur Place South	27-33	Significant	-

MacArthur Place South	37-39	Contributory	-
MacArthur Place South	41	Significant	-
MacArthur Place South	43	Significant	-
MacArthur Place South	45-47	Significant	-
MacArthur Place South	49	Contributory	-
MacArthur Place South	51	Contributory	-
MacArthur Place South	53	Contributory	-
MacArthur Place South	55	Contributory	-
MacArthur Place South	57	Significant	-
MacArthur Place South	59	Contributory	-
MacArthur Place South	71-73	Contributory	-
Murchison Street	12	Contributory	Significant
Murchison Street	14	Significant	Significant
Murchison Street	16	-	Significant
Murchison Street	18	Contributory	Significant
Murchison Street	20	Contributory	Significant
Murchison Street	22	Contributory	Significant
Murchison Street	24	Contributory	Significant
Murchison Street	26	Contributory	Significant
Murchison Street	28-30	Contributory	Significant
Murchison Street	32-34	Significant	Significant
Murchison Street	36-40	Significant	Significant
Murchison Street	42	Significant	Significant
Murchison Street	44	Significant	Significant
Murchison Street	46	Significant	Significant
Neill Street	28-30	Contributory	-
Neill Street	52	Contributory	-

<b>CARLTON</b>
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<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Neill Street	54	Contributory	-
Neill Street	56	Contributory	-
Neill Street	60	Contributory	-
Neill Street	62	Significant	-
Neill Street	64	Significant	-
Neill Street	66	Significant	-
Neill Street	74-76	Contributory	-
Neill Street	78	Contributory	-
Neill Street	82	Contributory	-
Neill Street	86	Contributory	-
Neill Street	88	Contributory	-
Neill Street	9-13	Contributory	-
Neill Street	15	Contributory	-
Neill Street	17	Contributory	-
Neill Street	19-25	Contributory	-
Neill Street	43-45	Contributory	Significant
Neill Street	47-49	Significant	Significant
Neill Street	51	Contributory	Significant
Neill Street	53-55	Contributory	Significant
Neill Street	57	Contributory	Significant
Neill Street	59	-	Significant
Neill Street	61-63	-	Significant
Neill Street	65	Significant	Significant
Neill Street	67	Significant	Significant
Neill Street	69	Significant	Significant
Neill Street	71	Significant	Significant
Neill Street	73	Significant	Significant
Neill Street	75	Significant	Significant

Neill Street	77	Significant	Significant
Neill Street	79	Significant	Significant
Neill Street	81	Contributory	Significant
Neill Street	85	Significant	Significant
Neill Street	87	Significant	Significant

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Neill Street	89	-	Significant
Neill Street	91-93	Contributory	Significant
Neill Street	95-99	Significant	Significant
Neill Street	101-111	Significant	Significant
Nicholson Street	Royal Exhibition Building and Carlton Gardens	Significant	Significant
Nicholson Street	27	Contributory	-
Nicholson Street	29	Contributory	-
Nicholson Street	31	Contributory	-
Nicholson Street	33	Contributory	-
Nicholson Street	35	Contributory	-
Nicholson Street	37	Contributory	-
Nicholson Street	39	Contributory	-
Nicholson Street	41	Contributory	-
Nicholson Street	43	Contributory	-
Nicholson Street	47-49	Contributory	-
Nicholson Street	51	Contributory	-
Nicholson Street	53	Contributory	-
Nicholson Street	55	Contributory	-
Nicholson Street	57	Contributory	-
Nicholson Street	59	Contributory	-
Nicholson Street	61	Contributory	-



Nicholson Street	63	Contributory	-
Nicholson Street	69	Contributory	-
Nicholson Street	73	Contributory	-
Nicholson Street	75	Contributory	-
Nicholson Street	85	Significant	-
Nicholson Street	87	Significant	-
Nicholson Street	89	Significant	-
Nicholson Street	91	Significant	-
Nicholson Street	161-163	Contributory	-
Nicholson Street	165	Contributory	-
Nicholson Street	177-179	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Nicholson Street	181	Contributory	-
Nicholson Street	183	Contributory	-
Nicholson Street	185	Contributory	-
Nicholson Street	189	Contributory	-
Nicholson Street	191	Contributory	-
Nicholson Street	209	Contributory	-
Nicholson Street	211	Contributory	-
Nicholson Street	213-215	Significant	-
Nicholson Street	217	Contributory	-
Nicholson Street	221	Contributory	-
Nicholson Street	223	Contributory	-
Nicholson Street	225	Contributory	-
Nicholson Street	227	Significant	-
Nicholson Street	241	Significant	-
Nicholson Street	243	Contributory	-

Nicholson Street	245	Contributory	-
Nicholson Street	255	Contributory	-
Nicholson Street	257	Significant	-
Nicholson Street	275	Contributory	-
Owen Street	21	Contributory	Significant
Owen Street	23	Contributory	Significant
Owen Street	25	Contributory	Significant
Owen Street	27	Significant	Significant
Owen Street	29	Significant	Significant
Owen Street	33	-	Significant
Owen Street	35	Contributory	Significant
Owen Street	37	Contributory	Significant
Owen Street	41	Contributory	Significant
Owen Street	45	Contributory	Significant
Owen Street	47	Contributory	Significant
Owen Street	49	Contributory	Significant
Painsdale Place	4	Contributory	-
Palmerston Place	8-10	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Palmerston Place	12-14	Contributory	-
Palmerston Place	22	Significant	-
Palmerston Place	24-26	Significant	-
Palmerston Place	28	Significant	-
Palmerston Place	7-9	Significant	-
Palmerston Place	11-13	Significant	-
Palmerston Place	23	Contributory	-
Palmerston Place	25	Contributory	-

Palmerston Place	27	Contributory	-
Palmerston Place	29	Contributory	-
Palmerston Street	18	Contributory	-
Palmerston Street	20	Contributory	-
Palmerston Street	24	Significant	-
Palmerston Street	28-30	Contributory	-
Palmerston Street	38	Contributory	-
Palmerston Street	40	Contributory	-
Palmerston Street	46	Significant	-
Palmerston Street	52 (Former Shop cnr Canning Street)	Contributory	-
Palmerston Street	52-54	Contributory	-
Palmerston Street	57-65	Contributory	-
Palmerston Street	66	Contributory	-
Palmerston Street	68	Significant	-
Palmerston Street	70	Contributory	-
Palmerston Street	72	Contributory	-
Palmerston Street	74-76	Significant	-
Palmerston Street	78	Contributory	-
Palmerston Street	80	Contributory	-
Palmerston Street	82	Contributory	-
Palmerston Street	88	Significant	-
Palmerston Street	90	Contributory	-
Palmerston Street	92	Contributory	-
Palmerston Street	94-96	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Palmerston Street	100	Significant	-
Palmerston Street	104	Significant	-

Palmerston Street	106	Contributory	-
Palmerston Street	108-110	Contributory	-
Palmerston Street	114	Contributory	-
Palmerston Street	116	Contributory	-
Palmerston Street	118	Contributory	-
Palmerston Street	120	Contributory	-
Palmerston Street	122	Contributory	-
Palmerston Street	230-232	Significant	-
Palmerston Street	234	Significant	-
Palmerston Street	236	Significant	-
Palmerston Street	238-240	Significant	-
Palmerston Street	67	Significant	-
Palmerston Street	69	Significant	-
Palmerston Street	83	Contributory	-
Palmerston Street	85	Contributory	-
Palmerston Street	87	Contributory	-
Palmerston Street	105-113	Contributory	-
Palmerston Street	115-117	Contributory	-
Palmerston Street	119-121	Significant	-
Palmerston Street	123-129	Contributory	-
Palmerston Street	141	Contributory	-
Palmerston Street	143	Contributory	-
Palmerston Street	145	Contributory	-
Palmerston Street	147	Contributory	-
Palmerston Street	149	Contributory	-
Palmerston Street	151	Contributory	-
Palmerston Street	153	Contributory	-
Palmerston Street	155-157	Contributory	-
Palmerston Street	159	Contributory	-
Palmerston Street	161	Contributory	-

Palmerston Street	163	Contributory	-
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<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Palmerston Street	171-173	Contributory	-
Palmerston Street	183-185	Contributory	-
Palmerston Street	187	Contributory	-
Palmerston Street	189	Contributory	-
Palmerston Street	191-193	Contributory	-
Palmerston Street	207-209	Contributory	-
Palmerston Street	245	Contributory	-
Pelham Street	2-40	Significant	Significant
Pelham Street	52	Contributory	-
Pelham Street	54	Contributory	-
Pelham Street	56	Contributory	-
Pelham Street	58	Contributory	-
Pelham Street	64	Contributory	-
Pelham Street	66	Contributory	-
Pelham Street	68	Contributory	-
Pelham Street	70	Contributory	-
Pelham Street	96	Significant	-
Pelham Street	226	Significant	-
Pelham Street	228	Significant	-
Pelham Street	157-165	Significant	-
Pelham Street	205-233	Significant	-
Pitt Street	10-12	Significant	-
Pitt Street	14	Contributory	-
Pitt Street	18	Contributory	-
Pitt Street	24	Contributory	-

Pitt Street	26	Contributory	-
Pitt Street	28	Contributory	-
Pitt Street	32	Contributory	-
Pitt Street	40	Contributory	-
Pitt Street	42	Significant	-
Pitt Street	44	Contributory	-
Pitt Street	48	Contributory	-
Pitt Street	60	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Pitt Street	62	Significant	-
Pitt Street	13	Contributory	-
Pitt Street	15-17	Contributory	-
Pitt Street	19-21	Significant	-
Pitt Street	23	Contributory	-
Pitt Street	27	Contributory	-
Pitt Street	43	Significant	-
Pitt Street	45	Significant	-
Pitt Street	46	Contributory	-
Pitt Street	47-49	Contributory	-
Pitt Street	51	Significant	-
Princes Park Drive	121	Significant	-
Princes Street	69	Contributory	-
Princes Street	71	Contributory	-
Princes Street	73	Contributory	-
Princes Street	75-77	Contributory	-
Princes Street	79	Contributory	-
Princes Street	83	Contributory	-

Princes Street	85	Contributory	-
Princes Street	87	Contributory	-
Princes Street	89	Contributory	-
Princes Street	91	Contributory	-
Princes Street	93	Contributory	-
Princes Street	95	Contributory	-
Princes Street	97	Contributory	-
Princes Street	99	Contributory	-
Princes Street	101	Contributory	-
Princes Street	103	Contributory	-
Princes Street	105	Contributory	-
Princes Street	107	Contributory	-
Princes Street	113	Contributory	-
Queensberry Street	18-40	-	Significant
Queensberry Street	68-72	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Queensberry Street	134	Significant	-
Queensberry Street	136	Significant	-
Queensberry Street	138	Contributory	-
Queensberry Street	140	Contributory	-
Queensberry Street	198-202	Significant	-
Queensberry Street	210	Significant	-
Queensberry Street	214-222 (Tram Substation)	Significant	-
Queensberry Street	224-252	Significant	-
Queensberry Street	258-274	Significant	-
Queensberry Street	278-284	Significant	-
Queensberry Street	286 opposite (Public Toilet)	Significant	-

Queensberry Street	133-135	Significant	-
Queensberry Street	179	Significant	-
Queensberry Street	225-227	Significant	-
Queensberry Street	229	Significant	-
Queensberry Street	255-259	Significant	-
Queensberry Street	325-327	Contributory	-
Queensberry Street	591-599	Significant	-
Rathdowne Street	16-22	Contributory	-
Rathdowne Street	24	Contributory	-
Rathdowne Street	26	Contributory	-
Rathdowne Street	28	Contributory	-
Rathdowne Street	30	Contributory	-
Rathdowne Street	32	Contributory	-
Rathdowne Street	34	Contributory	-
Rathdowne Street	36	Significant	-
Rathdowne Street	42-44	Contributory	-
Rathdowne Street	46-48	Contributory	-
Rathdowne Street	86-88	Significant	-
Rathdowne Street	96-106	Significant	-
Rathdowne Street	108	Contributory	-
Rathdowne Street	110	Contributory	-
Rathdowne Street	114-116	Contributory	-

**CARLTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Rathdowne Street	120	Contributory	-
Rathdowne Street	122	Contributory	-
Rathdowne Street	124	Contributory	-
Rathdowne Street	126	Contributory	-



Rathdowne Street	130	Significant	-
Rathdowne Street	132	Contributory	-
Rathdowne Street	154-156	Contributory	-
Rathdowne Street	160-162	Contributory	Significant
Rathdowne Street	164	Contributory	Significant
Rathdowne Street	166	Significant	Significant
Rathdowne Street	168-170	Significant	Significant
Rathdowne Street	169-199	Significant	Significant
Rathdowne Street	172	Significant	Significant
Rathdowne Street	174	Significant	Significant
Rathdowne Street	176	Significant	Significant
Rathdowne Street	178	Significant	Significant
Rathdowne Street	180	Significant	Significant
Rathdowne Street	184	Significant	Significant
Rathdowne Street	200	Significant	-
Rathdowne Street	212	Contributory	-
Rathdowne Street	214	Contributory	-
Rathdowne Street	216-248	Significant	-
Rathdowne Street	250	Significant	-
Rathdowne Street	252	Contributory	-
Rathdowne Street	254	Contributory	-
Rathdowne Street	25-27	Significant	-
Rathdowne Street	49-67	Significant (49 only)	-
Rathdowne Street	107-123, includes:		
	□ 111-123 Rathdowne Street	-	Significant
Rathdowne Street	201-231	Significant	Significant
Rathdowne Street	233	Significant	Significant
Rathdowne Street	235	Significant	Significant
Rathdowne Street	237	Significant	Significant

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Rathdowne Street	239	Significant	Significant
Rathdowne Street	241-249	-	Significant
Rathdowne Street	257	Significant	Significant
Rathdowne Street	259	Contributory	Significant
Rathdowne Street	261	Contributory	Significant
Rathdowne Street	263	Contributory	Significant
Rathdowne Street	265	Contributory	Significant
Rathdowne Street	267	Contributory	Significant
Rathdowne Street	269	Contributory	Significant
Rathdowne Street	271	Significant	-
Rathdowne Street	273	Significant	-
Rathdowne Street	275	Significant	-
Rathdowne Street	277	Significant	-
Rathdowne Street	279-281	Significant	-
Rathdowne Street	291	Contributory	-
Rathdowne Street	299-301	Significant	-
Rathdowne Street	303-305	Significant	-
Rathdowne Street	307	Significant	-
Rathdowne Street	309	Contributory	-
Rathdowne Street	311	Contributory	-
Rathdowne Street	313	Contributory	-
Rathdowne Street	315	Contributory	-
Rathdowne Street	319-323	Contributory	-
Rathdowne Street	329-335	Significant	-
Rathdowne Street	339-341	Contributory	-
Rathdowne Street	343	Contributory	-
Rathdowne Street	357-363	Significant	-

Rathdowne Street	397-399	Contributory	-
Rathdowne Street	401	Significant	-
Rathdowne Street	403	Contributory	-
Rathdowne Street	405	Contributory	-
Rathdowne Street	407	Contributory	-
Rathdowne Street	409-411	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Rathdowne Street	415-421	Contributory	-
Royal Parade	240	Significant	-
Royal Parade	360	Significant	-
Royal Parade	380	Significant	-
Station Street	52	Contributory	-
Station Street	54	Contributory	-
Station Street	68	Contributory	-
Station Street	70	Contributory	-
Station Street	72	Contributory	-
Station Street	74	Contributory	-
Station Street	82	Contributory	-
Station Street	84	Contributory	-
Station Street	86	Contributory	-
Station Street	88	Contributory	-
Station Street	90	Contributory	-
Station Street	92-94	Contributory	-
Station Street	96-98	Contributory	-
Station Street	100	Contributory	-
Station Street	102	Contributory	-
Station Street	106	Contributory	-

Station Street	108	Contributory	-
Station Street	110	Contributory	-
Station Street	112	Contributory	-
Station Street	114	Contributory	-
Station Street	116	Contributory	-
Station Street	118	Contributory	-
Station Street	120	Contributory	-
Station Street	122	Contributory	-
Station Street	124	Contributory	-
Station Street	126-128	Contributory	-
Station Street	130	Contributory	-
Station Street	132	Contributory	-
Station Street	140-142	Significant	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Station Street	154	Significant	-
Station Street	156	Significant	-
Station Street	158	Significant	-
Station Street	160	Significant	-
Station Street	162	Contributory	-
Station Street	164	Contributory	-
Station Street	166	Contributory	-
Station Street	168	Contributory	-
Station Street	170	Contributory	-
Station Street	172	Contributory	-
Station Street	174	Contributory	-
Station Street	176	Contributory	-
Station Street	178	Contributory	-

Station Street	180	Contributory	-
Station Street	55	Contributory	-
Station Street	57	Contributory	-
Station Street	67	Contributory	-
Station Street	69	Contributory	-
Station Street	71	Contributory	-
Station Street	73	Contributory	-
Station Street	75	Contributory	-
Station Street	77	Contributory	-
Station Street	79	Contributory	-
Station Street	93	Contributory	-
Station Street	95	Contributory	-
Station Street	97	Contributory	-
Station Street	99	Contributory	-
Station Street	101	Contributory	-
Station Street	103	Significant	-
Station Street	105	Contributory	-
Station Street	107-121	Contributory	-
Station Street	123	Significant	-
Station Street	123A-123B	Contributory	-

<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Station Street	125	Significant	-
Station Street	127	Significant	-
Station Street	129	Significant	-
Station Street	135-137	Significant	-
Station Street	139	Contributory	-
Station Street	141	Contributory	-

Station Street	143	Contributory	-
Station Street	145	Contributory	-
Station Street	147	Contributory	-
Station Street	149	Contributory	-
Station Street	151-153	Contributory	-
Station Street	161	Contributory	-
Station Street	165	Contributory	-
Station Street	167	Contributory	-
Station Street	169	Contributory	-
Swanston Street	222	Contributory	-
Swanston Street	466	Significant	-
Swanston Street	508	Contributory	-
Swanston Street	510-512	Contributory	-
Swanston Street	554	Significant	-
Swanston Street	556	Significant	-
Swanston Street	630	Significant	-
Swanston Street	644-658	Significant	-
Swanston Street	676	Contributory	-
Swanston Street	678	Contributory	-
Swanston Street	680-682	Contributory	-
Swanston Street	832-834	Contributory	Significant
Swanston Street	842-844	Contributory	Significant
Swanston Street	860-862	Significant	Significant
Swanston Street	864-866	Significant	Significant
Swanston Street	870-874	Contributory	Significant
Swanston Street	876	Contributory	Significant
Swanston Street	880	Contributory	Significant

<b>CARLTON</b>
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<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Swanston Street	882	Contributory	Significant
Swanston Street	886-888	Contributory	Significant
Swanston Street	890	Contributory	Significant
Swanston Street	892-894	Contributory	Significant
Swanston Street	896-898	Significant	Significant
Swanston Street	900	Contributory	Significant
Swanston Street	902	Contributory	Significant
Swanston Street	904	Contributory	Significant
Swanston Street	906	Contributory	Significant
Swanston Street	908-910	Contributory	Significant
Swanston Street	912	Significant	Significant
Swanston Street	914	Significant	Significant
Swanston Street	916-918	Significant	Significant
Swanston Street	920-922	Contributory	Significant
Swanston Street	924	Contributory	Significant
Swanston Street	926-930	-	Significant
Swanston Street	932-944	Significant	Significant
Swanston Street (Maltstore Building)	551	Significant	-
Swanston Street (Former Carlton and United Brewery)	555	Significant	-
Swanston Street	593-597	Significant	-
Swanston Street	599-605	Significant	-
Tyne Street	35	Contributory	-
University Street	14	Contributory	-
University Street	44-54	Significant	-
University Street	9	Contributory	-
University Street	11	Contributory	-

Victoria Street	50-52	Significant	-
Victoria Street	68	Significant	-
Victoria Street	70	Significant	-
Victoria Street	72	Significant	-
Victoria Street	172	Significant	-
<b>CARLTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Waterloo Street	1-3	Contributory	-
Waterloo Street	7-19	Contributory	-



**EAST MELBOURNE AND JOLIMONT**

<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Agnes Street	50-62 (Jolimont Square)	Significant	-
Agnes Street	11	Contributory	-
Agnes Street	13-15	Contributory	-
Agnes Street	17-19	Contributory	-
Agnes Street	21-23	Contributory	-
Agnes Street	25-27	Contributory	-
Agnes Street	33-41	Contributory	-
Agnes Street	45	Contributory	-
Agnes Street	47	Contributory	-
Agnes Street	49-51	Contributory	-
Agnes Street	53	Contributory	-
Agnes Street	55	Contributory	-
Agnes Street	57-59	Contributory	-
Albert Street	2-30	Significant	-
Albert Street	34	Contributory	-
Albert Street	36	Contributory	-
Albert Street	38	Contributory	-
Albert Street	40	Contributory	-
Albert Street	42	Contributory	-
Albert Street	44-60	Significant	-
Albert Street	70-72	Significant	-
Albert Street	74-76	Contributory	-
Albert Street	78	Contributory	-
Albert Street	80	Contributory	-
Albert Street	82	Contributory	-

Albert Street	128	Contributory	-
Albert Street	130	Contributory	-
Albert Street	132	Contributory	Significant
Albert Street	134	Contributory	Significant
Albert Street	148-200	Significant	Significant

<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Albert Street	204-208	Contributory	Significant
Albert Street	250-260	Significant	-
Albert Street	306-312	Significant	-
Albert Street	314-320	Significant	-
Albert Street	348-362	Significant	-
Albert Street	364	Significant	-
Albert Street	366	Contributory	-
Albert Street	404	Significant	Significant
Albert Street	406	Significant	Significant
Albert Street	408	Significant	Significant
Albert Street	420-422	Significant	Significant
Albert Street	428-430	Significant	Significant
Albert Street	446-476	Significant	Significant
Albert Street	486-492	Significant	Significant
Albert Street	494-500	Significant	Significant
Albert Street	502-506	Significant	Significant
Albert Street	510-532	Significant	-
Albert Street	5	Contributory	-
Albert Street	7	Contributory	-
Albert Street	9	Contributory	-
Albert Street	11	Contributory	-
Albert Street	13	Contributory	-

Albert Street	15	Contributory	-
Albert Street	17	Contributory	-
Albert Street	35	Contributory	-
Albert Street	37	Contributory	-
Albert Street	39	Contributory	-
Albert Street	41	Contributory	-
Albert Street	43	Contributory	-
Albert Street	61-67	Significant	-
Albert Street	453-479	Significant	Significant
Albert Street	481-487	Significant	-
Albert Street	489-531 Parliament Gardens Fence	Significant	Significant

<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Berry Street	14	Contributory	-
Berry Street	16	Contributory	-
Berry Street	20-22	Contributory	-
Berry Street	24-26	Contributory	-
Berry Street	28	Contributory	-
Berry Street	30	Contributory	-
Berry Street	32	Contributory	-
Berry Street	34	Significant	-
Berry Street	36-38	Contributory	-
Berry Street	40	Contributory	-
Berry Street	42	Contributory	-
Berry Street	44	Contributory	-
Berry Street	46	Contributory	-
Berry Street	48	Contributory	-
Berry Street	50	Contributory	-

Berry Street	51	Contributory	-
Berry Street	53	Contributory	-
Berry Street	55	Contributory	-
Berry Street	57	Contributory	-
Brunton Avenue	MCG	Significant	-
Cathedral Place	65-75	Significant	Significant
Charles Street	19	Contributory	-
Charles Street	21	Contributory	-
Charles Street	49-55 (Jolimont Square)	Significant	-
Clarendon Street	68-70	Significant	-
Clarendon Street	72-80	Significant	-
Clarendon Street	166	Significant	-
Clarendon Street	202-206	Significant	Significant
Clarendon Street	208-212	Significant	Significant
Clarendon Street	214-222, includes:		
	□ 220 Clarendon Street	Significant	Significant
Clarendon Street	224	Contributory	-
Clarendon Street	226	Contributory	-
Clarendon Street	228-230	Significant	-

<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Clarendon Street	1-19	Significant	-
Darling Street	2	Contributory	-
Darling Street	4	Contributory	-
Darling Street	6	Contributory	-
Darling Street	8	Contributory	-
Darling Street	10	Contributory	-
Darling Street	24-26	Contributory	-
Darling Street	28-30	Significant	-

George Street	2-14	Contributory	-
George Street	16-18	Significant	-
George Street	20-22	Significant	-
George Street	24-28	Contributory	-
George Street	32-38	Significant	-
George Street	42	Contributory	-
George Street	44-46	Contributory	-
George Street	48	Contributory	-
George Street	50	Contributory	-
George Street	52	Contributory	-
George Street	76	Contributory	-
George Street	78	Contributory	-
George Street	80	Contributory	-
George Street	82	Contributory	-
George Street	84	Contributory	-
George Street	86	Contributory	-
George Street	88	Contributory	-
George Street	90	Contributory	-
George Street	96-106	Significant	-
George Street	116-118	Contributory	-
George Street	152-166	Significant	Significant
George Street	168-174	Contributory	Significant
George Street	176-180	Significant	Significant
George Street	182	Significant	Significant
George Street	184	Significant	Significant
George Street	186	Significant	Significant

**EAST MELBOURNE AND JOLIMONT**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
George Street	188	Significant	Significant

George Street	190	Contributory	Significant
George Street	192-192A	Contributory	Significant
George Street	194	Contributory	Significant
George Street	11-15	Contributory	-
George Street	17-19	Contributory	-
George Street	21-27	Contributory	-
George Street	29-35	Significant	-
George Street	37-41	Significant	-
George Street	45-47	Contributory	-
George Street	49	Contributory	-
George Street	51-53	Contributory	-
George Street	55-57	Contributory	-
George Street	63-65	Significant	-
George Street	105	Contributory	-
George Street	107-109	Significant	-
George Street	111-115	Significant	-
George Street	117-119	Significant	-
George Street	121	Contributory	-
George Street	123	Contributory	-
George Street	125-127, includes:		
	□ 125A George Street	Significant	-
George Street	129-131	Contributory	-
George Street	133-135	Significant	-
George Street	171	Contributory	-
George Street	173-175	Contributory	-
George Street	191-197	Significant	Significant
George Street	199	Significant	Significant
George Street	190A	-	Significant
George Street	201	Significant	Significant

George Street	203	Significant	Significant
George Street	205	Significant	Significant
George Street	207	Significant	Significant

<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
George Street	209	Significant	Significant
Gipps Street	42-44	Contributory	-
Gipps Street	46	Contributory	-
Gipps Street	48	Contributory	-
Gipps Street	50-52	Contributory	-
Gipps Street	54	Contributory	-
Gipps Street	56	Contributory	-
Gipps Street	70	Contributory	-
Gipps Street	72	Contributory	-
Gipps Street	74	Contributory	-
Gipps Street	76-78	Significant	-
Gipps Street	80-82	Contributory	-
Gipps Street	84	Contributory	-
Gipps Street	86	Significant	-
Gipps Street	88	Significant	-
Gipps Street	90	Significant	-
Gipps Street	92-96	Contributory	Significant
Gipps Street	110-124	Significant	Significant
Gipps Street	128	Significant	Significant
Gipps Street	130	Significant	Significant
Gipps Street	132	Significant	Significant
Gipps Street	15	Contributory	-
Gipps Street	17-19	Contributory	-
Gipps Street	21	Contributory	-

Gipps Street	23	Contributory	-
Gipps Street	27	Contributory	-
Gipps Street	29	Contributory	-
Gipps Street	31-37	Significant	Significant
Gipps Street	41-43	Significant	Significant
Gipps Street	45-47	-	Significant
Gipps Street	49	Contributory	Significant
Gipps Street	51	Contributory	Significant
Gipps Street	53	Significant	Significant
Gipps Street	55	Significant	Significant

<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Gipps Street	57	Contributory	Significant
Gipps Street	59	Contributory	Significant
Gipps Street	61	Contributory	Significant
Gipps Street	63	Contributory	Significant
Gipps Street	75-77	Contributory	-
Gipps Street	79	Contributory	-
Gipps Street	81	Contributory	-
Gipps Street	83-87	Contributory	-
Gipps Street	91-95	Contributory	-
Gipps Street	97-99	Contributory	-
Gipps Street	109-113	Contributory	-
Gipps Street	115-119	Contributory	-
Gipps Street	121	Contributory	-
Gipps Street	123	Significant	-
Gipps Street	125	Significant	-
Gipps Street	127	Contributory	-
Gipps Street	129	Contributory	-



Gipps Street	153	Contributory	-
Gipps Street	155	Significant	Significant
Gipps Street	157	Contributory	Significant
Gipps Street	159	Significant	Significant
Gipps Street	161-165	Significant	Significant
Gipps Street	167	Significant	Significant
Gipps Street	169	Significant	Significant
Gipps Street	171-173	Significant	Significant
Gipps Street	177-179	Significant	Significant
Gipps Street	181-189	Contributory	Significant
Gisborne Street	13-19	Significant	Significant
Gisborne Street	23-41	Significant	Significant
Grey Street	2	Contributory	-
Grey Street	4	Contributory	-
Grey Street	6-8	Contributory	-
Grey Street	12-14	Contributory	-
Grey Street	34	Significant	Significant

#### EAST MELBOURNE AND JOLIMONT

Street	Number	Building Category	Significant Streetscape
Grey Street	36-42	Significant	Significant
Grey Street	44-46	Contributory	Significant
Grey Street	48	Contributory	Significant
Grey Street	50-54	-	Significant
Grey Street	56	Contributory	Significant
Grey Street	58	Contributory	Significant
Grey Street	60	Contributory	Significant
Grey Street	62	Contributory	Significant
Grey Street	64	Contributory	Significant
Grey Street	66	Contributory	Significant

Grey Street	68	Contributory	Significant
Grey Street	128-132	Significant	-
Grey Street	15	Contributory	-
Grey Street	17	Contributory	-
Grey Street	25	Contributory	-
Grey Street	33	Contributory	-
Grey Street	35	Contributory	-
Grey Street	37	Contributory	-
Grey Street	39	Contributory	-
Grey Street	41	Significant	-
Grey Street	43	Significant	-
Grey Street	45	Contributory	-
Grey Street	47	Contributory	-
Grey Street	49	Contributory	-
Grey Street	51	Contributory	-
Grey Street	61-63	Contributory	-
Grey Street	65-67	Contributory	-
Grey Street	73	Contributory	-
Grey Street	75	Contributory	-
Grey Street	77-79	Significant	-
Grey Street	81	Contributory	-
Grey Street	83	Contributory	-
Grey Street	85	Contributory	-
Grey Street	87	Contributory	-

#### EAST MELBOURNE AND JOLIMONT

Street	Number	Building Category	Significant Streetscape
Grey Street	115-117	Significant	Significant
Grey Street	119	Significant	Significant
Grey Street	121	Significant	Significant

Grey Street	123	Significant	Significant
Grey Street	125	Significant	Significant
Grey Street	127	Significant	Significant
Grey Street	129-135	Contributory	-
Grey Street	137-161	Significant	-
Hayes Lane	18-20	Significant	-
Hayes Lane	22	Contributory	-
Hoddle Street	1087	Contributory	-
Hoddle Street	1089	Significant	-
Hoddle Street	1091	Significant	-
Hoddle Street	1093	Significant	-
Hoddle Street	1099-1103	Contributory	-
Hoddle Street	1105	Contributory	-
Hoddle Street	1107	Contributory	-
Hoddle Street	1109	Contributory	-
Hoddle Street	1111	Contributory	-
Hoddle Street	1113	Contributory	-
Hoddle Street	1115	Contributory	-
Hoddle Street	1117	Contributory	-
Hoddle Street	1119	Contributory	-
Hoddle Street	1121	Contributory	-
Hoddle Street	1141	Contributory	-
Hoddle Street	1143	Contributory	-
Hoddle Street	1153	Contributory	-
Hoddle Street	1155	Contributory	-
Hoddle Street	1157	Contributory	-
Hoddle Street	1159	Contributory	-
Hoddle Street	1161	Contributory	-
Hoddle Street	1163	Contributory	-
Hoddle Street	1165	Contributory	-

Hoddle Street	1169	Contributory	-
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<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Hoddle Street	1193	Contributory	-
Hoddle Street	1195	Contributory	-
Hoddle Street	1197	Contributory	-
Hoddle Street	1199	Contributory	-
Hoddle Street	1201	Contributory	-
Hoddle Street	1225	Contributory	-
Hoddle Street	1227	Significant	-
Hoddle Street	1229	Contributory	-
Hoddle Street	1231	Contributory	-
Hoddle Street	1233	Contributory	-
Hoddle Street	1251-1289	Significant	-
Hotham Street	16	Contributory	-
Hotham Street	18	Contributory	-
Hotham Street	20-22	Significant	-
Hotham Street	32-34	Contributory	Significant
Hotham Street	36-38	Significant	Significant
Hotham Street	42-48	Significant	Significant
Hotham Street	50	Significant	Significant
Hotham Street	52	Significant	Significant
Hotham Street	54	Contributory	Significant
Hotham Street	72-76	Significant	-
Hotham Street	78-82	Contributory	-
Hotham Street	92	Significant	-
Hotham Street	94-96	Significant	-
Hotham Street	98-102	Significant	-
Hotham Street	110-112	Significant	Significant

Hotham Street	114	Significant	Significant
Hotham Street	116	Significant	Significant
Hotham Street	118	Significant	Significant
Hotham Street	120	Significant	Significant
Hotham Street	150	-	Significant
Hotham Street	152-156	Significant	Significant
Hotham Street	158	Significant	Significant
Hotham Street	160	Significant	Significant

<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Hotham Street	162	Significant	Significant
Hotham Street	164	Significant	Significant
Hotham Street	166	-	Significant
Hotham Street	168	Contributory	Significant
Hotham Street	170	Contributory	Significant
Hotham Street	172	Contributory	Significant
Hotham Street	174-188	Contributory	Significant
Hotham Street	29-33	Significant	-
Hotham Street	43	Contributory	-
Hotham Street	45	Significant	Significant
Hotham Street	47	Significant	Significant
Hotham Street	49	Significant	Significant
Hotham Street	51	Significant	Significant
Hotham Street	53	-	Significant
Hotham Street	67-71	Significant	Significant
Hotham Street	73-75	Significant	Significant
Hotham Street	77-79	Significant	Significant
Hotham Street	81-83	Significant	Significant
Hotham Street	87	Contributory	Significant

Hotham Street	89	Contributory	Significant
Hotham Street	91	-	Significant
Hotham Street	97	Contributory	Significant
Hotham Street	99	Contributory	Significant
Hotham Street	1/101	Significant	Significant
Hotham Street	2/101	-	Significant
Hotham Street	103	Significant	Significant
Hotham Street	105	Significant	Significant
Hotham Street	107-109	Significant	Significant
Hotham Street	111	Significant	Significant
Hotham Street	113-117	-	Significant
Hotham Street	119-121	Significant	Significant
Hotham Street	123-125	Significant	Significant
Hotham Street	153-155	Contributory	-
Hotham Street	157	Significant	-

**EAST MELBOURNE AND JOLIMONT**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Hotham Street	161-163	Contributory	-
Hotham Street	171-177	Significant	-
Hotham Street	191	Significant	-
Hotham Street	193	Significant	-
Jolimont Road	108-110	Contributory	-
Jolimont Road	124-126	Contributory	-
Jolimont Road	128-138	Contributory	-
Jolimont Road	140-142	Contributory	-
Jolimont Street	50	Contributory	-
Jolimont Street	62	Contributory	-
Jolimont Street	64	Contributory	-
Jolimont Street	76-78	Contributory	-

Jolimont Street	80	Contributory	-
Jolimont Terrace	2-10	Significant	Significant
Jolimont Terrace	12	Significant	Significant
Jolimont Terrace	16	Contributory	Significant
Jolimont Terrace	18	Significant	Significant
Jolimont Terrace	20	Contributory	Significant
Jolimont Terrace	22	Contributory	Significant
Jolimont Terrace	24	Contributory	Significant
Jolimont Terrace	26	Contributory	Significant
Jolimont Terrace	28	Significant	Significant
Jolimont Terrace	30	Significant	Significant
Jolimont Terrace	32	Significant	Significant
Jolimont Terrace	40	Significant	Significant
Jolimont Terrace	42	Significant	Significant
Lansdowne Street	14	Contributory	-
Lansdowne Street	15-17	Significant	Significant
Lansdowne Street	19	Significant	Significant
Lansdowne Street	21	Significant	Significant
Lansdowne Street	23	Significant	Significant
Lansdowne Street	25	Significant	Significant
Lansdowne Street	27	Significant	Significant
Macarthur Street	Gordon Reserve	Significant	Significant

#### EAST MELBOURNE AND JOLIMONT

Street	Number	Building Category	Significant Streetscape
Macarthur Street	Tram Shelter (cnr with St Andrews Place)	Significant	Significant
Morrison Place	2-6	Significant	Significant
Morrison Place	8-10	Significant	Significant
Morrison Place	14-18	Significant	Significant

Morrison Place	20	Significant	Significant
Morrison Place	22	Significant	Significant
Morrison Place	Eye and Ear Hospital	Significant	Significant
Nicholson Street	1-4	Significant	-
Nicholson Street	Cast Iron Urinal	Significant	-
Palmer Street	1	Contributory	-
Palmer Street	3	Contributory	-
Palmer Street	5	Contributory	-
Palmer Street	7	Contributory	-
Parliament Place	2-12	Significant	Significant
Parliament Place	22-36	Significant	Significant
Parliament Place	1-33 (Tram Shelter)	Significant	Significant
Powlett Street	10	Significant	-
Powlett Street	12	Significant	-
Powlett Street	14	Significant	-
Powlett Street	16-24	Significant	-
Powlett Street	50-52	Significant	-
Powlett Street	54	Significant	-
Powlett Street	56-60	Contributory	-
Powlett Street	62-68	Contributory	-
Powlett Street	82-112	Significant	Significant
Powlett Street	124	Contributory	Significant
Powlett Street	126-128	Significant	Significant
Powlett Street	130	Significant	Significant
Powlett Street	132	Contributory	Significant
Powlett Street	134	Contributory	Significant
Powlett Street	136	Contributory	Significant
Powlett Street	138	Significant	Significant
Powlett Street	140	Contributory	Significant



<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Powlett Street	142	Contributory	Significant
Powlett Street	150-152	Significant	-
Powlett Street	156	Contributory	-
Powlett Street	158	Contributory	-
Powlett Street	160	Contributory	-
Powlett Street	162	Contributory	-
Powlett Street	164	Contributory	-
Powlett Street	166	Contributory	-
Powlett Street	168	Contributory	-
Powlett Street	170	Contributory	-
Powlett Street	172-188	Significant	-
Powlett Street	13-19	Significant	-
Powlett Street	51-57	Significant	-
Powlett Street	59	Significant	-
Powlett Street	61	Significant	-
Powlett Street	63-71	Contributory	-
Powlett Street	85	Significant	-
Powlett Street	87	Significant	-
Powlett Street	89	Contributory	-
Powlett Street	91	Contributory	-
Powlett Street	95-101, includes:		
	□ 101 Powlett Street	Contributory	-
Powlett Street	121-123	Contributory	Significant
Powlett Street	125	Contributory	Significant
Powlett Street	127	Contributory	Significant
Powlett Street	139-143	Contributory	Significant
Powlett Street	147-163	Contributory	-
Powlett Street	165-169	Contributory	-

Powlett Street	171	Significant	-
Powlett Street	173	Significant	-
Powlett Street	175	Contributory	-
Powlett Street	187-225	Significant	Significant
Simpson Street	18	Contributory	-
Simpson Street	20	Contributory	-

**EAST MELBOURNE AND JOLIMONT**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Simpson Street	22	Contributory	-
Simpson Street	24	Contributory	-
Simpson Street	28	Contributory	-
Simpson Street	52	Contributory	-
Simpson Street	54-56	Contributory	-
Simpson Street	58-60	Contributory	-
Simpson Street	62-64	Contributory	-
Simpson Street	72-74	Contributory	-
Simpson Street	76	Contributory	-
Simpson Street	78-80	Significant	-
Simpson Street	100-102	Contributory	-
Simpson Street	104	Significant	Significant
Simpson Street	132-134	Contributory	-
Simpson Street	136	Contributory	-
Simpson Street	138	Contributory	-
Simpson Street	140	Contributory	-
Simpson Street	142	Contributory	-
Simpson Street	144	Contributory	-
Simpson Street	146	Contributory	-
Simpson Street	148	Contributory	-
Simpson Street	150	Contributory	-

Simpson Street	152	Significant	-
Simpson Street	154	Significant	-
Simpson Street	13	Contributory	-
Simpson Street	15	Contributory	-
Simpson Street	17	Contributory	-
Simpson Street	19-27	Significant	-
Simpson Street	29-37	Significant	-
Simpson Street	51	Significant	Significant
Simpson Street	53	Significant	Significant
Simpson Street	55	Significant	Significant
Simpson Street	57	Significant	Significant
Simpson Street	59	Significant	Significant
Simpson Street	61	Significant	Significant

#### EAST MELBOURNE AND JOLIMONT

Street	Number	Building Category	Significant Streetscape
Simpson Street	63	Significant	Significant
Simpson Street	65	Significant	Significant
Simpson Street	89	Contributory	-
Simpson Street	91	Contributory	-
Simpson Street	93	Contributory	-
Simpson Street	95-97	Contributory	-
Simpson Street	105	Contributory	-
Simpson Street	107	Significant	-
Simpson Street	109	Significant	-
Simpson Street	111	Significant	-
Simpson Street	113	Significant	-
Simpson Street	121-125	Contributory	-
Simpson Street	141	Contributory	-
Simpson Street	143	Contributory	-

Simpson Street	167	Contributory	-
Simpson Street	169	Contributory	-
Simpson Street	171	Contributory	-
Simpson Street	173	Contributory	-
Simpson Street	177	Contributory	-
Simpson Street	179	Contributory	-
Simpson Street	181	Contributory	-
Simpson Street	183	Contributory	-
Spring Street	20 (Old Treasury Building)	Significant	Significant
Spring Street	Gordon Reserve	Significant	Significant
St Andrews Place	34-40	Significant	Significant
Treasury Place	Treasury Reserve Precinct	Significant	Significant
Trinity Place	16-20	Significant	-
Vale Street	78-80	Contributory	-
Vale Street	82-84	Significant	-
Vale Street	86-90	Contributory	-
Vale Street	92	Significant	-
Vale Street	94	Significant	-
Vale Street	96	Significant	-
Vale Street	98	Contributory	-

<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Vale Street	110	Significant	-
Vale Street	112	Contributory	-
Vale Street	114	Contributory	-
Vale Street	116-118	Contributory	-
Vale Street	120-132	Significant	-
Vale Street South	12	Contributory	Significant
Vale Street South	14	Significant	Significant

Vale Street South	16	Significant	Significant
Vale Street South	18	Significant	Significant
Vale Street South	20	Significant	Significant
Vale Street South	22	Contributory	Significant
Vale Street South	24	Contributory	Significant
Vale Street South	26	Contributory	Significant
Vale Street South	28	Contributory	Significant
Vale Street South	54-64	Significant	-
Victoria Parade	Ornamental Tramway Overhead Poles	Significant	-
Victoria Parade	68-90	Significant	Significant
Victoria Parade	108-122	Significant	Significant
Victoria Parade	146-148	Significant	Significant
Victoria Parade	150	Significant	Significant
Victoria Parade	152	Significant	Significant
Victoria Parade	160	Significant	Significant
Victoria Parade	162-166	Significant	Significant
Victoria Parade	168-172	Significant	Significant
Victoria Parade	186-196 (Church of the Holy Annunciation Evangelismos)	Significant	Significant
Victoria Parade	256-278	Significant	-
Victoria Parade	346-348	Significant	-
Victoria Parade	352-354	Significant	-
Victoria Parade	356-358	Significant	-
Victoria Parade	380	Contributory	-
Victoria Parade	382	Contributory	-
Victoria Parade	386	Contributory	-

#### EAST MELBOURNE AND JOLIMONT

Street	Number	Building Category	Significant Streetscape
Victoria Parade	388-442	Significant	Significant

Victoria Parade	454-458	Significant	-
Victoria Parade	460	Contributory	-
Victoria Parade	480	Contributory	-
Victoria Parade	482	Contributory	-
Victoria Parade	488	Contributory	-
Victoria Parade	490-492	Contributory	-
Victoria Parade	496	Contributory	-
Victoria Parade	502-504	Contributory	-
Victoria Parade	506	Contributory	-
Victoria Parade	508	Contributory	-
Victoria Parade	510	Contributory	-
Victoria Parade	512	Contributory	-
Victoria Parade	514	Significant	-
Victoria Parade	516	Significant	-
Victoria Parade	518	Significant	-
Victoria Parade	520	Significant	-
Victoria Parade	522	Significant	-
Victoria Parade	524	Significant	-
Victoria Parade	528-536	Significant	-
Victoria Parade	540	Significant	-
Victoria Parade	544	Significant	-
Victoria Parade	546	Significant	-
Victoria Parade	548-550	Significant	-
Victoria Parade	556	Contributory	-
Victoria Parade	558	Contributory	-
Victoria Parade	560	Contributory	-
Victoria Parade	562	Contributory	-
Victoria Parade	566	Contributory	-
Victoria Parade	568	Contributory	-
Victoria Parade	570-574	Contributory	-

Victoria Parade	576-594	Significant	-
Webb Lane	2-40	Significant	-
Wellington Parade	56-70, includes:		
<b>EAST MELBOURNE AND JOLIMONT</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
	□ 12 Simpson Street	Contributory	-
	□ 14 Simpson Street	Contributory	-
	□ 16 Simpson Street	Contributory	-
Wellington Parade	74	Contributory	-
Wellington Parade	76	Contributory	-
Wellington Parade	86-92	Significant	-
Wellington Parade	116	Significant	-
Wellington Parade	180	Significant	-
Wellington Parade	Fitzroy Gardens	Significant	Significant
Wellington Parade	Aboriginal Scarred Tree, Fitzroy Gardens	Significant	-
Wellington Parade	39	Contributory	-
Wellington Parade	41	Contributory	-
Wellington Parade	43	Contributory	-
Wellington Parade	45	Contributory	-
Wellington Parade	47	Contributory	-
Wellington Parade	81-85	Contributory	Significant
Wellington Parade	95-133 (Jolimont Square)	Significant	-
Wellington Parade	141-145	Contributory	-
Wellington Parade	147	Contributory	-
Wellington Parade	149-151	Contributory	-
Wellington Parade	157-159	Contributory	-
Wellington Parade	Shelter (near footbridge)	Significant	-

## FLEMINGTON AND KENSINGTON

### FLEMINGTON AND KENSINGTON

Street	Number	Building Category	Significant Streetscape
Albermarle Street	2	Contributory	-
Albermarle Street	4	Contributory	-
Albermarle Street	6	Contributory	-
Albermarle Street	8	Contributory	-
Albermarle Street	10	Contributory	-
Albermarle Street	12	Contributory	-
Albermarle Street	14-16	Contributory	-
Albermarle Street	18	Contributory	-
Albermarle Street	20	Contributory	-
Albermarle Street	22	Contributory	-
Albermarle Street	1	Contributory	-
Albermarle Street	3	Contributory	-
Albermarle Street	5	Contributory	-
Albermarle Street	7	Contributory	-
Albermarle Street	9	Contributory	-
Albermarle Street	11	Contributory	-
Albermarle Street	13	Contributory	-
Albermarle Street	15	Contributory	-
Albermarle Street	17	Contributory	-
Albermarle Street	19	Contributory	-
Albermarle Street	21	Contributory	-
Albermarle Street	23	Contributory	-
Albermarle Street	25	Contributory	-
Albermarle Street	43	Significant	-
Albermarle Street	45	Significant	-
Albermarle Street	47	Significant	-
Albermarle Street	49	Significant	-
Albermarle Street	51	Significant	-
Altona Street	14	Contributory	-



Altona Street	16	Contributory	-
Altona Street	18	Contributory	-
Altona Street	1	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Altona Street	3	Contributory	-
Altona Street	5	Contributory	-
Altona Street	7	Contributory	-
Altona Street	9-11	Contributory	-
Altona Street	15	Contributory	-
Altona Street	17	Contributory	-
Altona Street	19	Contributory	-
Altona Street	21-23	Contributory	-
Arden Street	204-206 (NMFC Ground)	Significant	-
Arden Street	408	Contributory	-
Arden Street	410	Contributory	-
Arden Street	412	Contributory	-
Arden Street	414	Contributory	-
Arden Street	416	Contributory	-
Arden Street	420	Contributory	-
Arden Street	422-424	Contributory	-
Arden Street	426	Contributory	-
Arden Street	428	Contributory	-
Arden Street	430	Contributory	-
Arden Street	432	Contributory	-
Arden Street	434	Contributory	-
Arden Street	436	Contributory	-
Arden Street	438	Contributory	-
Arden Street	440	Contributory	-

Arden Street	442-450	Significant	-
Arden Street	329-351	Significant	-
Arden Street	Arden Street Bridge over Moonee Ponds Creek	Significant	-
Bangalore Street	2	Contributory	-
Bangalore Street	4	Contributory	-
Bangalore Street	6	Contributory	-
Bangalore Street	8	Contributory	-
Bangalore Street	10	Contributory	-
Bangalore Street	12	Contributory	-

#### FLEMINGTON AND KENSINGTON

Street	Number	Building Category	Significant Streetscape
Bangalore Street	14	Contributory	-
Bangalore Street	20	Contributory	-
Bangalore Street	22	Contributory	-
Bangalore Street	24	Contributory	-
Bangalore Street	26	Contributory	-
Bangalore Street	28-32	Contributory	-
Bangalore Street	34	Contributory	-
Bangalore Street	36	Contributory	-
Bangalore Street	38	Contributory	-
Bangalore Street	40	Contributory	-
Bangalore Street	42	Contributory	-
Bangalore Street	44	Contributory	-
Bangalore Street	46	Contributory	-
Bangalore Street	48	Contributory	-
Bangalore Street	50	Contributory	-
Bangalore Street	52	Contributory	-
Bangalore Street	54	Contributory	-

Bangalore Street	58	Contributory	-
Bangalore Street	60	Contributory	-
Bangalore Street	1	Contributory	-
Bangalore Street	11	Contributory	-
Bangalore Street	13	Contributory	-
Bangalore Street	15	Contributory	-
Bangalore Street	17	Contributory	-
Bangalore Street	19	Contributory	-
Bangalore Street	21	Contributory	-
Bangalore Street	23	Contributory	-
Bangalore Street	25	Contributory	-
Bangalore Street	27	Contributory	-
Bangalore Street	33	Contributory	-
Bangalore Street	35	Contributory	-
Bangalore Street	37	Contributory	-
Bangalore Street	39	Contributory	-
Bangalore Street	41	Contributory	-

**FLEMINGTON AND KENSINGTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Bangalore Street	43	Contributory	-
Bangalore Street	45	Contributory	-
Bangalore Street	47	Contributory	-
Bangalore Street	49	Contributory	-
Bangalore Street	57	Contributory	-
Barnett Street	2	Contributory	-
Barnett Street	4	Contributory	-
Barnett Street	6	Contributory	-
Barnett Street	8	Contributory	-
Barnett Street	10	Contributory	-

Barnett Street	12	Contributory	-
Barnett Street	14	Contributory	-
Barnett Street	16	Contributory	-
Barnett Street	18	Contributory	-
Barnett Street	20	Contributory	-
Barnett Street	22	Contributory	-
Barnett Street	24	Contributory	-
Barnett Street	32	Contributory	-
Barnett Street	34	Contributory	-
Barnett Street	36	Contributory	-
Barnett Street	38	Contributory	-
Barnett Street	46	Contributory	-
Barnett Street	48	Contributory	-
Barnett Street	50	Contributory	-
Barnett Street	52	Contributory	-
Barnett Street	54	Contributory	-
Barnett Street	58	Significant	-
Barnett Street	60	Contributory	-
Barnett Street	62	Contributory	-
Barnett Street	64	Contributory	-
Barnett Street	66	Contributory	-
Barnett Street	68	Significant	-
Barnett Street	70	Significant	-
Barnett Street	72	Significant	-

**FLEMINGTON AND KENSINGTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Barnett Street	74	Significant	-
Barnett Street	76	Significant	-
Barnett Street	78	Significant	-

Barnett Street	80	Significant	-
Barnett Street	82	Significant	-
Barnett Street	84	Significant	-
Barnett Street	86	Significant	-
Barnett Street	88	Significant	-
Barnett Street	90	Significant	-
Barnett Street	94	Contributory	-
Barnett Street	96	Contributory	-
Barnett Street	98	Contributory	-
Barnett Street	100	Contributory	-
Barnett Street	7	Contributory	-
Barnett Street	13	Contributory	-
Barnett Street	23	Contributory	-
Barnett Street	25	Contributory	-
Barnett Street	27	Contributory	-
Barnett Street	29	Contributory	-
Barnett Street	33	Contributory	-
Barnett Street	35	Contributory	-
Barnett Street	41	Contributory	-
Barnett Street	43	Contributory	-
Barnett Street	45	Contributory	-
Barnett Street	49	Contributory	-
Barnett Street	61	Contributory	-
Barnett Street	63	Significant	-
Barnett Street	65	Contributory	-
Barnett Street	67-69	Contributory	-
Barnett Street	71	Contributory	-
Barnett Street	73	Contributory	-
Barnett Street	91	Contributory	-
Barrett Street	13-19	Significant	-

Barrett Street	21-37	Significant	-
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<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Bayswater Road	16	Contributory	-
Bayswater Road	18	Contributory	-
Bayswater Road	24	Contributory	-
Bayswater Road	26	Contributory	-
Bayswater Road	30-34	Contributory	-
Bayswater Road	36	Contributory	-
Bayswater Road	38	Contributory	-
Bayswater Road	42	Contributory	-
Bayswater Road	44	Contributory	-
Bayswater Road	62	Contributory	-
Bayswater Road	64	Contributory	-
Bayswater Road	66	Contributory	-
Bayswater Road	68	Contributory	-
Bayswater Road	72	Contributory	-
Bayswater Road	74	Contributory	-
Bayswater Road	94	Contributory	-
Bayswater Road	96	Contributory	-
Bayswater Road	98	Contributory	-
Bayswater Road	21	Contributory	-
Bayswater Road	23	Contributory	-
Bayswater Road	25	Contributory	-
Bayswater Road	29	Contributory	-
Bayswater Road	33	Contributory	-
Bayswater Road	35	Contributory	-
Bayswater Road	37	Contributory	-
Bayswater Road	39	Contributory	-

Bayswater Road	71-73	Contributory	-
Bayswater Road	75-77	Contributory	-
Bellair Street	22	Significant	-
Bellair Street	42	Contributory	-
Bellair Street	44	Contributory	-
Bellair Street	46	Contributory	-
Bellair Street	48	Contributory	-
Bellair Street	50-52	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Bellair Street	54	Significant	-
Bellair Street	56	Contributory	-
Bellair Street	64	Contributory	-
Bellair Street	66-70	Contributory	-
Bellair Street	72-74	Contributory	-
Bellair Street	76	Contributory	-
Bellair Street	78	Contributory	-
Bellair Street	80-82	Contributory	-
Bellair Street	84	Contributory	-
Bellair Street	86	Contributory	-
Bellair Street	88	Contributory	-
Bellair Street	90	Contributory	-
Bellair Street	92	Contributory	-
Bellair Street	94	Contributory	-
Bellair Street	96-98	Contributory	-
Bellair Street	100-102	Contributory	-
Bellair Street	104	Contributory	-
Bellair Street	106	Contributory	-
Bellair Street	114	Significant	-

Bellair Street	116	Contributory	-
Bellair Street	118	Contributory	-
Bellair Street	120	Contributory	-
Bellair Street	122	Contributory	-
Bellair Street	124	Contributory	-
Bellair Street	126	Contributory	-
Bellair Street	128	Contributory	-
Bellair Street	130	Contributory	-
Bellair Street	132	Contributory	-
Bellair Street	134	Contributory	Significant
Bellair Street	136	Contributory	Significant
Bellair Street	138	Contributory	-
Bellair Street	140	Contributory	-
Bellair Street	142	Contributory	-
Bellair Street	144	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Bellair Street	146	Contributory	-
Bellair Street	148	Contributory	-
Bellair Street	150	Contributory	-
Bellair Street	152	Contributory	-
Bellair Street	154	Contributory	-
Bellair Street	156	Contributory	-
Bellair Street	158-160	Contributory	-
Bellair Street	162	Contributory	-
Bellair Street	164	Contributory	-
Bellair Street	166-168	Significant	-
Bellair Street	170	Significant	-
Bellair Street	172	Significant	-



Bellair Street	174	Significant	-
Bellair Street	176	Contributory	-
Bellair Street	178	Contributory	-
Bellair Street	180-182	Contributory	-
Bellair Street	184	Significant	-
Bellair Street	186	Significant	-
Bellair Street	188	Significant	-
Bellair Street	190	Significant	-
Bellair Street	192-194	Contributory	-
Bellair Street	198-204	Significant	-
Bellair Street	206-214 Victorian Railways Kensington signal box and Pepper Tree	Significant	-
Bellair Street	216	Contributory	-
Bellair Street	218	Contributory	-
Bellair Street	222	Contributory	-
Bellair Street	224	Contributory	-
Bellair Street	226	Contributory	-
Bellair Street	228	Contributory	-
Bellair Street	230	Significant	-
Bellair Street	232	Contributory	-
Bellair Street	238-240	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Bellair Street	242	Contributory	-
Bellair Street	244	Contributory	-
Bellair Street	248-250	Contributory	-
Bellair Street	252-254	Contributory	-
Bellair Street	256-258	Contributory	-
Bellair Street	260-262	Contributory	-

Bellair Street	264	Contributory	-
Bellair Street	266	Contributory	-
Bellair Street	268-270	Contributory	-
Bellair Street	272-274	Contributory	-
Bellair Street	278-280	Contributory	-
Bellair Street	282-284	Significant	-
Bellair Street	286	Contributory	-
Bellair Street	288	Contributory	-
Bellair Street	290-292	Contributory	-
Bellair Street	296-298	Contributory	-
Bellair Street	300-302	Contributory	-
Bellair Street	304	Contributory	-
Bellair Street	306	Contributory	-
Bellair Street	308-310	Contributory	-
Bellair Street	312	Contributory	-
Bellair Street	314-316	Contributory	-
Bellair Street	318-320	Contributory	-
Bellair Street	322	Contributory	-
Bellair Street	324	Contributory	-
Bellair Street	326	Contributory	-
Bellair Street	328	Contributory	-
Bellair Street	330-332	Contributory	-
Bellair Street	334	Significant	-
Bellair Street	336	Significant	-
Bellair Street	340	Contributory	-
Bellair Street	342	Contributory	-
Bellair Street	344-348	Contributory	-
Bellair Street	East Side - Railway gravitation	Significant	-

<b>FLEMINGTON AND KENSINGTON</b>
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Street	Number	Building Category	Significant Streetscape
	stunting yards retaining wall and trees (east side)		
Bellair Street	Railway Bridge at Arden Street	Significant	-
Bellair Street	Semaphore Rail signals	Significant	-
Bellair Street	Kensington Railway Station	Significant	-
Bellair Street at Arden Street	Railway foot bridge	Significant	-
Belmont Road	2	Contributory	-
Belmont Road	4	Contributory	-
Belmont Road	6	Contributory	-
Belmont Road	1	Contributory	-
Belmont Road	3	Contributory	-
Belmont Road	7	Significant	-
Bent Street	2	Contributory	-
Bent Street	4	Contributory	-
Bent Street	6	Contributory	-
Bent Street	10	Contributory	-
Bent Street	1	Contributory	-
Bent Street	3	Contributory	-
Bent Street	5	Contributory	-
Bent Street	9	Contributory	-
Bent Street	11	Contributory	-
Bruce Street	5-7	Significant	-
Bruce Street	43	Contributory	-
Chelmsford Street	5-7	Contributory	-
Chelmsford Street	9	Contributory	-
Chelmsford Street	11	Significant	-
Chelmsford Street	13	Contributory	-
Chelmsford Street	15	Contributory	-

Chelmsford Street	17	Contributory	-
Chelmsford Street	19	Contributory	-
Chelmsford Street	21	Contributory	-
Chelmsford Street	23-25	Contributory	-
Chelmsford Street	33	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Chelmsford Street	37	Contributory	-
Chelmsford Street	39	Contributory	-
Chelmsford Street	41	Contributory	-
Chelmsford Street	43	Contributory	-
Chelmsford Street	45	Contributory	-
Chelmsford Street	47-51	Contributory	-
Chelmsford Street	53-59	Contributory	-
Collett Street	2	Significant	-
Collett Street	4	Significant	-
Collett Street	6	Contributory	-
Collett Street	8	Contributory	-
Collett Street	10	Contributory	-
Collett Street	12-14	Contributory	-
Collett Street	18	Contributory	-
Collett Street	20	Contributory	-
Collett Street	22	Contributory	-
Collett Street	24	Contributory	-
Collett Street	26	Contributory	-
Collett Street	3	Contributory	-
Collett Street	5	Contributory	-
Collett Street	7	Contributory	-
Collett Street	9	Contributory	-

Collett Street	11	Contributory	-
Collett Street	13	Contributory	-
Collett Street	15	Contributory	-
Collett Street	17	Contributory	-
Collett Street	19	Contributory	-
Collett Street	21	Contributory	-
Collett Street	23	Contributory	-
Collett Street	25	Contributory	-
Collett Street	27	Contributory	-
Collett Street	29	Contributory	-
Childers Street	1	Contributory	-
Childers Street	3	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Childers Street	5-7	Contributory	-
Derby Street	11	Contributory	-
Derby Street	13	Contributory	-
Derby Street	15	Contributory	-
Derby Street	17	Contributory	-
Derby Street	19	Contributory	-
Derby Street	21	Significant	-
Derby Street	35	Significant	-
Derby Street	37	Significant	-
Derby Street	39	Significant	-
Derby Street	41	Significant	-
Derby Street	43	Significant	-
Derby Street	45	Significant	-
Derby Street	47-49	Contributory	-
Derby Street	59	Contributory	-

Derby Street	63	Contributory	-
Derby Street	65	Contributory	-
Derby Street	67	Contributory	-
Durham Street	1	Significant	-
Durham Street	3	Significant	-
Durham Street	5	Significant	-
Durham Street	7	Significant	-
Durham Street	9	Significant	-
Durham Street	11	Significant	-
Dynon Road	Bridge over Maribyrnong River	Significant	-
Eastwood Street	1	Contributory	-
Eastwood Street	3	Contributory	-
Eastwood Street	5	Contributory	-
Eastwood Street	7	Contributory	-
Eastwood Street	9	Contributory	-
Eastwood Street	11	Contributory	-
Eastwood Street	33	Contributory	-
Eastwood Street	33 (rear)	Contributory	-
Eastwood Street	73	Significant	-

#### FLEMINGTON AND KENSINGTON

Street	Number	Building Category	Significant Streetscape
Eastwood Street	75	Significant	-
Eastwood Street	77	Significant	-
Eastwood Street	127	Contributory	-
Eastwood Street	141	Contributory	-
Eastwood Street	143	Contributory	-
Eastwood Street	145	Contributory	-
Eastwood Street	147	Contributory	-
Eastwood Street	149	Contributory	-

Eastwood Street	151	Contributory	-
Eastwood Street	153	Contributory	-
Eastwood Street	157	Contributory	-
Eastwood Street	159	Contributory	-
Eastwood Street	161	Contributory	-
Eastwood Street	163	Contributory	-
Eastwood Street	165	Contributory	-
Eastwood Street	167-169	Contributory	-
Epsom Road	32	Contributory	-
Epsom Road	34	Contributory	-
Epsom Road	36	Contributory	-
Epsom Road	38	Contributory	-
Epsom Road	40	Contributory	-
Epsom Road	42-44	Contributory	-
Epsom Road	46	Significant	-
Epsom Road	56	Significant	-
Epsom Road	58	Significant	-
Epsom Road	60	Significant	-
Epsom Road	64	Significant	-
Epsom Road	66	Significant	-
Epsom Road	300	Significant	Significant
Epsom Road	Flemington Racecourse	Significant	Significant
Epsom Road	1-7, includes:		
	□ 1-3 Epsom Road	Significant	-
Epsom Road	17	Contributory	-

#### FLEMINGTON AND KENSINGTON

Street	Number	Building Category	Significant Streetscape
Epsom Road	19	Contributory	-

Epsom Road	21	Contributory	-
Epsom Road	29	Contributory	-
Epsom Road	31	Contributory	-
Epsom Road	33	Contributory	-
Epsom Road	43	Significant	-
Epsom Road	Former Newmarket Saleyards & Abattoirs	Significant	-
Gatehouse Drive	1 (Former Newmarket Saleyards & Abattoirs)	Significant	-
Gordon Crescent	14	Contributory	-
Gordon Crescent	18	Contributory	-
Gordon Crescent	1	Contributory	-
Gordon Crescent	3	Contributory	-
Gordon Crescent	5	Contributory	-
Gordon Crescent	7	Contributory	-
Gordon Crescent	9	Contributory	-
Gordon Crescent	11-13	Contributory	-
Gordon Crescent	15	Contributory	-
Gordon Crescent	17	Contributory	-
Gordon Crescent	19	Contributory	-
Gordon Crescent	21	Contributory	-
Gordon Crescent	23	Contributory	-
Gordon Crescent	25	Contributory	-
Gordon Crescent	27	Contributory	-
Gordon Crescent	29	Contributory	-
Gower Street	20	Contributory	-
Gower Street	22	Significant	-
Gower Street	28-30	Contributory	-
Gower Street	32	Contributory	-
Gower Street	34	Contributory	-



Gower Street	36	Contributory	-
Gower Street	38	Contributory	-
Gower Street	40	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Gower Street	42	Contributory	-
Gower Street	44	Contributory	-
Gower Street	46	Contributory	-
Gower Street	48	Contributory	-
Gower Street	50	Contributory	-
Gower Street	52	Contributory	-
Gower Street	54	Contributory	-
Gower Street	15	Significant	-
Gower Street	27	Contributory	-
Gower Street	29	Contributory	-
Gower Street	31	Contributory	-
Gower Street	33	Contributory	-
Gower Street	35	Contributory	-
Gower Street	45-59	Significant	-
Gower Street	61	Significant	-
Gower Street	63	Significant	-
Gower Street	65	Significant	-
Gower Street	67	Significant	-
Gower Street	69	Significant	-
Gower Street	71	Significant	-
Gower Street	73	Significant	-
Gower Street	75	Significant	-
Gower Street	77	Significant	-
Gower Street	79	Significant	-

Gower Street	81	Significant	-
Gower Street	83	Significant	-
Hardiman Street	10	Contributory	-
Hardiman Street	12-14	Contributory	-
Hardiman Street	16-18	Contributory	-
Hardiman Street	20	Contributory	-
Hardiman Street	22	Contributory	-
Hardiman Street	24	Contributory	-
Hardiman Street	26	Contributory	-
Hardiman Street	28	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Hardiman Street	30	Contributory	-
Hardiman Street	32	Contributory	-
Hardiman Street	34	Contributory	-
Hardiman Street	36	Contributory	-
Hardiman Street	54	Contributory	-
Hardiman Street	60-62	Contributory	-
Hardiman Street	64	Contributory	-
Hardiman Street	66	Contributory	-
Hardiman Street	68	Contributory	-
Hardiman Street	70	Contributory	-
Hardiman Street	72	Contributory	-
Hardiman Street	74	Contributory	-
Hardiman Street	76-78	Contributory	-
Hardiman Street	11A	Contributory	-
Hardiman Street	11	Contributory	-
Hardiman Street	15	Contributory	-
Hardiman Street	17	Contributory	-

Hardiman Street	19	Contributory	-
Hardiman Street	23	Contributory	-
Hardiman Street	25	Contributory	-
Hardiman Street	27-29	Contributory	-
Hardiman Street	31	Contributory	-
Hardiman Street	33	Contributory	-
Hardiman Street	35	Contributory	-
Hardiman Street	37	Contributory	-
Hardiman Street	39	Contributory	-
Hardiman Street	41	Contributory	-
Hardiman Street	43	Contributory	-
Hardiman Street	45	Contributory	-
Hardiman Street	47	Contributory	-
Henry Street	2	Contributory	-
Henry Street	4	Contributory	-
Henry Street	6	Contributory	-
Henry Street	12	Contributory	-

#### FLEMINGTON AND KENSINGTON

Street	Number	Building Category	Significant Streetscape
Henry Street	14-16	Contributory	-
Henry Street	18-24	Contributory	-
Henry Street	26-28	Contributory	-
Henry Street	30	Contributory	-
Henry Street	32	Contributory	-
Henry Street	34	Contributory	-
Henry Street	38	Contributory	-
Henry Street	5	Contributory	-
Henry Street	7	Contributory	-
Henry Street	9	Contributory	-

Henry Street	17	Contributory	-
Henry Street	19	Contributory	-
Henry Street	21	Contributory	-
Henry Street	23	Contributory	-
Henry Street	25	Contributory	-
Henry Street	27	Contributory	-
Henry Street	29	Contributory	-
Henry Street	31	Contributory	-
Henry Street	33	Contributory	-
Henry Street	33A	Contributory	-
Henry Street	35	Contributory	-
Henry Street	37	Contributory	-
Henry Street	39	Contributory	-
Henry Street	41	Contributory	-
Henry Street	43	Contributory	-
Henry Street	45	Contributory	-
Henry Street	47	Contributory	-
Hobsons Road	1-39	Significant	-
Hopetoun Street	2	Contributory	-
Hopetoun Street	4	Contributory	-
Hopetoun Street	6	Contributory	-
Hopetoun Street	8	Contributory	-
Hopetoun Street	10	Contributory	-
Hopetoun Street	12	Contributory	-

**FLEMINGTON AND KENSINGTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Hopetoun Street	14	Contributory	-
Hopetoun Street	16	Contributory	-
Hopetoun Street	18	Contributory	-

Hopetoun Street	20	Contributory	-
Hopetoun Street	22	Contributory	-
Hopetoun Street	24	Contributory	-
Hopetoun Street	26	Contributory	-
Hopetoun Street	1	Contributory	-
Hopetoun Street	3	Contributory	-
Hopetoun Street	5	Contributory	-
Hopetoun Street	7	Contributory	-
Hopetoun Street	9	Contributory	-
Hopetoun Street	11	Contributory	-
Hopetoun Street	13	Contributory	-
Hopetoun Street	15	Contributory	-
Hopetoun Street	17	Contributory	-
Hopetoun Street	19	Contributory	-
Hopetoun Street	21	Contributory	-
Hopetoun Street	23	Contributory	-
Hopetoun Street	25	Contributory	-
Hopetoun Street	27	Contributory	-
Kensington Road	24	Contributory	-
Kensington Road	26	Contributory	-
Kensington Road	32	Contributory	-
Kensington Road	34	Contributory	-
Kensington Road	36	Contributory	-
Kensington Road	38	Contributory	-
Kensington Road	40	Contributory	-
Kensington Road	48	Contributory	-
Kensington Road	50	Contributory	-
Kensington Road	52	Contributory	-
Kensington Road	60	Contributory	-
Kensington Road	62	Contributory	-

Kensington Road	64	Contributory	-
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<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Kensington Road	66	Contributory	-
Kensington Road	68-70	Contributory	-
Kensington Road	21	Contributory	-
Kensington Road	23	Contributory	-
Kensington Road	25	Contributory	-
Kensington Road	27	Contributory	-
Kensington Road	29	Contributory	-
Lambeth Street	37	Contributory	-
Lambeth Street	39	Contributory	-
Lambeth Street	41	Contributory	-
Lambeth Street	43	Contributory	-
Lambeth Street	45	Contributory	-
Lambeth Street	47	Contributory	-
Lambeth Street	49	Contributory	-
Lambeth Street	51	Contributory	-
Lambeth Street	53	Contributory	-
Lambeth Street	55	Contributory	-
Macaulay Road	Macaulay Road Bridge over Moonee Ponds Creek	Significant	-
Macaulay Road	324-334, Moonee Ponds Creek Reserve and Infrastructure	Significant	-
Macaulay Road	458-460	Significant	-
Macaulay Road	476	Significant	-
Macaulay Road	478	Significant	-
Macaulay Road	480	Significant	-
Macaulay Road	482	Significant	-
Macaulay Road	492	Significant	-

Macaulay Road	494	Significant	-
Macaulay Road	496	Significant	-
Macaulay Road	498	Significant	-
Macaulay Road	500	Contributory	-
Macaulay Road	506	Contributory	-
Macaulay Road	508	Contributory	-
Macaulay Road	510	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Macaulay Road	512	Contributory	-
Macaulay Road	514	Contributory	-
Macaulay Road	516	Contributory	-
Macaulay Road	518	Contributory	-
Macaulay Road	520	Significant	-
Macaulay Road	522	Significant	-
Macaulay Road	524	Contributory	-
Macaulay Road	526	Contributory	-
Macaulay Road	530	Contributory	-
Macaulay Road	532-534	Contributory	-
Macaulay Road	548	Contributory	-
Macaulay Road	453	Significant	-
Macaulay Road	475	Contributory	-
Macaulay Road	477-479	Contributory	-
Macaulay Road	481	Contributory	-
Macaulay Road	489-493	Significant	-
Macaulay Road	497	Contributory	-
Macaulay Road	499	Contributory	-
Macaulay Road	511	Significant	-
Macaulay Road	513	Significant	-

Macaulay Road	515	Significant	-
Macaulay Road	517-519	Significant	-
Macaulay Road	521	Significant	-
Macaulay Road	537	Contributory	-
Macaulay Road	539	Contributory	-
Maribyrnong River	Footbridge	Significant	-
Market Street	43	Contributory	-
Market Street	47	Contributory	-
Market Street	49	Contributory	-
Market Street	51	Contributory	-
Market Street	53	Contributory	-
Market Street	55	Contributory	-
Market Street	57	Contributory	-
Market Street	59	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Market Street	61	Contributory	-
Market Street	65	Contributory	-
Market Street	67	Contributory	-
Market Street	69	Contributory	-
Market Street	71	Contributory	-
Market Street	73	Contributory	-
Market Street	75	Contributory	-
Market Street	79	Contributory	-
Market Street	83	Contributory	-
McConnell Street	2	Contributory	-
McConnell Street	8	Contributory	-
McConnell Street	10	Contributory	-
McConnell Street	12	Contributory	-



McConnell Street	16	Contributory	-
McConnell Street	18	Contributory	-
McConnell Street	20	Contributory	-
McConnell Street	22	Contributory	-
McConnell Street	24	Contributory	-
McConnell Street	26	Contributory	-
McConnell Street	28	Contributory	-
McConnell Street	30	Contributory	-
McConnell Street	32	Contributory	-
McConnell Street	34	Contributory	-
McConnell Street	36-38	Contributory	-
McConnell Street	44	Contributory	-
McConnell Street	48	Contributory	-
McConnell Street	50	Contributory	-
McConnell Street	52	Contributory	-
McConnell Street	58	Contributory	-
McConnell Street	60	Contributory	-
McConnell Street	62	Contributory	-
McConnell Street	64	Contributory	-
McConnell Street	66	Contributory	-
McConnell Street	68	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
McConnell Street	70	Contributory	-
McConnell Street	72	Contributory	-
McConnell Street	74	Contributory	-
McConnell Street	76	Contributory	-
McConnell Street	78	Contributory	-
McConnell Street	80	Contributory	-

McConnell Street	82	Contributory	-
McConnell Street	84	Contributory	-
McConnell Street	86	Contributory	-
McConnell Street	88	Contributory	-
McConnell Street	90	Contributory	-
McConnell Street	92	Contributory	-
McConnell Street	96	Contributory	-
McConnell Street	98	Contributory	-
McConnell Street	100	Contributory	-
McConnell Street	102	Contributory	-
McConnell Street	104	Contributory	-
McConnell Street	106	Contributory	-
McConnell Street	108	Contributory	-
McConnell Street	110	Contributory	-
McConnell Street	112	Contributory	-
McConnell Street	114	Contributory	-
McConnell Street	116	Contributory	-
McConnell Street	3	Contributory	-
McConnell Street	5	Contributory	-
McConnell Street	11	Contributory	-
McConnell Street	13	Contributory	-
McConnell Street	15	Contributory	-
McConnell Street	17	Contributory	-
McConnell Street	19	Contributory	-
McConnell Street	21	Contributory	-
McConnell Street	25	Contributory	-
McConnell Street	27	Contributory	-
McConnell Street	29	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>
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Street	Number	Building Category	Significant Streetscape
McConnell Street	33	Contributory	-
McConnell Street	35	Contributory	-
McConnell Street	37	Contributory	-
McConnell Street	39	Contributory	-
McConnell Street	41	Contributory	-
McConnell Street	43	Contributory	-
McConnell Street	45	Contributory	-
McConnell Street	49	Contributory	-
McConnell Street	53-55	Contributory	-
McConnell Street	59-61	Contributory	-
McConnell Street	63-67	Contributory	-
McConnell Street	69	Contributory	-
McConnell Street	71	Contributory	-
McConnell Street	73	Contributory	-
McConnell Street	75	Contributory	-
McConnell Street	81	Contributory	-
McConnell Street	83	Contributory	-
McConnell Street	85	Contributory	-
McConnell Street	87	Contributory	-
McConnell Street	89	Contributory	-
McConnell Street	91	Contributory	-
McConnell Street	95	Contributory	-
McConnell Street	97	Contributory	-
McConnell Street	99	Contributory	-
McConnell Street	101	Contributory	-
McConnell Street	103	Contributory	-
McConnell Street	105	Contributory	-
McConnell Street	105A	Contributory	-
McConnell Street	107	Contributory	-

McConnell Street	107A	Contributory	-
McCracken Street	6	Contributory	-
McCracken Street	8	Contributory	-
McCracken Street	10	Contributory	-
McCracken Street	14	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
McCracken Street	16	Contributory	-
McCracken Street	18	Contributory	-
McCracken Street	20	Contributory	-
McCracken Street	22	Contributory	-
McCracken Street	24	Contributory	-
McCracken Street	26	Contributory	-
McCracken Street	28	Contributory	-
McCracken Street	30	Contributory	-
McCracken Street	32-34	Significant	-
McCracken Street	36-38	Significant	-
McCracken Street	40	Contributory	-
McCracken Street	42	Contributory	-
McCracken Street	46-50	Contributory	-
McCracken Street	56	Significant	-
McCracken Street	58	Contributory	-
McCracken Street	Kensington Primary School	Significant	-
McCracken Street	76	Significant	-
McCracken Street	78	Contributory	-
McCracken Street	80	Contributory	-
McCracken Street	82	Contributory	-
McCracken Street	84	Contributory	-
McCracken Street	1	Contributory	-

McCracken Street	3	Contributory	-
McCracken Street	5	Contributory	-
McCracken Street	9	Contributory	-
McCracken Street	11	Contributory	-
McCracken Street	13	Contributory	-
McCracken Street	15	Contributory	-
McCracken Street	17	Contributory	-
McCracken Street	19	Contributory	-
McCracken Street	23	Contributory	-
McCracken Street	25	Contributory	-
McCracken Street	27	Contributory	-
McCracken Street	29	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
McCracken Street	31	Contributory	-
McCracken Street	39	Contributory	-
McCracken Street	45	Contributory	-
McCracken Street	47	Contributory	-
McCracken Street	49	Contributory	-
McCracken Street	51	Contributory	-
McCracken Street	53	Contributory	-
McCracken Street	55	Contributory	-
McCracken Street	57	Contributory	-
McCracken Street	59	Contributory	-
McCracken Street	61	Contributory	-
McCracken Street	67	Contributory	-
McCracken Street	69	Contributory	-
McCracken Street	71	Contributory	-
McCracken Street	77	Contributory	-

McCracken Street	79	Contributory	-
McCracken Street	81	Contributory	-
McCracken Street	83	Contributory	-
McCracken Street	85	Contributory	-
McCracken Street	87	Contributory	-
McCracken Street	89	Contributory	-
McCracken Street	91	Contributory	-
McCracken Street	93	Contributory	-
McCracken Street	97	Contributory	-
McCracken Street	99	Contributory	-
McMeikan Street	2	Contributory	-
New Street	2	Contributory	-
New Street	4	Contributory	-
New Street	1	Contributory	-
New Street	3	Contributory	-
Nottingham Street	3	Contributory	-
Nottingham Street	5	Contributory	-
Nottingham Street	7	Contributory	-
Nottingham Street	9	Contributory	-

**FLEMINGTON AND KENSINGTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Nottingham Street	11	Contributory	-
Nottingham Street	13	Contributory	-
Nottingham Street	15	Contributory	-
Ormond Street	2	Contributory	-
Ormond Street	4	Contributory	-
Ormond Street	6	Contributory	-
Ormond Street	8	Contributory	-
Ormond Street	12	Contributory	-

Ormond Street	14	Contributory	-
Ormond Street	16	Contributory	-
Ormond Street	18	Contributory	-
Ormond Street	20	Contributory	-
Ormond Street	22	Contributory	-
Ormond Street	24	Contributory	-
Ormond Street	26	Contributory	-
Ormond Street	28	Contributory	-
Ormond Street	30	Contributory	-
Ormond Street	32	Contributory	-
Ormond Street	34	Contributory	-
Ormond Street	36	Contributory	-
Ormond Street	38	Contributory	-
Ormond Street	40	Contributory	-
Ormond Street	42	Contributory	-
Ormond Street	48	Significant	-
Ormond Street	50	Significant	-
Ormond Street	52	Significant	-
Ormond Street	54-58	Contributory	-
Ormond Street	60	Contributory	-
Ormond Street	62	Contributory	-
Ormond Street	1	Significant	-
Ormond Street	3	Contributory	-
Ormond Street	5	Contributory	-
Ormond Street	7-13	Contributory	-
Ormond Street	15	Significant	-

**FLEMINGTON AND KENSINGTON**

Street	Number	Building Category	Significant Streetscape
Ormond Street	17	Significant	-

Ormond Street	19	Significant	-
Ormond Street	21	Contributory	-
Ormond Street	23	Contributory	-
Ormond Street	25	Contributory	-
Ormond Street	27	Contributory	-
Ormond Street	29	Contributory	-
Ormond Street	31	Contributory	-
Ormond Street	33	Contributory	-
Ormond Street	35	Contributory	-
Ormond Street	37	Contributory	-
Ormond Street	39	Contributory	-
Ormond Street	41	Contributory	-
Ormond Street	43-45	Contributory	-
Ormond Street	47	Contributory	-
Ormond Street	49	Contributory	-
Ormond Street	55-57	Contributory	-
Ormond Street	59	Contributory	-
Ormond Street	61	Contributory	-
Ormond Street	63	Contributory	-
Ormond Street	65	Contributory	-
Ormond Street	67	Contributory	-
Ormond Street	69	Contributory	-
Ormond Street	71	Contributory	-
Ormond Street	73	Contributory	-
Ormond Street	75	Contributory	-
Ormond Street	77	Contributory	-
Ormond Street	79	Contributory	-
Ormond Street	81	Contributory	-
Ormond Street	83	Contributory	-
Ormond Street	85-87	Contributory	-



Ormond Street	89	Contributory	-
Ormond Street	91	Contributory	-
Ormond Street	93	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Ormond Street	95	Contributory	-
Ormond Street	97	Contributory	-
Ormond Street	99	Contributory	-
Ormond Street	123	Contributory	-
Ormond Street	125	Contributory	-
Ormond Street	127	Contributory	-
Ormond Street	129	Contributory	-
Ormond Street	131	Contributory	-
Ormond Street	133	Contributory	-
Parsons Street	4	Significant	-
Parsons Street	6	Significant	-
Parsons Street	8	Contributory	-
Parsons Street	10	Contributory	-
Parsons Street	12	Contributory	-
Parsons Street	34	Significant	-
Parsons Street	36	Contributory	-
Parsons Street	38	Contributory	-
Parsons Street	40	Contributory	-
Parsons Street	42	Contributory	-
Parsons Street	27	Contributory	-
Parsons Street	29	Contributory	-
Parsons Street	31	Contributory	-
Parsons Street	33	Contributory	-
Parsons Street	35	Contributory	-

Parsons Street	37	Contributory	-
Parsons Street	39	Significant	-
Parsons Street	41	Contributory	-
Percy Street	2	Significant	-
Percy Street	4	Significant	-
Percy Street	6	Significant	-
Percy Street	8	Significant	-
Percy Street	12	Significant	-
Percy Street	3	Significant	-
Percy Street	5	Significant	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Percy Street	9	Significant	-
Percy Street	11	Significant	-
Percy Street	13	Significant	-
Pridham Street	16	Contributory	-
Pridham Street	18	Contributory	-
Pridham Street	20	Contributory	-
Pridham Street	22	Contributory	-
Pridham Street	24	Contributory	-
Pridham Street	28	Contributory	-
Pridham Street	30	Contributory	-
Pridham Street	1-3	Contributory	-
Pridham Street	5	Contributory	-
Pridham Street	9	Contributory	-
Pridham Street	11	Contributory	-
Pridham Street	13	Contributory	-
Pridham Street	15	Significant	-
Pridham Street	17	Contributory	-

Pridham Street	19	Contributory	-
Pridham Street	21	Contributory	-
Pridham Street	23	Contributory	-
Pridham Street	25	Contributory	-
Pridham Street	27	Contributory	-
Pridham Street	31	Contributory	-
Racecourse Road	Racecourse Road Railway Bridge	Significant	
Racecourse Road	135-137	Significant	-
Racecourse Road	Racecourse Road Bridge over Moonee Ponds Creek	Significant	-
Racecourse Road	201-223	Significant	-
Rankins Road	10	Contributory	-
Rankins Road	12	Contributory	-
Rankins Road	14	Contributory	-
Rankins Road	16	Contributory	-
Rankins Road	20-22	Significant	-

#### FLEMINGTON AND KENSINGTON

Street	Number	Building Category	Significant Streetscape
Rankins Road	24	Significant	-
Rankins Road	30	Contributory	-
Rankins Road	32	Significant	-
Rankins Road	34	Significant	-
Rankins Road	128	Contributory	-
Rankins Road	130	Contributory	-
Rankins Road	15	Contributory	-
Rankins Road	17	Significant	-
Rankins Road	25	Significant	-
Rankins Road	43	Significant	-
Rankins Road	45	Significant	-

Rankins Road	47	Significant	-
Rankins Road	49	Significant	-
Rankins Road	137	Contributory	-
Rankins Road	139	Contributory	-
Rankins Road	143	Contributory	-
Rankins Road	145	Contributory	-
Rankins Road	147	Significant	-
Rankins Road	149	Significant	-
Rankins Road	151	Significant	-
Rankins Road	153	Contributory	-
Rankins Road	155	Contributory	-
Rankins Road	157	Contributory	-
Rankins Road	159	Contributory	-
Rankins Road	161	Contributory	-
Rankins Road	163	Contributory	-
Rankins Road	165	Significant	-
Rankins Road	167	Contributory	-
Rankins Road	169	Significant	-
Rankins Road	171	Significant	-
Rankins Road	173	Significant	-
Robertson Street	3	Contributory	-
Robertson Street	5	Contributory	-
Robertson Street	7	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Robertson Street	11	Contributory	-
Robertson Street	13	Contributory	-
Robertson Street	15	Contributory	-
Robertson Street	17	Contributory	-
Robertson Street	19-23	Contributory	-
Robertson Street	25	Contributory	-
Robertson Street	27	Contributory	-
Robertson Street	29	Contributory	-
Robertson Street	33	Contributory	-
Robertson Street	37	Contributory	-
Robertson Street	39	Contributory	-
Robertson Street	41	Contributory	-
Robertson Street	43	Contributory	-
Robertson Street	47	Contributory	-
Robertson Street	49	Contributory	-
Robertson Street	57-59	Significant	-
Smith Street	44	Contributory	-
Smith Street	46	Contributory	-
Smith Street	48	Contributory	-
Smith Street	50	Contributory	-
Smith Street	52	Contributory	-
Southey Street	8	Contributory	-
Southey Street	10	Contributory	-
Southey Street	12-14	Contributory	-
Southey Street	1	Contributory	-
Southey Street	3	Contributory	-
Southey Street	9	Contributory	-

Southey Street	11	Contributory	-
Southey Street	13	Contributory	-
Southey Street	15	Contributory	-
Southey Street	17	Contributory	-
Southey Street	19	Contributory	-
Southey Street	21	Contributory	-
Southey Street	23	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Southey Street	25	Contributory	-
Southey Street	27	Contributory	-
Stubbs Street	64	Significant	-
Stubbs Street	106-116	Significant	-
Tennyson Street	10	Contributory	-
Tennyson Street	12	Contributory	-
Tennyson Street	14	Contributory	-
Tennyson Street	16	Contributory	-
Tennyson Street	18	Contributory	-
Tennyson Street	20	Contributory	-
Tennyson Street	22	Contributory	-
Tennyson Street	24	Contributory	-
Tennyson Street	26	Contributory	-
Tennyson Street	28	Contributory	-
Tennyson Street	30	Contributory	-
Tennyson Street	32	Contributory	-
Tennyson Street	34	Contributory	-
Tennyson Street	36	Contributory	-
Tennyson Street	38-40	Contributory	-
Tennyson Street	42	Contributory	-

Tennyson Street	48	Contributory	-
Tennyson Street	58	Contributory	-
Tennyson Street	60	Contributory	-
Tennyson Street	62	Contributory	-
Tennyson Street	64	Contributory	-
Tennyson Street	66	Contributory	-
Tennyson Street	68	Contributory	-
Tennyson Street	70-74	Contributory	-
Tennyson Street	76	Significant	-
Tennyson Street	78	Significant	-
Tennyson Street	80	Significant	-
Tennyson Street	82	Contributory	-
Tennyson Street	84-86	Contributory	-
Tennyson Street	88	Contributory	-

**FLEMINGTON AND KENSINGTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Tennyson Street	90	Contributory	-
Tennyson Street	92	Contributory	-
Tennyson Street	94	Contributory	-
Tennyson Street	96	Contributory	-
Tennyson Street	98	Contributory	-
Tennyson Street	100-110	Significant	-
Tennyson Street	1	Contributory	-
Tennyson Street	3	Contributory	-
Tennyson Street	9	Contributory	-
Tennyson Street	11	Contributory	-
Tennyson Street	13	Contributory	-
Tennyson Street	15-17	Contributory	-
Tennyson Street	23	Contributory	-

Tennyson Street	25	Contributory	-
The Ridgeway	4	Contributory	-
The Ridgeway	6	Contributory	-
The Ridgeway	8	Contributory	-
The Ridgeway	10-14	Contributory	-
The Ridgeway	20	Contributory	-
The Ridgeway	22	Contributory	-
The Ridgeway	24	Contributory	-
The Ridgeway	26	Contributory	-
The Ridgeway	28	Contributory	-
The Ridgeway	30	Contributory	-
The Ridgeway	32	Contributory	-
The Ridgeway	34	Contributory	-
The Ridgeway	36	Contributory	-
The Ridgeway	38	Contributory	-
The Ridgeway	40	Contributory	-
The Ridgeway	42	Contributory	-
The Ridgeway	44	Contributory	-
The Ridgeway	50-52	Contributory	-
The Ridgeway	54	Contributory	-
The Ridgeway	60	Contributory	-

**FLEMINGTON AND KENSINGTON**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
The Ridgeway	62	Contributory	-
The Ridgeway	1	Contributory	-
The Ridgeway	3	Contributory	-
The Ridgeway	5	Contributory	-
The Ridgeway	7-9	Contributory	-
The Ridgeway	11	Contributory	-



The Ridgeway	13	Contributory	-
The Ridgeway	15	Significant	-
The Ridgeway	15A	Significant	-
The Ridgeway	21	Contributory	-
The Ridgeway	23	Contributory	-
The Ridgeway	25	Contributory	-
The Ridgeway	27	Contributory	-
The Ridgeway	29-31	Contributory	-
The Ridgeway	33	Contributory	-
The Ridgeway	35	Contributory	-
The Ridgeway	37	Contributory	-
The Ridgeway	41	Contributory	-
The Ridgeway	43	Contributory	-
The Ridgeway	45	Contributory	-
The Ridgeway	47	Contributory	-
The Ridgeway	49	Contributory	-
The Ridgeway	51	Contributory	-
The Ridgeway	53	Contributory	-
The Ridgeway	55	Contributory	-
The Ridgeway	57	Contributory	-
The Ridgeway	59	Contributory	-
The Ridgeway	61	Contributory	-
The Ridgeway	63	Contributory	-
The Ridgeway	65	Contributory	-
The Ridgeway	67	Contributory	-
Westbourne Road	21	Contributory	-
Westbourne Road	23	Contributory	-
Westbourne Road	25	Contributory	-

<b>FLEMINGTON AND KENSINGTON</b>
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Street	Number	Building Category	Significant Streetscape
Westbourne Road	27	Contributory	-
Westbourne Road	29	Contributory	-
Westbourne Road	31	Contributory	-
Westbourne Road	33	Contributory	-
Westbourne Road	35	Contributory	-
Westbourne Road	41-43	Contributory	-
Westbourne Road	45	Contributory	-
Westbourne Road	47	Contributory	-
Westbourne Road	49	Contributory	-
Westbourne Road	51	Contributory	-
Westbourne Road	53	Contributory	-
Westbourne Road	55	Contributory	-
Wight Street	2	Contributory	-
Wight Street	4	Contributory	-
Wight Street	3	Contributory	-
Wight Street	7A	Contributory	-
Wight Street	9	Contributory	-
Wight Street	11	Contributory	-
Wight Street	13	Contributory	-
Wight Street	15	Contributory	-
Wight Street	17	Contributory	-
Wight Street	19	Contributory	-
Wight Street	21-23	Significant	-
Wolseley Parade	6-8	Contributory	-
Wolseley Parade	10	Contributory	-
Wolseley Parade	12	Contributory	-
Wolseley Parade	14	Contributory	-
Wolseley Parade	16	Contributory	-
Wolseley Parade	18	Contributory	-

Wolseley Parade	20	Contributory	-
Wolseley Parade	22	Contributory	-
Wolseley Parade	24	Contributory	-
Wolseley Parade	26	Contributory	-
Wolseley Parade	28	Contributory	-
<b>FLEMINGTON AND KENSINGTON</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Wolseley Parade	30	Contributory	-
Wolseley Parade	32	Contributory	-
Wolseley Parade	36	Contributory	-
Wolseley Parade	38	Contributory	-
Wolseley Parade	40	Contributory	-
Wolseley Parade	42-44	Contributory	-
Wolseley Parade	46-48	Significant	-
Wolseley Parade	50	Contributory	-
Wolseley Parade	52	Significant	-
Wolseley Parade	54	Contributory	-
Wolseley Parade	56	Contributory	-
Wolseley Parade	58	Contributory	-
Wolseley Parade	60-62	Contributory	-
Wolseley Parade	1	Contributory	-
Wolseley Parade	5	Contributory	-
Wolseley Parade	7	Contributory	-
Wolseley Parade	9	Contributory	-
Wolseley Parade	19-21	Contributory	-
Wolseley Parade	23-25	Contributory	-
Wolseley Parade	27	Contributory	-
Wolseley Parade	29	Contributory	-
Wolseley Parade	37	Contributory	-
Wolseley Parade	39	Contributory	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 128 of 293

Wolseley Parade	41	Contributory	-
Wolseley Parade	43	Contributory	-
Wolseley Parade	45	Contributory	-
Wolseley Parade	47	Contributory	-
Wolseley Parade	49	Contributory	-
Wolseley Parade	51	Contributory	-

Wolseley Parade	53	Contributory	-
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## MELBOURNE

MELBOURNE			
Street	Number	Building Category	Significant Streetscape
A'Beckett Street	61-69	Significant	-
A'Beckett Street	71-73	Significant	-
A'Beckett Street	111-125	Significant	-
A'Beckett Street	183-189	Significant	-
A'Beckett Street	217-219	Significant	-

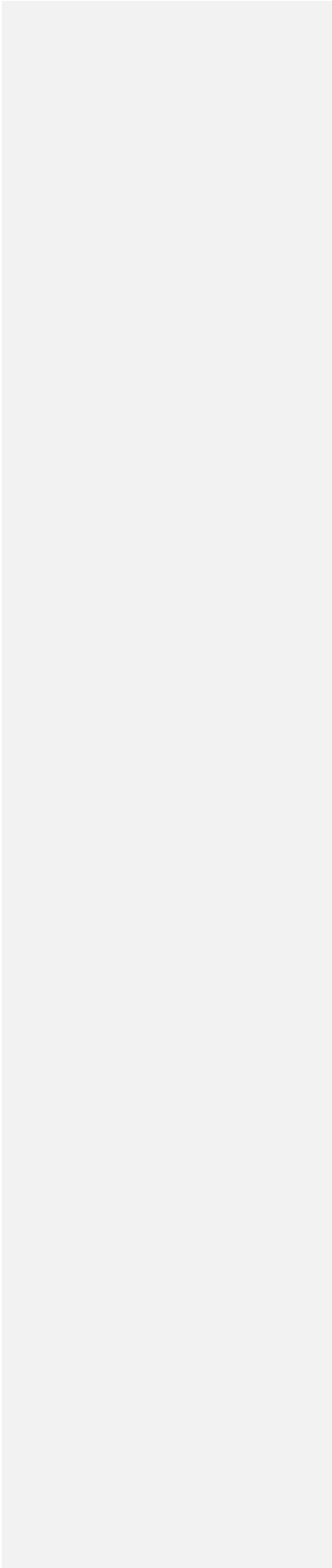
A'Beckett Street	239	Significant	-
Alexandra Avenue	Sidney Myer Music Bowl	Significant	-
Alexandra Avenue	Aboriginal Burial Site Kings Domain	Significant	-
Bank Place	4	Significant	-
Bank Place	12-16	Significant	-
Bank Place	18-20	Significant	-
Bank Place	5-9	Significant	-
Bank Place	11	Significant	-
Batman Avenue	1-9	Significant	-
Batman Avenue	Yarra Bank (Speakers Corner)	Significant	-
Bennetts Lane	11-21	Contributory	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Bennetts Lane	23	Contributory	-
Birdwood Avenue	Royal Botanic Gardens	Significant	Significant
Birdwood Avenue	Former Observatory Site	Significant	-
Block Place	28-32	Contributory	-
Boathouse Drive	Melbourne University Boat Club Shed	Significant	-
Bourke Street	2-8	Significant	-
Bourke Street	10	Contributory	-
Bourke Street	12	Contributory	-
Bourke Street	18	Contributory	-
Bourke Street	20-30	Contributory	-
Bourke Street	32-38	Significant	-
Bourke Street	54-62	Significant	-
Bourke Street	66	Significant	-
Bourke Street	68	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Bourke Street	70	Significant	-
Bourke Street	78-84	Significant	-
Bourke Street	88-90	Significant	-
Bourke Street	94-96	Significant	-
Bourke Street	98	Significant	-
Bourke Street	100-116	Significant	-
Bourke Street	118-122	Contributory	-
Bourke Street	134-144	Significant	-
Bourke Street	146-150	Significant	-
Bourke Street	152-158	Significant	-
Bourke Street	160-162	Significant	-
Bourke Street	164-166	Significant	-
Bourke Street	168-174	Significant	-
Bourke Street	180-182	Significant	-
Bourke Street	188	Significant	-
Bourke Street	190-192	Significant	-
Bourke Street	194-200	Significant	-
Bourke Street	202-204	Significant	-
Bourke Street	220	Significant	-
Bourke Street	222-244, includes:		
	□ 209-225 Little Bourke Street	Contributory	-
Bourke Street	246-260	Contributory	-
Bourke Street	280-282	Significant	-
Bourke Street	284-292	Significant	-
Bourke Street	294-312	Significant	-
Bourke Street	314-336	Significant	-
Bourke Street	338-352	Significant	-

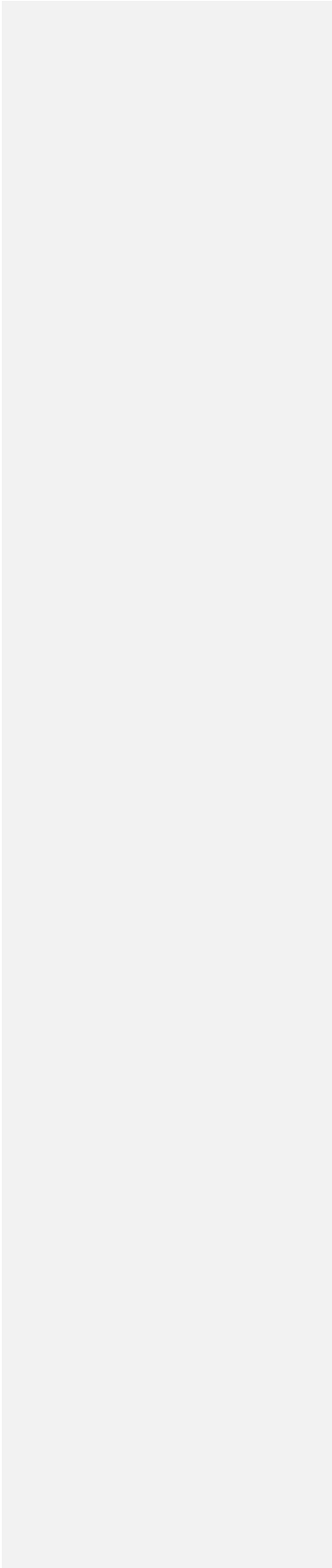
Bourke Street	376-378	Significant	-
Bourke Street	418-420	Significant	-
Bourke Street	422-424	Significant	-
Bourke Street	Part 468-470	Significant	-
Bourke Street	472	Significant	-



<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Bourke Street	480	Significant	-
Bourke Street	482-484	Significant	-
Bourke Street	516-526	Significant	-
Bourke Street	636-638	Significant	-
Bourke Street	640-668	Significant	-
Bourke Street	672-696	Significant	-
Bourke Street	1-17	Significant	-
Bourke Street	23-29	Significant	-
Bourke Street	31-33	Contributory	-
Bourke Street	35-37	Significant	-
Bourke Street	51	Significant	-
Bourke Street	53	Significant	-
Bourke Street	65-71	Significant	-
Bourke Street	79-85	Contributory	-
Bourke Street	151-163	Significant	-
Bourke Street	171	Significant	-
Bourke Street	173-175	Significant	-
Bourke Street	179-183	Significant	-
Bourke Street	193-199	Significant	-
Bourke Street	201-207	Significant	-
Bourke Street	209-215	Significant	-
Bourke Street	219-225	Significant	-
Bourke Street	253-267	Significant	-
Bourke Street	271-281	Significant	-
Bourke Street	299-307	Significant	-
Bourke Street	309-325, 'The Walk' complex, includes:		



	<ul style="list-style-type: none"> <li>• 313-317 Bourke Street (former Diamond House)</li> </ul>	Significant	-
	<ul style="list-style-type: none"> <li>• 323-325 Bourke Street (former Public Bootery)</li> </ul>	Significant	-
	<ul style="list-style-type: none"> <li>• 288-290 Little Collins Street (former Book Buildings)</li> </ul>	Contributory	-
	<ul style="list-style-type: none"> <li>• 292-296 Little Collins Street (former York House)</li> </ul>	Contributory	-



<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
	<ul style="list-style-type: none"> <li>300-302 Little Collins Street (Allans Building, also Sonora House)</li> </ul>	Contributory	-
Bourke Street	327-329	Significant	-
Bourke Street	331-339	Significant	-
Bourke Street	349-357	Significant	-
Bourke Street	415-419	Significant	-
Bourke Street	421	Significant	-
Bourke Street	457-471	Significant	-
Bourke Street	473	Significant	-
Bourke Street	503-523	Significant	-
Bourke Street	527-555	Significant	-
Bourke Street	561-563	Significant	-
Bourke Street	589-603	Significant	-
Bourke Street	621-633	Significant	-
Bourke Street	635-653	Significant	-
Bourke Street	655-667, includes:		
	□ 655 Bourke Street	Significant	-
Bourke Street	669-675	Significant	-
Bowen Street	Building - 4 RMIT	Significant	-
Bowen Street	Buildings - 2, 3, 5, 6 & 7 RMIT	Significant	-
Carson Place	1-7	Contributory	-
Casselden Place	16-18	Significant	-
Casselden Place	15-17	Significant	-
Casselden Place	House 17	Significant	-
Celestial Avenue	12-14	Contributory	-
Celestial Avenue	16	Significant	-
Celestial Avenue	18	Significant	-

Cohen Place	Museum of Chinese/ Australian History	Significant	-
Collins Street	2	Significant	-
Collins Street	4-6	Significant	-
Collins Street	8	Significant	-
Collins Street	12	Significant	-
Collins Street	14-16	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Collins Street	18-22	Significant	-
Collins Street	36-50	Significant	-
Collins Street	52-54	Significant	-
Collins Street	56-64	Contributory	-
Collins Street	68-72	Significant	-
Collins Street	74	Significant	-
Collins Street	90-98	Significant	-
Collins Street	100-104	Significant	-
Collins Street	110-118	Significant	-
Collins Street	122-136	Significant	-
Collins Street	140-154	Significant	-
Collins Street	156-160	Significant	-
Collins Street	162-168	Significant	-
Collins Street	170-174	Significant	-
Collins Street	176-180	Significant	-
Collins Street	182	Significant	-
Collins Street	184-192	Significant	-
Collins Street	220-226	Significant	-
Collins Street	228-232	Contributory	-
Collins Street	250-252	Significant	-

Collins Street	256	Contributory	-
Collins Street	276-278	Significant	-
Collins Street	280-292	Significant	-
Collins Street	288-304	Significant	-
Collins Street	294-296	Significant	-
Collins Street	298-304	Significant	-
Collins Street	308-336	Significant	-
Collins Street	338	Significant	-
Collins Street	340-342	Significant	-
Collins Street	344-350	Significant	-
Collins Street	376-390	Significant	-
Collins Street	394-398	Significant	-
Collins Street	400-402	Significant	-
Collins Street	404-406	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Collins Street	412-414	Significant	-
Collins Street	422-428	Significant	-
Collins Street	430-442	Significant	-
Collins Street	454-456	Significant	-
Collins Street	460-462	Significant	-
Collins Street	464-466	Significant	-
Collins Street	468-478	Significant	-
Collins Street	516-520	Significant	-
Collins Street	538-544	Significant	-
Collins Street	546-566	Significant	-
Collins Street	1-9	Significant	-
Collins Street	5-9	Significant	-
Collins Street	9-13	Significant	-
Collins Street	13-15	Significant	-
Collins Street	69-73	Significant	-
Collins Street	71-87	Significant	-
Collins Street	75-81	Significant	-
Collins Street	83-87	Significant	-
Collins Street	89-105	Significant	-
Collins Street	107	Significant	-
Collins Street	115-119	Significant	-
Collins Street	133-139	Significant	-
Collins Street	141-153	Significant	-
Collins Street	161	Significant	-
Collins Street	167-173	Significant	-
Collins Street	175-177	Significant	-
Collins Street	179	Contributory	-
Collins Street	181-187	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 138 of 293

Collins Street	191-197	Significant	-
Collins Street	221-231	Significant	-
Collins Street	233-239	Contributory	-
Collins Street	241-245	Significant	-
Collins Street	247-249	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Collins Street	251-257	Significant	-
Collins Street	259-263	Significant	-
Collins Street	265-269	Significant	-
Collins Street	271-285	Significant	-
Collins Street	287-301	Significant	-
Collins Street	303-317	Significant	-
Collins Street	327-343	Significant	-
Collins Street	345-349	Significant	-
Collins Street	359-373	Significant	-
Collins Street	375-383	Significant	-
Collins Street	389-399	Significant	-
Collins Street	401-403	Significant	-
Collins Street	405-407	Significant	-
Collins Street	409-413	Significant	-
Collins Street	415-417	Contributory	-
Collins Street	419-429	Significant	-
Collins Street	471-477	Significant	-
Collins Street	479-481	Significant	-
Collins Street	483-485	Significant	-
Collins Street	487-495	Significant	-
Collins Street	497-503	Significant	-
Collins Street	615-623	Significant	-
Commercial Road	55	Significant	-
Coverlid Place	1-5	Significant	-
Corrs Lane	12-14	Contributory	-
Corrs Lane	16-20	Contributory	-
Corrs Lane	28	Contributory	-

Domain Road	2-42	Significant	-
Drewery Lane	5-7	Significant	-
Drewery Place	2-20	Significant	-
Drewery Place	22	Significant	-
Duckboard Place	11-15	Significant	-
Elizabeth Street	28-32	Significant	-

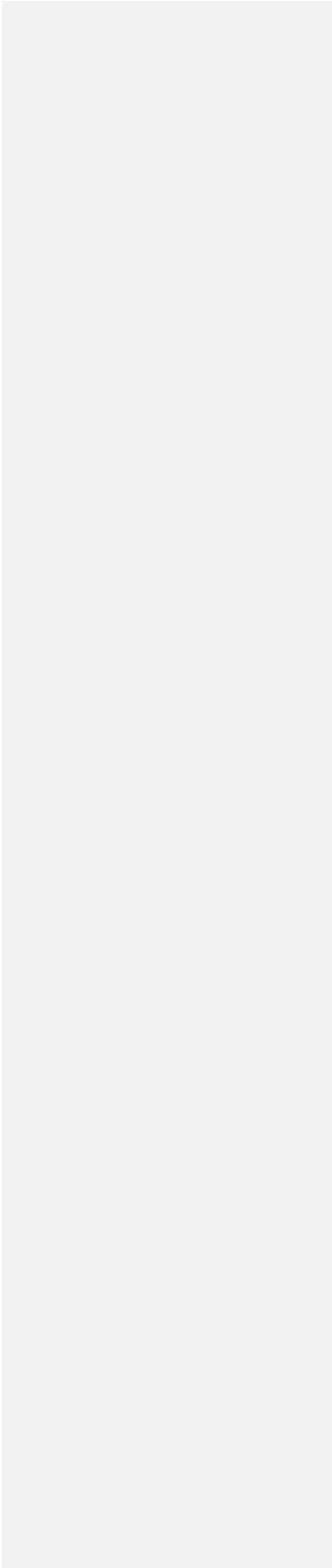


<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Elizabeth Street	84-86	Significant	-
Elizabeth Street	88	Significant	-
Elizabeth Street	90	Contributory	-
Elizabeth Street	92-94	Significant	-
Elizabeth Street	96-102	Significant	-
Elizabeth Street	104-110	Contributory	-
Elizabeth Street	112-118	Significant	-
Elizabeth Street	136-140	Significant	-
Elizabeth Street	142-146	Significant	-
Elizabeth Street	148-150	Significant	-
Elizabeth Street	Underground Public Toilets	Significant	-
Elizabeth Street	188-218	Significant	-
Elizabeth Street	380	Significant	-
Elizabeth Street	384	Significant	-
Elizabeth Street	518	Significant	-
Elizabeth Street	566	Contributory	-
Elizabeth Street	568-570	Contributory	-
Elizabeth Street	582-588 (rear)	Contributory	-
Elizabeth Street	590-592	Contributory	-
Elizabeth Street	594-598	Significant	-
Elizabeth Street	614-616	Significant	-
Elizabeth Street	618-630, includes:		
	□ 618-630 Elizabeth Street (rear)	Significant	-
Elizabeth Street	632	Contributory	-
Elizabeth Street	642-644	Contributory	-
Elizabeth Street	648	Contributory	-
Elizabeth Street	654	Contributory	-

Elizabeth Street	696-708	Significant	-
Elizabeth Street	Underground Public Toilets (crn with Victoria Street)	Significant	-
Elizabeth Street	Drinking Fountain, Victoria Square	Significant	-
Elizabeth Street	1-5	Significant	-
Elizabeth Street	7-9	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Elizabeth Street	17-19	Significant	-
Elizabeth Street	21-23	Significant	-
Elizabeth Street	25	Significant	-
Elizabeth Street	55-57	Significant	-
Elizabeth Street	59-65	Significant	-
Elizabeth Street	97-103	Significant	-
Elizabeth Street	105	Contributory	-
Elizabeth Street	107-113	Significant	-
Elizabeth Street	115-117	Significant	-
Elizabeth Street	195	Significant	-
Elizabeth Street	215	Significant	-
Elizabeth Street	217	Significant	-
Elizabeth Street	245-247	Contributory	-
Elizabeth Street	249-251	Significant	-
Elizabeth Street	253	Significant	-
Elizabeth Street	255	Significant	-
Elizabeth Street	257	Significant	-
Elizabeth Street	259	Significant	-
Elizabeth Street	261	Significant	-
Elizabeth Street	263	Contributory	-
Elizabeth Street	265-269	Significant	-
Elizabeth Street	283-285	Contributory	-
Elizabeth Street	299	Significant	-
Elizabeth Street	303-305	Significant	-
Elizabeth Street	351-357	Significant	-
Elizabeth Street	507-523	Significant	Significant
Elizabeth Street	525	Significant	Significant

Elizabeth Street	551-571 (middle and northern part)	Contributory	-
Elizabeth Street	575-577 (rear)	Contributory	-
Elizabeth Street	587	Contributory	-
Elizabeth Street	611-669, includes:		
	□ 611-633 Elizabeth Street	Significant	-



<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Elizabeth Street	675-681 (rear)	Contributory	-
Evans Lane	1-3	Contributory	-
Exhibition Street	2-8	Significant	-
Exhibition Street	30-40	Significant	-
Exhibition Street	104-110	Significant	-
Exhibition Street	114-122	Significant	-
Exhibition Street	136-144	Significant	-
Exhibition Street	162	Significant	-
Exhibition Street	174-192	Significant	-
Exhibition Street	228-240	Significant	-
Exhibition Street	266-272	Significant	-
Exhibition Street	280-282	Significant	-
Exhibition Street	53-55	Significant	-
Exhibition Street	189-195	Significant	-
Exhibition Street	199-227	Significant	-
Exhibition Street	229	Contributory	-
Exhibition Street	231-233	Contributory	-
Exhibition Street	235	Contributory	-
Exhibition Street	275-285	Significant	-
Exhibition Street	287-293	Significant	-
Exhibition Street	295-301	Contributory	-
Exhibition Street	303	Contributory (Evans Lane frontage)	-
Exhibition Street	305-307	Contributory (Evans Lane frontage)	-
Exhibition Street	309	Significant	-
Exhibition Street	353	Significant	-
Exhibition Street	355-359	Significant	-

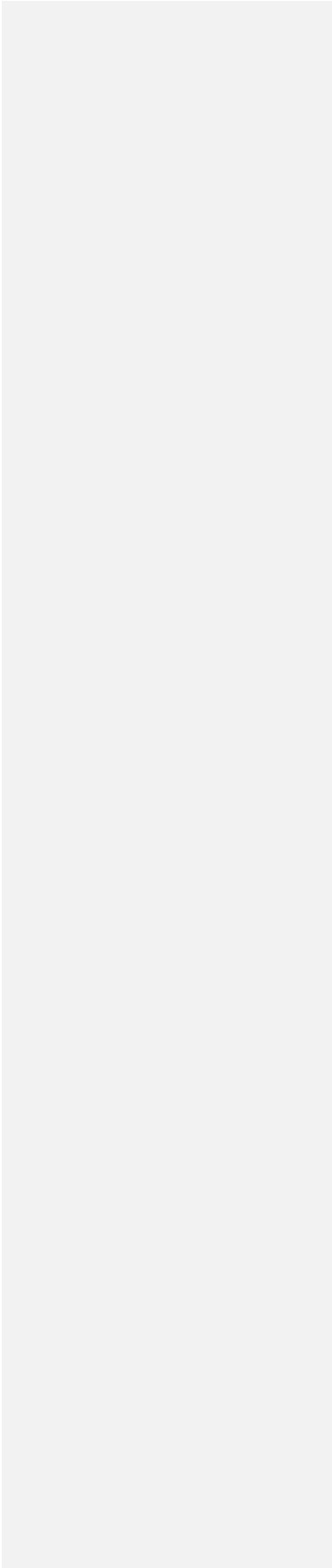
Flinders Lane	172-180	Significant	-
Flinders Lane	186-200	Significant	-
Flinders Lane	226-232	Contributory	-
Flinders Lane	234-236	Significant	-
Flinders Lane	238-244	Significant	-
Flinders Lane	252-254	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Flinders Lane	258-260	Significant	-
Flinders Lane	302-308	Significant	-
Flinders Lane	310	Contributory	-
Flinders Lane	376-382	Significant	-
Flinders Lane	384-386	Significant	-
Flinders Lane	21-25	Significant	-
Flinders Lane	31-35	Contributory	-
Flinders Lane	37-45	Contributory	-
Flinders Lane	57-59	Contributory	-
Flinders Lane	61-73	Significant	-
Flinders Lane	75-77	Significant	-
Flinders Lane	87-89	Significant	-
Flinders Lane	91-93	Contributory	-
Flinders Lane	95-101	Contributory	-
Flinders Lane	103-105	Contributory	-
Flinders Lane	107-109	Contributory	-
Flinders Lane	121-123	Contributory	-
Flinders Lane	125-127	Significant	-
Flinders Lane	129-131	Significant	-
Flinders Lane	133-135	Contributory	-
Flinders Lane	137-139	Significant	-
Flinders Lane	141-143	Significant	-
Flinders Lane	145-149	Significant	-
Flinders Lane	161-163	Contributory	-
Flinders Lane	165	Significant	-
Flinders Lane	167-173	Significant	-
Flinders Lane	175-177	Contributory	-
Flinders Lane	179-181	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page 148 of 293

Flinders Lane	183-185	Significant	-
Flinders Lane	187	Significant	-
Flinders Lane	197-205	Significant	-
Flinders Lane	237-239	Contributory	-
Flinders Lane	241-243	Contributory	-
Flinders Lane	247-251	Significant	-





<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Flinders Lane	253-265	Significant	-
Flinders Lane	267-275	Significant	-
Flinders Lane	277-279	Significant	-
Flinders Lane	281-291	Significant	-
Flinders Lane	301-311	Contributory	-
Flinders Lane	313-315	Contributory	-
Flinders Lane	317-323	Contributory	-
Flinders Lane	325-331	Significant	-
Flinders Lane	333	Significant	-
Flinders Lane	335-339	Contributory	-
Flinders Lane	341-347	Significant	-
Flinders Lane	349-351	Contributory	-
Flinders Lane	353-355	Contributory	-
Flinders Lane	383-387	Significant	-
Flinders Street	26-30	Significant	-
Flinders Street	46-74	Significant	-
Flinders Street	76-80	Significant	-
Flinders Street	96-98	Significant	-
Flinders Street	100-102	Significant	-
Flinders Street	130-132	Significant	-
Flinders Street	134-136	Significant	-
Flinders Street	138-140	Contributory	-
Flinders Street	142-148	Significant (VHR extent)/ Contributory remainder)	-
Flinders Street	150-162	Significant	-
Flinders Street	164-170	Significant	-
Flinders Street	172-192	Significant	-

Flinders Street	194-196	Significant	-
Flinders Street	198-206	Significant	-
Flinders Street	222-224	Significant	-
Flinders Street	228-236	Significant	-
Flinders Street	238-242	Contributory	-
Flinders Street	244-248	Contributory	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Flinders Street	250-254	Significant	-
Flinders Street	256-268	Significant	-
Flinders Street	292-298	Significant	-
Flinders Street	318-324	Significant	-
Flinders Street	334-340	Contributory	-
Flinders Street	360-372	Significant	-
Flinders Street	390-398	Significant	-
Flinders Street	400	Significant	-
Flinders Street	502-504	Significant	-
Flinders Street	508-510	Significant	-
Flinders Street	516-518	Significant	-
Flinders Street	520-522	Significant	-
Flinders Street	562-564	Significant	-
Flinders Street	197-209	Significant	-
Flinders Street	207-361	Significant	-
Flinders Street	Underground Public Toilets	Significant	-
Flinders Street	Flinders Street Railway Viaduct	Significant	-
Francis Street	27	Significant	-
Franklin Street	126-130	Contributory	-
Franklin Street	132-140	Contributory	-
Franklin Street	1-55	Significant	-
George Parade	27	Contributory	-
George Parade	23-25	Significant	-
Gisborne Street	1-11	Significant	-
Godfrey Street	20-38	Significant	-
Goldie Place	4-6	Significant	-
Hardware Lane	60	Significant	-
Hardware Lane	62	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 152 of 293

Hardware Lane	64-66	Significant	-
Hardware Lane	106-112	Significant	-
Hardware Lane	55-57	Significant	-
Hardware Lane	63-65	Significant	-
Hardware Lane	67-73	Significant	-
Heffernan Lane	14-18	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Heffernan Lane	11	Significant	-
Heffernan Lane	Substation at 23-31	Contributory	-
Highlander	11	Significant	-
Highlander	11A	Significant	-
Hosier Lane	3-5	Contributory	-
Hosier Lane	7-11	Contributory	-
King Street	14-20	Contributory	-
King Street	22-24	Significant	-
King Street	26-32	Significant	-
King Street	42-44	Significant	-
King Street	46-52	Significant	-
King Street	54-60	Significant	-
King Street	62-66	Significant	-
King Street	120-138	Significant	-
King Street	234-244	Significant	-
King Street	248-250	Significant	-
King Street	328-330	Significant	-
King Street	25	Significant	-
King Street	27-31	Significant	-
King Street	115-129	Significant	-
King Street	131-135	Significant	-
King Street	171-173	Significant	-
King Street	Chinese Honey Locusts Tree	Significant	-
King Street	203-207	Significant	-
King Street	239-241	Significant	-
Kirks Lane	3	Significant	-
Knox Place	Former Coops Shot Tower and Flanking Building	Significant	-

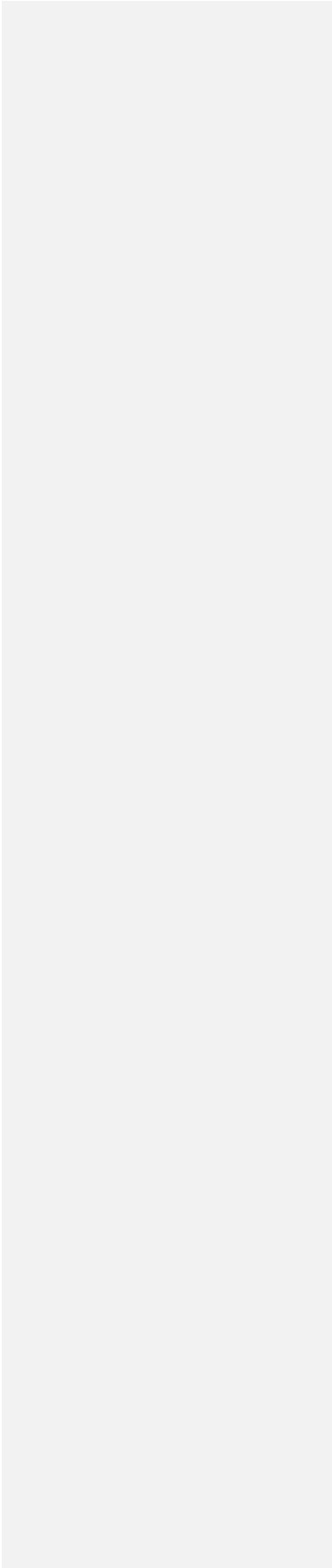
La Trobe Street	2-8	Significant	-
La Trobe Street	30-34	Significant	-
La Trobe Street	RMIT Building 3, 124	Contributory	Significant
La Trobe Street	RMIT Building 4, 124	Significant	Significant
La Trobe Street	RMIT Building 6, 124	Contributory	Significant

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
La Trobe Street	RMIT Building 7, 124	Significant	Significant
La Trobe Street	RMIT Building 28, 124	Contributory	Significant
La Trobe Street	168-170	Significant	-
La Trobe Street	284-294	Significant	-
La Trobe Street	320	Significant	-
La Trobe Street	179-181	Significant	-
La Trobe Street	391-429	Significant	-
La Trobe Street	513-577	Significant	-
La Trobe Street	537-557	Significant	-
La Trobe Street	Cast Iron Urinal	Significant	-
Little Bourke Street	24-38	Significant	-
Little Bourke Street	40-44	Significant	-
Little Bourke Street	84-98	Significant	-
Little Bourke Street	108-110	Significant	-
Little Bourke Street	112-114	Significant	-
Little Bourke Street	116-118	Significant	-
Little Bourke Street	196	Significant	-
Little Bourke Street	200-202	Significant	-
Little Bourke Street	206	Contributory	-
Little Bourke Street	212	Significant	-
Little Bourke Street	214-216	Significant	-
Little Bourke Street	218-220	Significant	-
Little Bourke Street	258-264	Significant	-
Little Bourke Street	318	Significant	-
Little Bourke Street	362-364	Significant	-
Little Bourke Street	428-432	Significant	-
Little Bourke Street	434-436	Significant	-
Little Bourke Street	442-460	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page 156 of 293

Little Bourke Street	462-498	Significant	-
Little Bourke Street	558 (rear)	Significant	-
Little Bourke Street	562-566	Significant	-
Little Bourke Street	602-606	Significant	-
Little Bourke Street	620-648	Significant	-
Little Bourke Street	1-17	Significant	-



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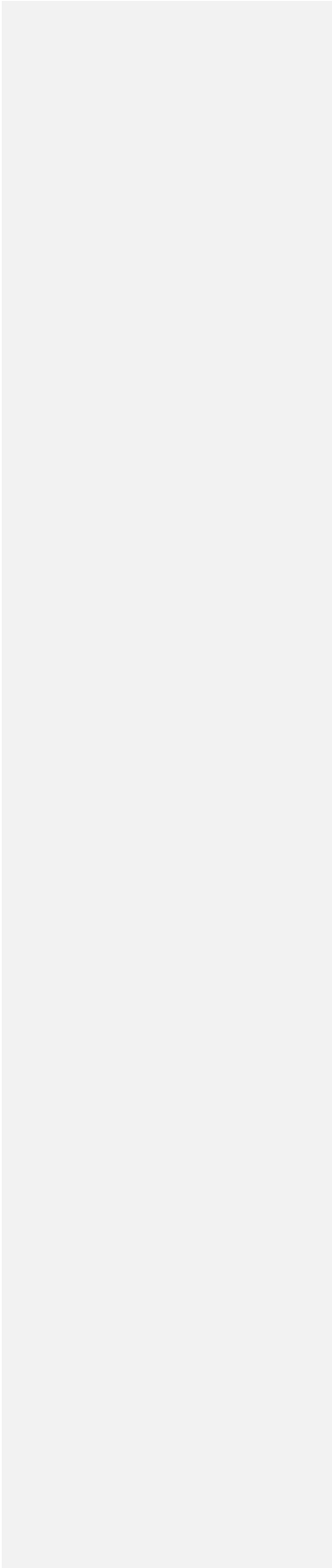


<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Little Bourke Street	27-35	Contributory	-
Little Bourke Street	37-41	Contributory	-
Little Bourke Street	43	Significant	-
Little Bourke Street	93	Significant	-
Little Bourke Street	105	Significant	-
Little Bourke Street	107	Significant	-
Little Bourke Street	109	Significant	-
Little Bourke Street	113	Contributory	-
Little Bourke Street	115-117	Contributory	-
Little Bourke Street	285-295	Significant	-
Little Bourke Street	323-337	Significant	-
Little Bourke Street	361-363	Significant	-
Little Bourke Street	365-367	Significant	-
Little Bourke Street	373-375	Significant	-
Little Bourke Street	441-443	Significant	-
Little Bourke Street	493-495	Significant	-
Little Collins Street	68-70	Significant	-
Little Collins Street	188-194	Significant	-
Little Collins Street	276-286	Significant	-
Little Collins Street	304-306	Significant	-
Little Collins Street	308-316	Significant	-
Little Collins Street	326-332	Contributory	-
Little Collins Street	392-396	Significant	-
Little Collins Street	430-436	Significant	-
Little Collins Street	538-542	Significant	-
Little Collins Street	582-584	Significant	-
Little Collins Street	588-600	Significant	-
Little Collins Street	616-622	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 158 of 293

Little Collins Street	37	Significant	-
Little Collins Street	39-41	Significant	-
Little Collins Street	57-67	Significant	-
Little Collins Street	181-191	Significant	-
Little Collins Street	267	Contributory	-
Little Collins Street	269	Contributory	-

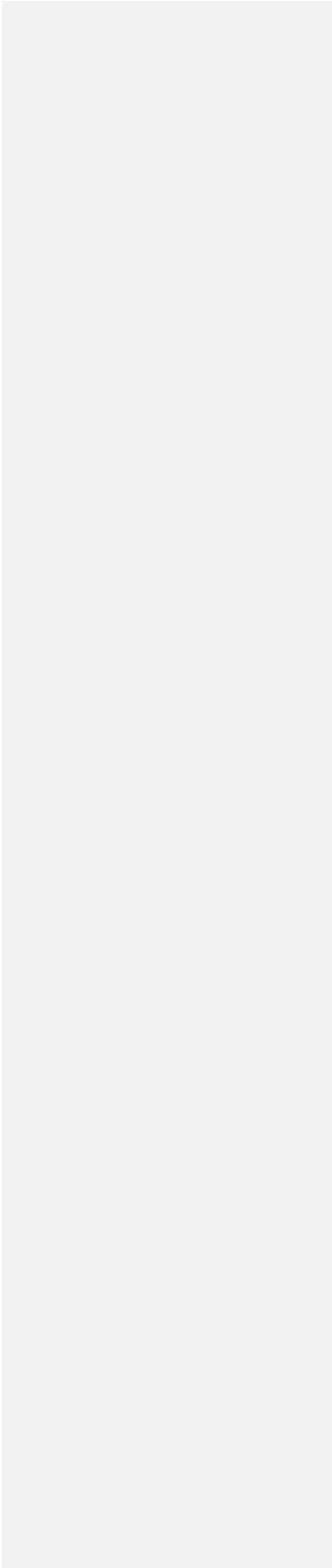


<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Little Collins Street	271	Contributory	-
Little Collins Street	273-279	Significant	-
Little Collins Street	281-283	Significant	-
Little Collins Street	285	Contributory	-
Little Collins Street	287-289	Contributory	-
Little Collins Street	309-311	Significant	-
Little Collins Street	313-315	Significant	-
Little Collins Street	317-321	Significant	-
Little Collins Street	335-349	Significant	-
Little Collins Street	377-379	Significant	-
Little Collins Street	382	Significant	-
Little Collins Street	425-427	Significant	-
Little Collins Street	429	Contributory	-
Little Collins Street	431	Significant	-
Little Collins Street	433	Significant	-
Little Collins Street	435-443	Significant	-
Little Collins Street	457-469	Significant	-
Little Collins Street	475-485	Significant	-
Little Collins Street	499-503	Significant	-
Little Collins Street	577-583	Significant	-
Little Collins Street	585-587	Significant	-
Little La Trobe	34-36	Significant	-
Little Lonsdale Street	100	Contributory	-
Little Lonsdale Street	102-104	Contributory	-
Little Lonsdale Street	106	Contributory	-
Little Lonsdale Street	116-118	Contributory	-
Little Lonsdale Street	120-122	Significant	-
Little Lonsdale Street	124-126	Contributory	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 160 of 293

Little Lonsdale Street	128-130	Significant	-
Little Lonsdale Street	132	Contributory	-
Little Lonsdale Street	134-144	Contributory	-
Little Lonsdale Street	146-148	Contributory	-
Little Lonsdale Street	178-190	Significant	-
Little Lonsdale Street	194-196	Significant	-



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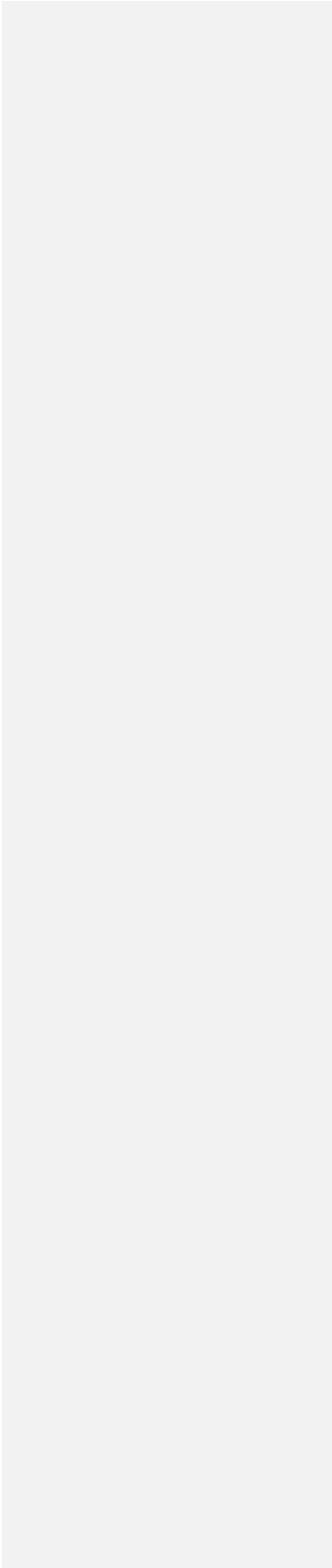
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<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Little Lonsdale Street	198-200	Significant	-
Little Lonsdale Street	202	Significant	-
Little Lonsdale Street	372-378	Significant	-
<u>Little Lonsdale Street</u>	<u>388-426</u>	<u>Significant</u>	=
<u>Little Lonsdale Street</u>	<u>470-472</u>	<u>Significant</u>	=
<u>Little Lonsdale Street</u>	<u>474</u>	<u>Significant</u>	=
<u>Little Lonsdale Street</u>	<u>550</u>	<u>Contributory</u>	=
<u>Little Lonsdale Street</u>	<u>552-578</u>	<u>Significant</u>	=
<u>Little Lonsdale Street</u>	<u>25</u>	<u>Significant</u>	=
<u>Little Lonsdale Street</u>	<u>27-29</u>	<u>Significant</u>	=
<u>Little Lonsdale Street</u>	<u>33-39</u>	<u>Significant</u>	=
<u>Little Lonsdale Street</u>	<u>117-147</u>	<u>Significant</u>	=
<u>Little Lonsdale Street</u>	<u>277-279</u>	<u>Contributory</u>	=
<u>Little Lonsdale Street</u>	<u>281</u>	<u>Contributory</u>	=
<u>Little Lonsdale Street</u>	<u>283-285</u>	<u>Contributory</u>	=
Little Lonsdale Street	361-365	Significant	-
Little Lonsdale Street	523-525	Significant	-
Little Lonsdale Street	Common Olive Tree	Significant	-
Lonsdale Street	42-44	Significant	-
Lonsdale Street	64-78	Significant	-
Lonsdale Street	118-148	Significant	-
Lonsdale Street	180-222	Significant	-
Lonsdale Street	326	Significant	-
Lonsdale Street	352-362	Significant	-
Lonsdale Street	402-408	Significant	-
Lonsdale Street	410-412	Significant	-
Lonsdale Street	414-416	Significant	-
Lonsdale Street	436-450	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

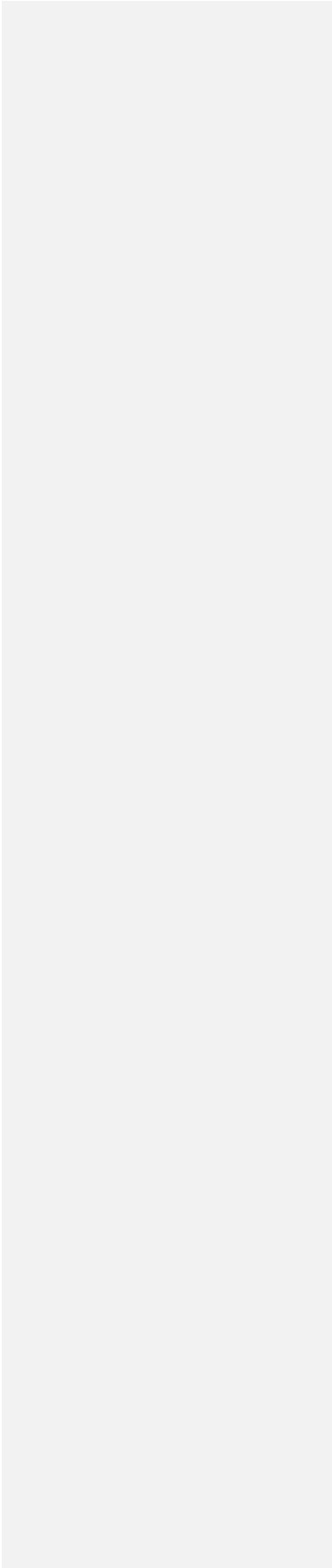
Page | Page 162 of 293

Lonsdale Street	472-474	Significant	-
Lonsdale Street	556-558	Significant	-
Lonsdale Street	612-622	Significant	-
Lonsdale Street	53-57	Significant	-
Lonsdale Street	103-105	Significant	-
Lonsdale Street	107-111	Contributory	-



<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Lonsdale Street	113	Significant	-
Lonsdale Street	115	Contributory	-
Lonsdale Street	117-121	Significant	-
Lonsdale Street	145-147	Contributory	-
Lonsdale Street	185-187	Significant	-
Lonsdale Street	189-191	Significant	-
Lonsdale Street	193	Contributory	-
Lonsdale Street	201	Contributory	-
Lonsdale Street	203-207	Contributory	-
Lonsdale Street	217-231	Contributory	-
Lonsdale Street	233-237	Contributory	-
Lonsdale Street	239	Contributory	-
Lonsdale Street	241-245	Contributory	-
Lonsdale Street	269-321	Significant	-
Lonsdale Street	275-321	Significant	-
Lonsdale Street	359-363	Significant	-
Lonsdale Street	377-379	Significant	-
Lonsdale Street	439-445	Significant	-
Lonsdale Street	447-453	Significant	-
Lonsdale Street	455-469	Significant	-
Lonsdale Street	459-505	Significant	-
Lonsdale Street	573-577	Significant	-
Lonsdale Street	579-585	Significant	-
Lonsdale Street	Part 617-639	Significant	-
Lonsdale Street	651-669	Significant	-
Manchester Lane	30-44	Significant	-

Market Lane	14-16	Contributory	-
Market Lane	26-28	Contributory	-
Market Street	64-74	Significant	-
Market Street	29-31	Significant	-
McKillop Street	20-22	Significant	-





<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
McKillop Street	11-15	Significant	-
McKillop Street	17	Significant	-
McKillop Street	19	Significant	-
Melbourne Place	14-30	Significant	-
Meyers Place	12-18	Significant	-
Meyers Place	20	Significant	-
Mill Place	2-4	Significant	-
Moubray Street	31-75	Significant	-
Niagara Lane	23-31	Significant	-
Oliver Lane	48 & 3010-20	Significant	-
Oliver Lane	22-30	Significant	-
Olympic Boulevard	10-30 (Olympic Swimming Stadium)	Significant	-
Park Street	10-14	Significant	-
Peel Street	Sheds A-F	Significant	Significant
Peel Street	Shed J	Contributory	Significant
Peel Street	Sheds K-M	Significant	Significant
Princes Walk	Former Princes Bridge Lecture Room (Artplay)	Significant	-
Punt Road	313	Significant	-
Queen Street	18	Significant	-
Queen Street	20-26	Significant	-
Queen Street	88-110	Significant	-
Queen Street	118-126	Significant	-
Queen Street	158-172	Significant	-
Queen Street	184-192	Significant	-
Queen Street	300	Significant	-
Queen Street	316-322	Significant	-

Queen Street	440-446	Contributory	-
Queen Street	450	Contributory	-
Queen Street	7-11	Significant	-
Queen Street	15-17	Significant	-
Queen Street	37-41	Significant	-
Queen Street	43-51	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Queen Street	59-69	Significant	-
Queen Street	73-83	Significant	-
Queen Street	85-91	Significant	-
Queen Street	93-95	Significant	-
Queen Street	103-105	Significant	-
Queen Street	111-129	Significant	-
Queen Street	131-141	Significant	-
Queen Street	155-161	Significant	-
Queen Street	203-205	Significant	-
Queen Street	215	Significant	-
Queen Street	217-219	Significant	-
Queen Street	221-231	Significant	-
Queen Street	233-243	Significant	-
Queen Street	247-283	Significant	-
Queen Street	287-297	Significant	-
Queen Street	375	Significant	-
Queen Street	Sheds H-I	Significant	Significant
<del>Queen Street</del>	<del>Queens Bridge over Yarra River</del>	<del>Significant</del>	<del>-</del>
Queen Street	Underground Public Toilets	Significant	-
Rankins Lane	2-6	Significant	-
Rankins Lane	8-14	Significant	-
Ridgway Place	2-18	Significant	-
Ridgway Place	20	Significant	-
Russell Street	24-30	Contributory (Oliver Lane frontage)	
Russell Street	32-38	Significant	-
Russell Street	42-44	Significant	-

Russell Street	114-120	Significant	-
Russell Street	166	Significant	-
Russell Street	170-190	Significant	-
Russell Street	226-236	Contributory	-
Russell Street	288-294	Significant	-
Russell Street	336-376	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Russell Street	380	Significant	-
Russell Street	394	Significant	-
Russell Street	27-37	Significant	-
Russell Street	103-107	Significant	-
Russell Street	163-169	Contributory	-
Russell Street	175	Significant	-
Russell Street	177	Significant	-
Russell Street	179	Significant	-
Russell Street	181-183	Significant	-
Russell Street	185-189	Significant	-
Russell Street	191-193	Contributory	-
Russell Street	195-197	Significant	-
Russell Street	199-203	Significant	-
Russell Street	205-207	Significant	-
Russell Street	209-211	Contributory	-
Russell Street	213-217	Significant	-
Russell Street	219	Significant	-
Russell Street	221-223	Contributory	-
Russell Street	231-233	Contributory	-
Russell Street	235-241	Contributory	-
Russell Street	325-343	Significant	Significant
Russell Street	345-355	Significant	-
Russell Street	357-375	Significant	-
Russell Street	377	Significant	-
Russell Street	379-405	Significant	-
Russell Street	Eight Hour Monument	Significant	-
Russell Street	Underground Public Toilets	Significant	-

South Wharf Promenade	1-27	Significant	-
Spencer Street	2-8	Significant	-
Spencer Street	10-22	Significant	-
Spencer Street	66-70	Significant	-
Spencer Street	122-132	Significant	-
Spencer Street	204-240	Significant	-
Spencer Street	220	Contributory	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Spencer Street	Overhead Water Tank	Significant	-
Spring Street	110-160 Federal Oak, Parliament House Gardens	Significant	-
Spring Street	250-290	Significant	-
Spring Street	53-65	Significant	-
Spring Street	69-81	Significant	-
Spring Street	93-101	Significant	-
Spring Street	103-137	Significant	-
Spring Street	149-153	Significant	-
Spring Street	163-181	Significant	-
Spring Street	199-207	Significant	-
Spring Street	261	Significant	-
Spring Street	267-271	Significant	-
Spring Street	2-18 Treasury Gardens	Significant	-
St Kilda Road	375-385	Significant	-
St Kilda Road	405 (Albert Park Manor)	Significant	-
St Kilda Road	473-475	Significant	-
St Kilda Road	557-563	Significant	Significant
St Kilda Road	Boer War Monument	Significant	-
St Kilda Road	Domain Parklands and LaTrobe's Cottage	Significant	-
St Kilda Road	Marquis of Linlithgow Memorial, Kings Domain	Significant	-
St Kilda Road	Queen Victoria Memorial, Queen Victoria Gardens	Significant	-
Swanston Street	24-40	Significant	-
Swanston Street	90-130	Significant	-
Swanston Street	146	Contributory	-
Swanston Street	148	Contributory	-

Swanston Street	150	Contributory	-
Swanston Street	152-156	Significant	-
Swanston Street	166	Contributory	-
Swanston Street	168	Contributory	-
Swanston Street	172	Contributory	-

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<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Swanston Street	174	Contributory	-
Swanston Street	208	Contributory	-
Swanston Street	210	Contributory	-
Swanston Street	212	Contributory	-
Swanston Street	214	Contributory	-
Swanston Street	216-220	Contributory	-
Swanston Street	222	Contributory	-
Swanston Street	226-228	Significant	-
Swanston Street	230-238	Significant	-
Swanston Street	240	Significant	-
Swanston Street	242	Significant	-
Swanston Street	244	Significant	-
Swanston Street	246	Significant	-
Swanston Street	248-258	Significant	-
Swanston Street	264-266	Significant	-
Swanston Street	278-300	Significant	-
Swanston Street	304-328	Significant	-
Swanston Street	344-346	Significant	-
Swanston Street	420-438	Significant	-
Swanston Street	1-7	Significant	-
Swanston Street	13	Contributory	-
Swanston Street	21-25	Contributory	-
Swanston Street	27-29	Contributory	-
Swanston Street	31-41	Significant	-
Swanston Street	45-63	Significant	-
Swanston Street	65	Significant	-
Swanston Street	91-107	Significant	-
Swanston Street	109-117	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 174 of 293

Swanston Street	119-121	Significant	-
Swanston Street	123	Contributory	-
Swanston Street	125-133	Significant	-
Swanston Street	135-137	Significant	-
Swanston Street	139-141	Contributory	-
Swanston Street	143	Contributory	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Swanston Street	149-153	Significant	-
Swanston Street	155	Contributory	-
Swanston Street	157-159	Contributory	-
Swanston Street	161	Contributory	-
Swanston Street	163-165	Significant	-
Swanston Street	211-213	Contributory	-
Swanston Street	215-217	Significant	-
Swanston Street	219-225	Significant	-
Swanston Street	237	Contributory	-
Swanston Street	239-241	Contributory	-
Swanston Street	243-249	Contributory	-
Swanston Street	251-253	Contributory	-
Swanston Street	255	Contributory	-
Swanston Street	257-259	Contributory	-
Swanston Street	261-263	Contributory	-
Swanston Street	269	Contributory	-
Swanston Street	275-279	Contributory	-
Swanston Street	281-287	Contributory	-
Swanston Street	289-299	Contributory	-
Swanston Street	301-303	Contributory	-
Swanston Street	305-307	Contributory	-
Swanston Street	309	Significant	-
Swanston Street	311	Significant	-
Swanston Street	313-315	Significant	-
Swanston Street	317	Significant	-
Swanston Street	319-323	Significant	-
Swanston Street	327-333	Significant	-
Swanston Street	335-347	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 176 of 293

Swanston Street	401-403	Significant	-
Swanston Street	407-409	Significant	-
Swanston Street	411-423	Significant	-
Swanston Street	Princes Bridge over Yarra River	Significant	-
Swanston Street	Tramway Signal Cabin, Waiting	Significant	-

<b>MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
	Shelter & Conveniences		
Tattersalls Lane	4-12	Contributory	-
Tattersalls Lane	23-25	Contributory	-
Tavistock Place	11-27	Significant	-
Therry Street	50-60	Significant	Significant
Therry Street	70-74	Significant	Significant
Victoria Street	1-9	Significant	-
Victoria Street	31-33	Significant	-
Victoria Street	39-41	Significant	-
Victoria Street	49-53	Significant	-
Victoria Street	65-81	Significant	Significant
Victoria Street	83-129	Significant	Significant
Victoria Street	133-159	Significant	Significant
Waratah Place	7-9	Contributory	-
Waratah Place	11-15	Contributory	-
William Street	22-32	Significant	-
William Street	84-88	Significant	-
William Street	90-96	Significant	-
William Street	98-110	Significant	-
William Street	114-128	Significant	-
William Street	130-148	Significant	-
William Street	152-162	Significant	-
William Street	178-188	Significant	-
William Street	192-228	Significant	-
William Street	280-318	Significant	-
William Street	77-89	Significant	-
William Street	259	Significant	-
William Street	261	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 178 of 293

William Street	263-267	Significant	-
William Street	269-275	Significant	-
Wills Street	22-30	Significant	-
Wills Street	17-23	Significant	-

Wills Street	25-29	Significant	-
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## NORTH AND WEST MELBOURNE

### NORTH AND WEST MELBOURNE

Street	Number	Building Category	Significant Streetscape
Abbotsford Street	36	Contributory	-
Abbotsford Street	38	Contributory	-
Abbotsford Street	40-44	Contributory	-
Abbotsford Street	46	Contributory	-
Abbotsford Street	48	Contributory	-
Abbotsford Street	50-54	Contributory	-
Abbotsford Street	64-66	Contributory	-
Abbotsford Street	68	Contributory	-

Abbotsford Street	70-72	Contributory	-
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Abbotsford Street	86	Contributory	-
Abbotsford Street	88	Contributory	-
Abbotsford Street	90	Contributory	-
Abbotsford Street	92	Contributory	-

Abbotsford Street	94	Contributory	-
Abbotsford Street	136	Contributory	-
Abbotsford Street	138	Contributory	-

Abbotsford Street	140	Contributory	-
Abbotsford Street	144-148	Contributory	-
Abbotsford Street	150-154	Contributory	-
Abbotsford Street	156-158	Contributory	-
Abbotsford Street	160	Contributory	-
Abbotsford Street	180	Contributory	-
Abbotsford Street	182	Contributory	-
Abbotsford Street	184	Contributory	-
Abbotsford Street	186	Contributory	-
Abbotsford Street	260-274	Contributory	-
Abbotsford Street	440	Contributory	-
Abbotsford Street	442	Contributory	-
Abbotsford Street	450	Contributory	-
Abbotsford Street	452	Contributory	-
Abbotsford Street	480-482	Significant	-
Abbotsford Street	484	Significant	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Abbotsford Street	486	Significant	-
Abbotsford Street	488	Significant	-
Abbotsford Street	490	Significant	-
Abbotsford Street	492	Significant	-
Abbotsford Street	494	Significant	-
Abbotsford Street	496	Significant	-
Abbotsford Street	498	Significant	-
Abbotsford Street	17-37	Significant	-
Abbotsford Street	500	Significant	-
Abbotsford Street	163-165	Contributory	-
Abbotsford Street	167	Contributory	-

Abbotsford Street	169	Contributory	-
Abbotsford Street	171-173	Contributory	-
Abbotsford Street	179	Contributory	-
Abbotsford Street	181	Contributory	-
Abbotsford Street	187-201	Significant	-
Abbotsford Street	225	Contributory	-
Abbotsford Street	231	Contributory	-
Abbotsford Street	235	Contributory	-
Abbotsford Street	237	Contributory	-
Abbotsford Street	239	Contributory	-
Abbotsford Street	241	Contributory	-
Abbotsford Street	243	Contributory	-
Abbotsford Street	245	Contributory	-
Abbotsford Street	249	Contributory	-
Abbotsford Street	251	Contributory	-
Abbotsford Street	253	Significant	-
Abbotsford Street	255	Significant	-
Abbotsford Street	257	Significant	-
Abbotsford Street	259	Significant	-
Abbotsford Street	265-267	Contributory	-
Abbotsford Street	393	Significant	-
Abbotsford Street	395	Significant	-
Abbotsford Street	397	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Abbotsford Street	399-401	Contributory	-
Abbotsford Street	403-405	Contributory	-
Abbotsford Street	407-409	Significant	-
Abbotsford Street	433-435	Significant	-



Abbotsford Street	437-439	Contributory	-
Abbotsford Street	441	Contributory	-
Abbotsford Street	443	Contributory	-
Abbotsford Street	445-447	Contributory	-
Abbotsford Street	449-451	Contributory	-
Abbotsford Street	453	Contributory	-
Abbotsford Street	455	Contributory	-
Abbotsford Street	457	Contributory	-
Abbotsford Street	459	Contributory	-
Abbotsford Street	461-463	Contributory	-
Abbotsford Street	465	Contributory	-
Abbotsford Street	467	Contributory	-
Abbotsford Street	469-475	Contributory	-
Abbotsford Street	483	Contributory	-
Abbotsford Street	485	Contributory	-
Abbotsford Street	487	Contributory	-
Abbotsford Street	489	Contributory	-
Abbotsford Street	491	Contributory	-
Abbotsford Street	493	Contributory	-
Abbotsford Street	495	Contributory	-
Abbotsford Street	497	Contributory	-
Abbotsford Street	499	Contributory	-
Abbotsford Street	501	Contributory	-
Abbotsford Street	503	Contributory	-
Abbotsford Street	505-513	Significant	-
Abbotsford Street	515-517	Contributory	-
Abbotsford Street	519-521	Significant	-
Abbotsford Street	523	Contributory	-
Abbotsford Street	525	Contributory	-
Adderley Street	136	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 182 of 293

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Adderley Street	162-164	Significant	-
Adderley Street	218	Significant	-
Adderley Street	218A	Significant	-
Adderley Street	220	Significant	-
Adderley Street	222	Contributory	-
Adderley Street	224	Contributory	-
Adderley Street	226	Contributory	-
Adderley Street	228	Contributory	-
Adderley Street	230	Contributory	-
Adderley Street	232-234	Contributory	-
Adderley Street	250	Contributory	-
Adderley Street	252	Contributory	-
Adderley Street	254	Contributory	-
Adderley Street	169-171	Significant	-
Adderley Street	173-175	Significant	-
Adderley Street	177	Significant	-
Adderley Street	179-183	Significant	-
Adderley Street	191	Significant	-
Adderley Street	193	Contributory	-
Adderley Street	195	Significant	-
Adderley Street	197	Contributory	-
Adderley Street	199	Contributory	-
Adderley Street	201	Contributory	-
Adderley Street	217	Contributory	-
Adderley Street	219	Contributory	-
Adderley Street	221	Contributory	-
Adderley Street	223	Contributory	-

Adderley Street	229	Contributory	-
Adderley Street	233	Contributory	-
Adderley Street	235	Contributory	-
Adderley Street	257	Contributory	-
Adderley Street	259	Contributory	-
Adderley Street	261	Contributory	-
Adderley Street	263	Significant	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Adderley Street	279	Significant	-
Alfred Street	6	Significant	-
Alfred Street	8	Contributory	-
Alfred Street	10	Contributory	-
Alfred Street	12	Contributory	-
Alfred Street	14	Contributory	-
Alfred Street	16	Contributory	-
Alfred Street	18	Contributory	-
Alfred Street	20	Contributory	-
Alfred Street	22	Contributory	-
Alfred Street	24	Contributory	-
Alfred Street	26	Contributory	-
Alfred Street	28	Contributory	-
Alfred Street	30	Contributory	-
Alfred Street	38	Contributory	-
Alfred Street	40	Contributory	-
Alfred Street	42	Contributory	-
Alfred Street	44	Contributory	-
Alfred Street	48	Contributory	-
Alfred Street	59-101 part	Significant	-

Anderson Street	6-8	Significant	-
Anderson Street	10	Significant	-
Anderson Street	12	Significant	-
Anderson Street	3-5	Significant	Significant
Anderson Street	11	Significant	Significant
Arden Street	4	Significant	-
Arden Street	6	Significant	-
Arden Street	8	Significant	-
Arden Street	10	Significant	-
Arden Street	12	Significant	-
Arden Street	14	Contributory	-
Arden Street	16	Contributory	-
Arden Street	18	Contributory	-
Arden Street	20	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Arden Street	22	Contributory	-
Arden Street	24	Contributory	-
Arden Street	34	Contributory	-
Arden Street	36	Contributory	-
Arden Street	38	Contributory	-
Arden Street	40	Contributory	-
Arden Street	42	Contributory	-
Arden Street	44	Contributory	-
Arden Street	46	Contributory	-
Arden Street	48	Contributory	-
Arden Street	50	Contributory	-
Arden Street	52	Contributory	-
Arden Street	54	Contributory	-

Arden Street	56	Contributory	-
Arden Street	58	Contributory	-
Arden Street	60	Contributory	-
Arden Street	62-64	Contributory	-
Arden Street	68-74	Significant	-
Arden Street	86-88	Contributory	-
Arden Street	192-200	Contributory	-
Arden Street	208-290 (pepper tree row)	Significant	-
Arden Street	17-19	Contributory	-
Arden Street	27	Contributory	-
Arden Street	29	Contributory	-
Arden Street	31	Contributory	-
Arden Street	45	Contributory	-
Arden Street	47	Contributory	-
Arden Street	49	Contributory	-
Arden Street	55	Contributory	-
Arden Street	57	Contributory	-
Arden Street	115	Contributory	-
Arden Street	117	Contributory	-
Atkin Street	2	Contributory	-
Avis Lane	1-7	Contributory	-

**NORTH AND WEST MELBOURNE**

Street	Number	Building Category	Significant Streetscape
Baillie Street	15	Contributory	-
Baillie Street	17	Contributory	-
Baillie Street	19	Contributory	-
Baillie Street	21	Contributory	-
Baillie Street	23	Contributory	-
Baillie Street	25-27	Contributory	-

Baillie Street	41	Contributory	-
Baillie Street	43	Contributory	-
Baillie Street	49	Contributory	-
Baillie Street	51	Contributory	-
Baillie Street	53	Contributory	-
Baillie Street	55	Significant	-
Baillie Street	57	Contributory	-
Batman Street	2-24	Significant	-
Batman Street	40	Significant	-
Batman Street	100-154	Significant	-
Batman Street	33-43	Significant	-
Batman Street	45-47	Contributory	-
Batman Street	55-67	Significant	-
Batman Street	83-113	Significant	-
Batman Street	115	Contributory	-
Batman Street	135	Contributory	-
Bendigo Street	11-13	Significant	-
Blackwood	13-15	Significant	-
Boughton Place	15-21 (Melbourne Electricity Supply sub-station)	Contributory	-
Boundary Road	2	Significant	-
Boundary Road	172	Contributory	-
Boundary Road	174	Contributory	-
Boundary Road	176	Contributory	-
Boundary Road	178	Contributory	-
Boundary Road	182	Contributory	-
Boundary Road	184	Contributory	-
Boundary Road	186	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>
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Street	Number	Building Category	Significant Streetscape
Boundary Road	206	Contributory	-
Boundary Road	208	Contributory	-
Boundary Road	210-212	Contributory	-
Brougham Street	4-18	Significant	-
Brougham Street	32	Significant	-
Brougham Street	34	Contributory	-
Brougham Street	36	Contributory	-
Brougham Street	38	Contributory	-
Brougham Street	40	Contributory	-
Brougham Street	40A	Contributory	-
Brougham Street	46	Contributory	-
Brougham Street	48	Contributory	-
Brougham Street	1	Contributory	-
Brougham Street	3	Contributory	-
Brougham Street	5	Contributory	-
Brougham Street	7	Contributory	-
Brougham Street	31-33	Contributory	-
Brougham Street	35	Significant	-
Brougham Street	37	Significant	-
Brougham Street	39	Significant	-
Brougham Street	41	Contributory	-
Brougham Street	47	Significant	-
Brougham Street	55	Contributory	-
Brougham Street	57	Contributory	-
Brougham Street	59	Contributory	-
Brougham Street	59A	Contributory	-
Brougham Street	61	Contributory	-
Buncle Street	49-53	Significant	-
Byron Street	11	Contributory	-

Byron Street	13	Contributory	-
Byron Street	55-57	Contributory	-
Canning Street	6	Contributory	-
Canning Street	8	Contributory	-
Canning Street	14	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Canning Street	16	Contributory	-
Canning Street	18	Contributory	-
Canning Street	30	Contributory	-
Canning Street	32	Contributory	-
Canning Street	34	Contributory	-
Canning Street	36	Contributory	-
Canning Street	38	Contributory	-
Canning Street	40	Contributory	-
Canning Street	42	Contributory	-
Canning Street	44	Contributory	-
Canning Street	46	Contributory	-
Canning Street	1-7	Contributory	-
Canning Street	9	Contributory	-
Canning Street	11	Contributory	-
Canning Street	13	Contributory	-
Canning Street	15	Contributory	-
Canning Street	19	Contributory	Significant
Canning Street	21	Contributory	Significant
Canning Street	23	Significant	Significant
Canning Street	25	Significant	Significant
Canning Street	27	Significant	Significant
Canning Street	29	Significant	Significant



Canning Street	31	Significant	Significant
Canning Street	33	Significant	Significant
Canning Street	35-37	Significant	-
Canning Street	39	Contributory	-
Canning Street	41	Contributory	-
Canning Street	47	Contributory	-
Canning Street	49	Contributory	-
Canning Street	51	Contributory	-
Canning Street	53-55	Contributory	-
Canning Street	57	Significant	-
Canning Street	59	Significant	-
Canning Street	61	Significant	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Canning Street	63	Significant	-
Canning Street	65	Significant	-
Capel Street	16	Significant	Significant
Capel Street	18	Significant	Significant
Capel Street	20	Significant	Significant
Capel Street	22	Significant	Significant
Capel Street	24	Significant	Significant
Capel Street	26	Significant	Significant
Capel Street	32-34	Significant	Significant
Capel Street	36	Significant	-
Capel Street	38	Contributory	-
Capel Street	40-60	Significant	-
Capel Street	62	Significant	-
Capel Street	64	Significant	-
Capel Street	80-86	Significant	-

Capel Street	80-86 (2 X Elm Street Trees)	Significant	-
Capel Street	120	Contributory	Significant
Capel Street	144	Contributory	Significant
Capel Street	146	Contributory	Significant
Capel Street	148	Contributory	Significant
Capel Street	154	Contributory	Significant
Capel Street	162	Significant	Significant
Capel Street	204	Significant	-
Capel Street	206	Significant	-
Capel Street	55	Contributory	-
Capel Street	57	Contributory	-
Capel Street	59	Contributory	-
Capel Street	61	Contributory	-
Capel Street	63	Contributory	-
Capel Street	65	Contributory	-
Capel Street	81	Significant	-
Capel Street	83	Significant	-
Capel Street	83 A	Significant	-
Capel Street	87	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Carroll Street	4	Contributory	Significant
Carroll Street	6	Contributory	Significant
Carroll Street	8	Contributory	Significant
Carroll Street	10	Contributory	Significant
Carroll Street	12	Contributory	Significant
Carroll Street	14	Contributory	Significant
Carroll Street	16	Contributory	Significant
Carroll Street	18	Contributory	Significant

Carroll Street	20	Contributory	Significant
Carroll Street	22	Contributory	Significant
Carroll Street	24	Contributory	Significant
Carroll Street	26	Contributory	Significant
Carroll Street	28	Contributory	Significant
Carroll Street	30	Contributory	Significant
Carroll Street	32	Contributory	-
Carroll Street	34	Contributory	-
Carroll Street	36-38	Contributory	-
Carroll Street	1	Contributory	-
Carroll Street	3	Significant	-
Carroll Street	5	Significant	-
Carroll Street	7-9	Significant	-
Carroll Street	11	Contributory	-
Carroll Street	13	Contributory	-
Carroll Street	15	Contributory	Significant
Carroll Street	17-19	Contributory	Significant
Carroll Street	21	Contributory	Significant
Carroll Street	23	Contributory	Significant
Carroll Street	25	Contributory	Significant
Carroll Street	27	Contributory	Significant
Carroll Street	29	Contributory	Significant
Carroll Street	31	Contributory	Significant
Carroll Street	33	Contributory	Significant
Chapman Street	2	Contributory	-
Chapman Street	2A	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Chapman Street	4	Contributory	-

Chapman Street	6	Contributory	-
Chapman Street	8	Contributory	-
Chapman Street	20	Contributory	-
Chapman Street	22	Contributory	-
Chapman Street	24	Contributory	-
Chapman Street	26	Contributory	-
Chapman Street	28	Contributory	-
Chapman Street	30	Significant	-
Chapman Street	32	Significant	-
Chapman Street	34	Significant	-
Chapman Street	36	Contributory	-
Chapman Street	64	Contributory	-
Chapman Street	66	Contributory	-
Chapman Street	74	Contributory	-
Chapman Street	74A	Contributory	-
Chapman Street	82	Contributory	-
Chapman Street	82A	Contributory	-
Chapman Street	84	Contributory	-
Chapman Street	86	Contributory	-
Chapman Street	88	Contributory	-
Chapman Street	90	Contributory	-
Chapman Street	92	Contributory	-
Chapman Street	94	Contributory	-
Chapman Street	96	Contributory	-
Chapman Street	98	Contributory	-
Chapman Street	1	Contributory	-
Chapman Street	3	Contributory	-
Chapman Street	5	Contributory	-
Chapman Street	7	Contributory	-
Chapman Street	9	Contributory	-

Chapman Street	11	Contributory	-
Chapman Street	13	Contributory	-
Chapman Street	15	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Chapman Street	17	Significant	-
Chapman Street	29	Contributory	-
Chapman Street	31	Contributory	-
Chapman Street	33	Contributory	-
Chapman Street	35	Contributory	-
Chapman Street	37	Contributory	-
Chapman Street	39	Contributory	-
Chapman Street	41	Contributory	-
Chapman Street	43	Contributory	-
Chapman Street	45	Contributory	-
Chapman Street	47	Contributory	-
Chapman Street	49	Contributory	-
Chapman Street	51	Contributory	-
Chapman Street	53	Contributory	-
Chapman Street	55	Contributory	-
Chapman Street	57	Contributory	-
Chapman Street	65	Contributory	-
Chapman Street	67	Significant	-
Chapman Street	69	Contributory	-
Chapman Street	71	Contributory	-
Chapman Street	73	Contributory	-
Chapman Street	75	Contributory	-
Chapman Street	89	Contributory	-
Chapman Street	91	Contributory	-

Chapman Street	93	Contributory	-
Chapman Street	95	Significant	-
Chapman Street	97	Significant	-
Chapman Street	99	Contributory	-
Chapman Street	101	Contributory	-
Chapman Street	103-107	Contributory	-
Chapman Street	109	Contributory	-
Chapman Street	111-115	Significant	-
Chetwynd Street	12	Significant	-
Chetwynd Street	14	Significant	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Chetwynd Street	16	Significant	-
Chetwynd Street	18	Significant	-
Chetwynd Street	20	Significant	-
Chetwynd Street	22	Contributory	-
Chetwynd Street	44	Significant	-
Chetwynd Street	62	Significant	-
Chetwynd Street	64	Significant	-
Chetwynd Street	66	Significant	-
Chetwynd Street	118	Significant	-
Chetwynd Street	120	Significant	-
Chetwynd Street	122	Significant	-
Chetwynd Street	140	Contributory	-
Chetwynd Street	142	Contributory	-
Chetwynd Street	172-174	Significant	-
Chetwynd Street	176	Significant	-
Chetwynd Street	198	Significant	-
Chetwynd Street	200	Significant	-

Chetwynd Street	234-236	Contributory	-
Chetwynd Street	202	Contributory	-
Chetwynd Street	204-208	Contributory	-
Chetwynd Street	1-3	Significant	Significant
Chetwynd Street	5	Contributory	Significant
Chetwynd Street	7	Contributory	Significant
Chetwynd Street	9	Significant	Significant
Chetwynd Street	15-19	Significant	-
Chetwynd Street	21	Contributory	-
Chetwynd Street	23	Contributory	-
Chetwynd Street	25	Contributory	-
Chetwynd Street	47-51	Significant	-
Chetwynd Street	55-57	Contributory	-
Chetwynd Street	59	Contributory	-
Chetwynd Street	61	Significant	-
Chetwynd Street	63	Significant	-
Chetwynd Street	65	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Chetwynd Street	71	Contributory	-
Chetwynd Street	73	Contributory	-
Chetwynd Street	85	Contributory	-
Chetwynd Street	87-91	Significant	-
Chetwynd Street	147-149	Significant	-
Chetwynd Street	151	Contributory	-
Chetwynd Street	153	Contributory	-
Chetwynd Street	155-157	Significant	-
Chetwynd Street	165	Contributory	-
Chetwynd Street	169	Significant	-

Chetwynd Street	171	Significant	-
Cobden Street	9	Contributory	-
Cobden Street	11	Contributory	-
Cobden Street	29	Contributory	-
Cobden Street	35	Contributory	-
Courtney Street	30-32	Significant	-
Courtney Street	34	Significant	-
Courtney Street	36-54 (Meat Market Art Centre)	Significant	-
Courtney Street	56-58	Significant	-
Courtney Street	64	Significant	-
Courtney Street	7-9	Significant	-
Courtney Street	47	Contributory	-
Courtney Street	49-53	Contributory	-
Courtney Street	59	Contributory	-
Courtney Street	61	Contributory	-
Courtney Street	63	Contributory	-
Courtney Street	65	Contributory	-
Courtney Street	67	Significant	-
Courtney Street	69	Significant	-
Courtney Street	71	Significant	-
Courtney Street	73	Significant	-
Courtney Street	75	Significant	-
Courtney Street	81	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Courtney Street	83	Contributory	-
Courtney Street	85	Contributory	-
Courtney Street	87	Contributory	-



Courtney Street	89	Contributory	-
Courtney Street	91	Contributory	-
Courtney Street	93	Contributory	-
Courtney Street	95	Contributory	-
Courtney Street	101	Significant	-
Courtney Street	103	Significant	-
Curran Place	1-3	Contributory	-
Curran Street	2	Contributory	-
Curran Street	2A	Contributory	-
Curran Street	4	Contributory	-
Curran Street	6	Contributory	-
Curran Street	8	Contributory	-
Curran Street	10	Contributory	-
Curran Street	12	Contributory	-
Curran Street	14	Contributory	-
Curran Street	16	Contributory	-
Curran Street	18	Contributory	-
Curran Street	20	Contributory	-
Curran Street	22	Contributory	-
Curran Street	24	Contributory	-
Curran Street	26	Contributory	-
Curran Street	28	Contributory	-
Curran Street	30	Contributory	-
Curran Street	32	Contributory	-
Curran Street	44	Contributory	-
Curran Street	46	Contributory	-
Curran Street	54	Contributory	-
Curran Street	56	Contributory	-
Curran Street	3	Contributory	-
Curran Street	9	Contributory	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 198 of 293

Curran Street	11	Contributory	-
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<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Curran Street	13	Contributory	-
Curran Street	15	Contributory	-
Curran Street	17	Contributory	-
Curran Street	19	Contributory	-
Curran Street	21	Contributory	-
Curran Street	23	Contributory	-
Curran Street	27-29	Contributory	-
Curran Street (St. Aloysius School)	31	Significant	-
Curzon Street	8	Contributory	-
Curzon Street	10	Contributory	-
Curzon Street	12	Contributory	-
Curzon Street	14	Contributory	-
Curzon Street	16-20	Contributory	-
Curzon Street	38	Contributory	-
Curzon Street	40	Contributory	-
Curzon Street	42	Contributory	-
Curzon Street	70	Contributory	-
Curzon Street	72	Contributory	-
Curzon Street	74-76	Contributory	-
Curzon Street	78-80	Significant	-
Curzon Street	82	Contributory	-
Curzon Street	84	Contributory	-
Curzon Street	100-110	Significant	-
Curzon Street	116-120	Contributory	-
Curzon Street	126	Contributory	-

Curzon Street	128	Contributory	-
Curzon Street	130	Contributory	-
Curzon Street	132	Contributory	-
Curzon Street	132A	Contributory	-
Curzon Street	134	Contributory	-
Curzon Street	138	Contributory	-
Curzon Street	140	Contributory	-
Curzon Street	142	Contributory	-

**NORTH AND WEST MELBOURNE**

Street	Number	Building Category	Significant Streetscape
Curzon Street	144	Contributory	-
Curzon Street	146	Contributory	-
Curzon Street	150	Contributory	-
Curzon Street	152	Contributory	-
Curzon Street	154	Contributory	-
Curzon Street	156	Contributory	-
Curzon Street	158	Contributory	-
Curzon Street	1	Significant	-
Curzon Street	3	Contributory	-
Curzon Street	5	Contributory	-
Curzon Street	7	Contributory	-
Curzon Street	15	Contributory	-
Curzon Street	17	Contributory	-
Curzon Street	19	Contributory	-
Curzon Street	21	Contributory	-
Curzon Street	23	Contributory	-
Curzon Street	35	Contributory	-
Curzon Street	37	Contributory	-
Curzon Street	39	Contributory	-

Curzon Street	41	Contributory	-
Curzon Street	43	Contributory	-
Curzon Street	45	Contributory	-
Curzon Street	47	Contributory	-
Curzon Street	49-61	Significant	-
Curzon Street	85-87	Contributory	-
Curzon Street	95-97	Contributory	-
Donovans Lane	13-15	Contributory	-
Dryburgh Street	38	Significant	-
Dryburgh Street	40	Contributory	-
Dryburgh Street	44	Contributory	-
Dryburgh Street	46	Contributory	-
Dryburgh Street	48	Contributory	-
Dryburgh Street	50	Contributory	-
Dryburgh Street	112	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Dryburgh Street	114	Contributory	-
Dryburgh Street	116	Contributory	-
Dryburgh Street	118	Contributory	-
Dryburgh Street	136	Contributory	-
Dryburgh Street	138	Contributory	-
Dryburgh Street	234	Contributory	-
Dryburgh Street	236	Contributory	-
Dryburgh Street	402	Contributory	-
Dryburgh Street	404	Contributory	-
Dryburgh Street	406-408	Contributory	-
Dryburgh Street	410	Contributory	-
Dryburgh Street	412	Contributory	-

Dryburgh Street	414	Contributory	-
Dryburgh Street	416-418	Contributory	-
Dryburgh Street	420	Contributory	-
Dryburgh Street	422	Contributory	-
Dryburgh Street	424	Contributory	-
Dryburgh Street	426	Contributory	-
Dryburgh Street	428	Contributory	-
Dryburgh Street	430	Significant	-
Dryburgh Street	432	Significant	-
Dryburgh Street	434	Significant	-
Dryburgh Street	438-444	Significant	-
Dryburgh Street	450	Contributory	-
Dryburgh Street	452	Contributory	-
Dryburgh Street	454	Contributory	-
Dryburgh Street	456-474	Significant	-
Dryburgh Street	492	Contributory	-
Dryburgh Street	494	Contributory	-
Dryburgh Street	500	Contributory	-
Dryburgh Street	502	Contributory	-
Dryburgh Street	504	Contributory	-
Dryburgh Street	95	Contributory	-
Dryburgh Street	97	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Dryburgh Street	99-101	Contributory	-
Dryburgh Street	103	Contributory	-
Dryburgh Street	119	Contributory	-
Dryburgh Street	121	Contributory	-
Dryburgh Street	123	Contributory	-

Dryburgh Street	125	Significant	-
Dryburgh Street	129	Contributory	-
Dryburgh Street	131	Contributory	-
Dryburgh Street	133	Contributory	-
Dryburgh Street	135	Contributory	-
Dryburgh Street	137	Contributory	-
Dryburgh Street	139	Significant	-
Dryburgh Street	141	Significant	-
Dryburgh Street	143	Contributory	-
Dryburgh Street	147	Significant	-
Dryburgh Street	149	Significant	-
Dryburgh Street	151	Contributory	-
Dryburgh Street	153	Contributory	-
Dryburgh Street	155-157	Significant	-
Dryburgh Street	159-161	Contributory	-
Dryburgh Street	163-165	Contributory	-
Dryburgh Street	167	Contributory	-
Dryburgh Street	211	Contributory	-
Dryburgh Street	213-215	Significant	-
Dryburgh Street	217-219	Contributory	-
Dryburgh Street	221-227	Contributory	-
Dryburgh Street	229	Significant	-
Dryburgh Street	231	Significant	-
Dryburgh Street	233-239	Contributory	-
Dryburgh Street (Gardiner reserve and substation)	287-315	Significant	-
Dryburgh Street	341-353	Contributory	-
Dryburgh Street	355-357	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>
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Street	Number	Building Category	Significant Streetscape
Dryburgh Street	359	Contributory	-
Dryburgh Street	361	Significant	-
Dryburgh Street	365	Contributory	-
Dryburgh Street	367	Contributory	-
Dryburgh Street	369-371	Contributory	-
Dryburgh Street	373-375	Contributory	-
Dryburgh Street	377-379	Contributory	-
Dryburgh Street	381	Contributory	-
Dryburgh Street	383	Contributory	-
Dryburgh Street	385	Contributory	-
Dryburgh Street	387	Contributory	-
Dryburgh Street	407	Significant	-
Dryburgh Street	409	Significant	-
Dryburgh Street	411	Contributory	-
Dryburgh Street	413	Contributory	-
Dryburgh Street	423	Contributory	-
Dryburgh Street	425	Contributory	-
Dryburgh Street	431	Contributory	-
Dryburgh Street	433-435	Contributory	-
Dryburgh Street	437-439	Contributory	-
Dryburgh Street	443-445	Significant	-
Dryburgh Street	447	Contributory	-
Dryburgh Street	449	Contributory	-
Dryburgh Street	451	Contributory	-
Dryburgh Street	453	Contributory	-
Dryburgh Street	455	Contributory	-
Dryburgh Street	457	Contributory	-
Dryburgh Street	459	Contributory	-
Dryburgh Street	461	Contributory	-

Dryburgh Street	463	Contributory	-
Dryburgh Street	465	Contributory	-
Dryburgh Street	473	Contributory	-
Dryburgh Street	475-477	Contributory	-
Dryburgh Street	479-481	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Dryburgh Street	485	Significant	Significant
Dryburgh Street	487	Significant	Significant
Dryburgh Street	489-491	-	Significant
Dryburgh Street	493-495	Significant	Significant
Dryburgh Street	497-499	Significant	Significant
Dryburgh Street	501-503	Significant	Significant
Dryburgh Street	505-507	Contributory	Significant
Dryburgh Street	509	Contributory	Significant
Dryburgh Street	511	Contributory	Significant
Dryburgh Street	513	Significant	Significant
Dryburgh Street	515	Significant	Significant
Dryburgh Street	517	Significant	Significant
Dryburgh Street	519-521	Significant	Significant
Dudley Street	2	Significant	-
Dudley Street	38-40	Significant	-
Dudley Street	50	Contributory	-
Dudley Street	52-54	Contributory	-
Dudley Street	56	Contributory	-
Dudley Street	58	Significant	-
Dudley Street	60	Significant	-
Dudley Street	62	Significant	-
Dudley Street	64	Significant	-



Dudley Street	70	Significant	-
Dudley Street	72	Significant	-
Dudley Street	74	Significant	-
Dudley Street	76	Significant	-
Dudley Street	300	Significant	-
Dudley Street	3	Contributory	-
Dudley Street	27-31	Significant	-
Dynon Road	Dynon Road Bridge over Moonee Ponds Creek	Significant	-
Eades Place	2	Contributory	Significant
Eades Place	4	Contributory	Significant
Eades Place	6	Contributory	Significant

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Eades Place	8-10	Significant	Significant
Eades Place	12	Contributory	Significant
Eades Place	14	Contributory	Significant
Eades Place	16	Contributory	Significant
Eades Place	18	Contributory	Significant
Eades Place	20	Contributory	Significant
Eades Place	22	Significant	Significant
Eades Place	24	Contributory	Significant
Eades Place	26	Contributory	Significant
Eades Place	28	Significant	Significant
Eades Place	30	Significant	Significant
Eades Place	32	Significant	Significant
Eades Place	34	Significant	Significant
Eades Place	36	Significant	Significant
Eades Place	38-40	Significant	Significant

Eades Place	Primary School	Significant	Significant
Elm Street	2-22	Significant	-
Elm Street	52	Contributory	-
Elm Street	54	Contributory	-
Elm Street	56	Contributory	-
Elm Street	58	Contributory	-
Elm Street	60	Contributory	-
Elm Street	62	Contributory	-
Elm Street	64	Contributory	-
Elm Street	3	Contributory	-
Elm Street	9-11	Contributory	-
Elm Street	13-15	Contributory	-
Elm Street	17	Contributory	-
Elm Street	19	Contributory	-
Elm Street	21	Contributory	-
Elm Street	23	Contributory	-
Elm Street	27-29	Contributory	-
Elm Street	31	Contributory	-
Elm Street	33	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Elm Street	35	Contributory	-
Errol Street	8	Contributory	Significant
Errol Street	10-14	Contributory	Significant
Errol Street	16-18	Contributory	Significant
Errol Street	20-26	Significant	Significant
Errol Street	28-30	Contributory	Significant
Errol Street	32	Contributory	Significant
Errol Street	34	Contributory	Significant

Errol Street	36-42	Contributory	Significant
Errol Street	44-50	Significant	Significant
Errol Street	52-68	Significant	Significant
Errol Street	86-90	Significant	-
Errol Street	92	Contributory	-
Errol Street	94-96	Significant	-
Errol Street	98	Contributory	-
Errol Street	100-102	Contributory	-
Errol Street	104-108	Contributory	-
Errol Street	110-114, includes:		
	□ 110-114 Errol Street	Contributory	-
Errol Street	116-118	Significant	-
Errol Street	126	Contributory	-
Errol Street	128	Contributory	-
Errol Street	144-146	Contributory	-
Errol Street	148-150	Contributory	-
Errol Street	152	Contributory	-
Errol Street	154	Contributory	-
Errol Street	156	Significant	-
Errol Street	158	Significant	-
Errol Street	160	Significant	-
Errol Street	162-164	Significant	-
Errol Street	168	Contributory	-
Errol Street	170-172	Significant	-
Errol Street	174	Significant	-
Errol Street	176	Significant	-

**NORTH AND WEST MELBOURNE**

Street	Number	Building Category	Significant Streetscape
Errol Street	178	Significant	-

Errol Street	180	Significant	-
Errol Street	182	Significant	-
Errol Street	210 (North Melbourne Primary School)	Significant	-
Errol Street	220-224	Significant	-
Errol Street	226-228	Contributory	-
Errol Street	230	Contributory	-
Errol Street	232	Contributory	-
Errol Street	234	Contributory	-
Errol Street	236	Contributory	-
Errol Street	238	Contributory	-
Errol Street	240	Contributory	-
Errol Street	242-244	Contributory	-
Errol Street	246	Contributory	-
Errol Street	248	Contributory	-
Errol Street	250-252	Significant	-
Errol Street	1-5	Significant	Significant
Errol Street	7	Significant	Significant
Errol Street	9	Significant	Significant
Errol Street	11	Significant	Significant
Errol Street	13-15	Significant	Significant
Errol Street	19-23	Significant	Significant
Errol Street	25	Contributory	Significant
Errol Street	27	Contributory	Significant
Errol Street	29	Contributory	Significant
Errol Street	31	Contributory	Significant
Errol Street	33	Significant	Significant
Errol Street	37	-	Significant
Errol Street	39	Contributory	Significant
Errol Street	41	Significant	Significant

Errol Street	43-45	Significant	Significant
Errol Street	47	Significant	Significant
Errol Street	49	Significant	Significant

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Errol Street	51-53	Contributory	Significant
Errol Street	55-57	Significant	Significant
Errol Street	59	-	Significant
Errol Street	61	Significant	Significant
Errol Street	63	Significant	Significant
Errol Street	65-67	Significant	Significant
Errol Street	69-71	-	Significant
Errol Street	73	-	Significant
Errol Street	75-77	-	Significant
Errol Street	79	Contributory	Significant
Errol Street	81	-	Significant
Errol Street	83	-	Significant
Errol Street	91	Contributory	-
Errol Street	93	Contributory	-
Errol Street	95	Contributory	-
Errol Street	97	Contributory	-
Errol Street	99-101	Significant	-
Errol Street	103-107	Contributory	-
Errol Street	117-119	Significant	-
Errol Street	125	Significant	-
Errol Street	133	Contributory	-
Errol Street	135	Contributory	-
Errol Street	137	Contributory	-
Errol Street	139	Contributory	-

Errol Street	141	Contributory	-
Errol Street	143-145	Contributory	-
Errol Street	147	Contributory	-
Errol Street	149	Contributory	-
Errol Street	151	Contributory	-
Errol Street	153	Contributory	-
Errol Street	155	Contributory	-
Errol Street	157	Contributory	-
Errol Street	159	Contributory	-
Errol Street	161-163	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Errol Street	167-175	Significant	-
Errol Street	177	Significant	-
Errol Street	179	Significant	-
Errol Street	181	Significant	-
Errol Street	183	Significant	-
Errol Street	185	Significant	-
Errol Street	187	Significant	-
Errol Street	193	Contributory	-
Errol Street	195	Contributory	-
Errol Street	205-207	Contributory	-
Errol Street	211	Contributory	-
Errol Street	213	Contributory	-
Errol Street	215	Contributory	-
Errol Street	217-219	Contributory	-
Errol Street	221-225	Contributory	-
Errol Street	229	Contributory	-
Errol Street	231	Contributory	-

Errol Street	233-235	Contributory	-
Errol Street	237-239	Contributory	-
Errol Street	241	Contributory	-
Errol Street	249	Contributory	-
Errol Street	251	Contributory	-
Errol Street	253	Contributory	-
Errol Street	255-257	Significant	-
Errol Street	259	Contributory	-
Erskine Street	2	Contributory	-
Erskine Street	4	Contributory	-
Erskine Street	6-8	Contributory	-
Erskine Street	16	Contributory	-
Erskine Street	18	Contributory	-
Erskine Street	20	Contributory	-
Erskine Street	22	Contributory	-
Erskine Street	32-34	Contributory	-
Erskine Street	36	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Erskine Street	38	Contributory	-
Erskine Street	40	Contributory	-
Erskine Street	42	Contributory	-
Erskine Street	44	Contributory	-
Erskine Street	46	Contributory	-
Erskine Street	48	Contributory	-
Erskine Street	50	Contributory	-
Erskine Street	52	Contributory	-
Erskine Street	54	Contributory	-
Erskine Street	56	Contributory	-

Erskine Street	58-60	Significant	-
Erskine Street	62-64	Contributory	-
Erskine Street	66	Contributory	-
Erskine Street	70	Contributory	-
Erskine Street	82	Contributory	-
Erskine Street	84	Contributory	-
Erskine Street	9	Contributory	-
Erskine Street	11	Contributory	-
Erskine Street	13	Contributory	-
Erskine Street	15	Contributory	-
Erskine Street	19	Contributory	-
Erskine Street	21	Contributory	-
Erskine Street	23	Contributory	-
Erskine Street	25	Contributory	-
Erskine Street	27	Contributory	-
Erskine Street	29	Contributory	-
Erskine Street	31	Contributory	-
Erskine Street	33	Contributory	-
Erskine Street	35	Contributory	-
Erskine Street	37-39	Contributory	-
Erskine Street	41-43	Contributory	-
Erskine Street	45	Contributory	-
Erskine Street	47	Contributory	-
Erskine Street	49	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Erskine Street	53	Contributory	-
Erskine Street	55	Contributory	-
Erskine Street	57	Contributory	-



Erskine Street	59	Contributory	-
Erskine Street	61	Contributory	-
Erskine Street	63	Contributory	-
Flemington Road	37	Significant	-
Flemington Road	47-59	Significant	-
Flemington Road	65-67	Significant	-
Flemington Road	91-93	Significant	-
Flemington Road	95	Significant	-
Flemington Road	123	Contributory	-
Flemington Road	139-149	Significant	-
Flemington Road	151	Contributory	-
Flemington Road	153	Contributory	-
Flemington Road	155	Contributory	-
Flemington Road	157	Contributory	-
Flemington Road	159	Contributory	-
Flemington Road	161	Contributory	-
Flemington Road	197	Significant	-
Flemington Road	199-207	Contributory	-
Flemington Road	209	Contributory	-
Flemington Road	211	Contributory	-
Flemington Road	213	Contributory	-
Flemington Road	215	Contributory	-
Flemington Road	217	Contributory	-
Flemington Road	219	Contributory	-
Flemington Road	221	Contributory	-
Flemington Road	223	Contributory	-
Flemington Road	225	Contributory	-
Flemington Road	227	Significant	-
Flemington Road	229	Significant	-
Flemington Road	263	Significant	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 214 of 293

Flemington Road	265-269	Contributory	-
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<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Flemington Road	277	Contributory	-
Flemington Road	285-289	Contributory	-
Flemington Road	291	Contributory	-
Flemington Road	293	Contributory	-
Flemington Road	297	Contributory	-
Flemington Road	299	Contributory	-
Flemington Road	301	Significant	-
Flemington Road	323	Contributory	-
Flemington Road	325	Contributory	-
Flemington Road	327-329	Contributory	-
Flemington Road	331	Contributory	-
Flemington Road	333	Contributory	-
Flemington Road	335-337	Contributory	-
Flemington Road	347-349	Significant	-
Flemington Road	351	Contributory	-
Flemington Road	353	Contributory	-
Flemington Road	355	Contributory	-
Flemington Road	443	Contributory	-
Flemington Road	445	Contributory	-
Flemington Road	447	Contributory	-
Franklin Place	23	Contributory	-
George Street	6	Contributory	-
George Street	8	Contributory	-
George Street	1	Contributory	-
George Street	3	Contributory	-
George Street	5	Contributory	-

George Street	7	Contributory	-
George Street	9	Contributory	-
George Street	11-13	Contributory	-
Gracie Street	2-52 (Administration Building and Residence of 1934-5)	Contributory	-
Haines Place	2	Significant	-
Haines Street	2	Significant	-
Haines Street	4	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Haines Street	6	Contributory	-
Haines Street	8	Significant	-
Haines Street	5	Contributory	-
Haines Street	7	Contributory	-
Harcourt Street	66	Significant	-
Harcourt Street	68	Significant	-
Harker Street	2	Contributory	-
Harker Street	4	Contributory	-
Harker Street	6	Contributory	-
Harker Street	8	Significant	-
Harker Street	10	Contributory	-
Harker Street	12	Contributory	-
Harker Street	18	Contributory	-
Harker Street	1	Contributory	-
Harris Street	2	Contributory	-
Harris Street	4	Contributory	-
Harris Street	1	Contributory	-
Harris Street	9	Contributory	-
Hawke Street	2A (Elm Tree at Hawke and Curzon Street Reserve)	Significant	-

Hawke Street	4	Significant	-
Hawke Street	6	Significant	-
Hawke Street	8	Significant	-
Hawke Street	10	Significant	-
Hawke Street	12	Significant	-
Hawke Street	44-46	Significant	-
Hawke Street	48	Contributory	-
Hawke Street	50	Contributory	-
Hawke Street	52	Contributory	-
Hawke Street	54	Contributory	-
Hawke Street	58	Contributory	-
Hawke Street	60	Contributory	-
Hawke Street	68	Contributory	-
Hawke Street	70	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Hawke Street	72	Contributory	-
Hawke Street	74	Significant	-
Hawke Street	76	Significant	-
Hawke Street	78	Significant	-
Hawke Street	80	Significant	-
Hawke Street	82	Contributory	-
Hawke Street	110	Contributory	-
Hawke Street	112	Contributory	-
Hawke Street	114	Contributory	-
Hawke Street	116	Contributory	-
Hawke Street	118	Contributory	-
Hawke Street	120	Contributory	-
Hawke Street	122	Contributory	-

Hawke Street	124	Contributory	-
Hawke Street	128	Contributory	-
Hawke Street	130	Contributory	-
Hawke Street	27	Significant	Significant
Hawke Street	29	Significant	Significant
Hawke Street	31	Significant	Significant
Hawke Street	33	Significant	Significant
Hawke Street	35	Contributory	Significant
Hawke Street	37	Significant	Significant
Hawke Street	39	Significant	Significant
Hawke Street	41	Significant	Significant
Hawke Street	43	Contributory	Significant
Hawke Street	45	Significant	Significant
Hawke Street	47	Significant	Significant
Hawke Street	49	Significant	Significant
Hawke Street	51	Contributory	Significant
Hawke Street	53	Contributory	-
Hawke Street	55	Contributory	-
Hawke Street	95-99	Significant	-
Hawke Street	109-111	Significant	-
Hawke Street	117-125	Significant	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Hawke Street	127	Contributory	-
Hawke Street	129	Contributory	-
Hawke Street	131	Contributory	-
Hawke Street	133	Contributory	-
Hawke Street	173-175	Contributory	-
Hawke Street	177	Contributory	-

Hawke Street	179	Contributory	-
Hawke Street	187	Contributory	-
Hawke Street	191	Contributory	-
Hawke Street	193	Contributory	-
Hawke Street	199-213	Contributory	-
Hotham Place	1A	Significant	-
Howard Street	2	Contributory	-
Howard Street	4	Contributory	-
Howard Street	6	Contributory	-
Howard Street	88-94	Significant	-
Howard Street	3-11	Significant	-
Howard Street	13	Significant	-
Howard Street	15	Significant	-
Howard Street	17	Contributory	-
Howard Street	19	Significant	-
Howard Street	33	Significant	-
Howard Street	79-81	Contributory	-
Howard Street	85	Significant	-
Howard Street	89	Significant	-
Howard Street	95-97	Contributory	-
Howard Street	99-101	Contributory	-
Howard Street	107	Contributory	-
Howard Street	109	Contributory	-
Howard Street	111	Contributory	-
Howard Street	113-115	Contributory	-
Howard Street	117	Contributory	-
Howard Street	135	Contributory	-
Howard Street	147-177	Significant	-

<b>NORTH AND WEST MELBOURNE</b>
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Street	Number	Building Category	Significant Streetscape
Howard Street	171-177	Contributory	-
Howard Street	181-187	Contributory	-
Howard Street	189-195	Contributory	-
Ireland Street	10-24	Contributory	-
Ireland Street	34	Contributory	-
Ireland Street	36	Contributory	-
Ireland Street	38	Contributory	-
Ireland Street	40	Contributory	-
Ireland Street	42	Contributory	-
Ireland Street	46-56	Contributory	-
Ireland Street	92	Contributory	-
Ireland Street	94	Contributory	-
Ireland Street	96	Contributory	-
Ireland Street	98	Contributory	-
Ireland Street	100	Contributory	-
Ireland Street	102	Contributory	-
Ireland Street	104	Contributory	-
Ireland Street	118	Significant	-
Ireland Street	49	Contributory	-
Ireland Street	51	Contributory	-
Jeffcott Street	17	Significant	-
Jeffcott Street	81-141	Significant	-
Jeffcott Street	34-36	Contributory	-
Jeffcott Street	38	Contributory	-
Jeffcott Street	102	Contributory	-
Jeffcott Street	81-141 (6 Elm trees)	Significant	-
King & Hawke Street	Underground Public Toilet	Significant	-
King Street	(at Hawke Street) North Melbourne War Memorial	Significant	-

King Street	360	Significant	-
King Street	364	Contributory	-
King Street	366	Contributory	-
King Street	368	Contributory	-
King Street	372-376	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
King Street	438	Significant	-
King Street	444	Significant	-
King Street	446 (pillar box, underground toilet and Elm)	Significant	-
King Street	347-349	Significant	Significant
King Street	351-355	Significant	Significant
King Street	363	Significant	Significant
King Street	407-415	Significant	Significant
King Street	419-437	Significant	-
King Street	439	Significant	-
King Street	461-467	Significant	-
King Street	469-471	Significant	-
King Street	555-557	Significant	-
King Street	581	Significant	Significant
King Street	583	Significant	Significant
King Street	585	Significant	Significant
King Street	587	Significant	Significant
King Street	589	Significant	Significant
King Street	591	Significant	Significant
King Street	595	Significant	Significant
King Street	597	Significant	Significant
King Street	599-601	Significant	Significant



King Street	609	Contributory	-
King Street	613	Contributory	-
Kipling Street	4	Contributory	-
Kipling Street	6	Contributory	-
Kipling Street	16	Contributory	-
Kipling Street	18	Contributory	-
Kipling Street	1	Contributory	-
Kipling Street	3	Contributory	-
Kipling Street	7-9	Contributory	-
Kipling Street	15	Contributory	-
Langford Street	134	Significant	-
Laurens Street	24-78	Significant	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Laurens Street	146-166	Significant	-
Leveson Street	2	Contributory	-
Leveson Street	4	Contributory	-
Leveson Street	6	Contributory	-
Leveson Street	8	Contributory	-
Leveson Street	10	Contributory	-
Leveson Street	16	Contributory	-
Leveson Street	18	Contributory	-
Leveson Street	20	Contributory	-
Leveson Street	24	Contributory	-
Leveson Street	26	Contributory	-
Leveson Street	28	Contributory	-
Leveson Street	32-34	Contributory	-
Leveson Street	46-50	Significant	-
Leveson Street	64	Contributory	-

Leveson Street	66	Contributory	-
Leveson Street	106	Contributory	-
Leveson Street	108	Contributory	-
Leveson Street	110	Contributory	-
Leveson Street	112	Contributory	-
Leveson Street	114	Contributory	-
Leveson Street	5	Significant	-
Leveson Street	7-9	Significant	-
Leveson Street	37	Contributory	-
Leveson Street	65	Contributory	-
Leveson Street	67	Contributory	-
Leveson Street	69	Contributory	-
Leveson Street	71	Contributory	-
Leveson Street	103	Contributory	-
Leveson Street	105	Contributory	-
Leveson Street	107	Contributory	-
Leveson Street	129-133	Contributory	-
Leveson Street	135-143	Contributory	-
Little Baillie Street	2	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Little Leveson Street	32-36	Significant	-
Little Leveson Street	19-21	Contributory	-
Little Leveson Street	27	Contributory	-
Little Provost Street	1	Significant	-
Little Provost Street	3	Significant	-
Little Provost Street	5-7	Significant	-
Little Provost Street	9-11	Significant	-
Lothian Street	8	Contributory	-

Lothian Street	10	Contributory	-
Lothian Street	20	Significant	-
Lothian Street	22	Significant	-
Lothian Street	24	Significant	-
Lothian Street	26	Significant	-
Lothian Street	28	Significant	-
Lothian Street	30	Contributory	-
Lothian Street	32	Contributory	-
Lothian Street	40	Contributory	-
Lothian Street	42	Contributory	-
Lothian Street	62	Contributory	-
Lothian Street	64	Contributory	-
Lothian Street	66	Contributory	-
Lothian Street	68	Contributory	-
Lothian Street	70	Contributory	-
Lothian Street	72	Contributory	-
Lothian Street	9	Contributory	-
Lothian Street	29	Contributory	-
Lothian Street	35	Contributory	-
Lothian Street	41	Significant	-
Lothian Street	43	Significant	-
Lothian Street	53	Contributory	-
Lothian Street	55	Contributory	-
Lothian Street	57	Significant	-
Lothian Street	65	Contributory	-
Lothian Street	67	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Lothian Street	69	Contributory	-

Lothian Street	71	Contributory	-
Lothian Street	85	Contributory	-
Lothian Street	87	Contributory	-
Lothian Street	89-95	Contributory	-
Macaulay Road	36-58	Significant	-
Macaulay Road	60-96	Significant	-
Macaulay Road	Part 98-166 (Gateway, wall and caretaker's house)	Significant	-
Macaulay Road	1-39	Significant	-
Macaulay Road (Clayton Reserve and drinking fountain)	201-241	Significant	-
Macaulay Road	391	Contributory	-
Macaulay Road	393-399	Significant	-
Macaulay Road	407-411	Significant	-
Macaulay Road	435	Significant	-
Maribyrnong River	Railway Bridge	Significant	-
Mark Street	46	Significant	-
Mary Street	14	Significant	-
Mary Street	16	Significant	-
Mary Street	18	Significant	-
Melrose Street	4	Contributory	-
Melrose Street	8	Contributory	-
Melrose Street	18	Contributory	-
Melrose Street	20	Significant	-
Melrose Street	22	Significant	-
Melrose Street	26	Contributory	-
Melrose Street	28	Contributory	-
Melrose Street	30	Contributory	-
Melrose Street	36	Contributory	-
Melrose Street	38	Contributory	-

Melrose Street	40-44	Contributory	-
Melrose Street	46	Contributory	-
Melrose Street	48	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Melrose Street	82-90	Contributory	-
Melrose Street	94	Contributory	-
Melrose Street	96	Contributory	-
Melrose Street	98	Contributory	-
Melrose Street	100	Contributory	-
Melrose Street	102	Contributory	-
Melrose Street	104	Contributory	-
Melrose Street	106	Contributory	-
Melrose Street	108	Contributory	-
Melrose Street	110	Contributory	-
Melrose Street	112	Contributory	-
Melrose Street	114	Contributory	-
Melrose Street	116	Contributory	-
Melrose Street	118	Contributory	-
Melrose Street	120	Contributory	-
Melrose Street	122	Contributory	-
Melrose Street	124-126	Contributory	-
Melrose Street	130	Contributory	-
Melrose Street	132	Contributory	-
Melrose Street	134	Contributory	-
Melrose Street	55-57	Significant	
Melrose Street	175	Contributory	-
Melrose Street	177	Contributory	-
Melrose Street	179	Contributory	-

Melrose Street	181	Contributory	-
Melrose Street	183	Contributory	-
Melrose Street	185	Contributory	-
Melrose Street	191-195	Significant	-
Miller Street	14	Contributory	-
Miller Street	16	Contributory	-
Miller Street	22	Contributory	-
Miller Street	24	Contributory	-
Miller Street	26	Significant	-
Miller Street	32	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Miller Street	34	Contributory	-
Miller Street	40	Contributory	-
Miller Street	42	Contributory	-
Miller Street	44	Significant	-
Miller Street	46	Contributory	-
Miller Street	48	Contributory	-
Miller Street	56	Contributory	-
Miller Street	58	Contributory	-
Miller Street	60-80	Significant	-
Miller Street	90	Significant	-
Miller Street	92	Significant	-
Miller Street	94	Contributory	-
Miller Street	96	Contributory	-
Miller Street	106	Significant	-
Miller Street	112	Significant	-
Miller Street	152-160	Significant	-
Miller Street	1	Significant	-

Miller Street	3	Significant	-
Miller Street	5	Significant	-
Miller Street	7	Significant	-
Miller Street	9	Significant	-
Miller Street	11	Contributory	-
Miller Street	13	Contributory	-
Miller Street	15	Contributory	-
Miller Street	17	Contributory	-
Miller Street	19	Contributory	-
Miller Street	21	Contributory	-
Miller Street	23	Contributory	-
Miller Street	25	Contributory	-
Miller Street	29-31	Contributory	-
Miller Street	33-35	Contributory	-
Miller Street	37	Significant	-
Miller Street	39	Significant	-
Miller Street	41	Contributory	-

**NORTH AND WEST MELBOURNE**

Street	Number	Building Category	Significant Streetscape
Miller Street	43	Contributory	-
Miller Street	45	Contributory	-
Miller Street	47	Contributory	-
Miller Street	51	Contributory	-
Miller Street	53	Contributory	-
Miller Street	55	Contributory	-
Miller Street	57	Contributory	-
Miller Street	59	Contributory	-
Miller Street	61	Contributory	-
Miller Street	63	Contributory	-

Miller Street	65	Contributory	-
Miller Street	67	Contributory	-
Miller Street	69-71	Contributory	-
Milton Street	24-28	Contributory	-
Milton Street	30	Significant	-
Milton Street	32	Significant	-
Milton Street	34	Contributory	-
Milton Street	36	Significant	-
Milton Street	38	Significant	-
Milton Street	45-47	Contributory	-
Molesworth Street	2	Contributory	-
Molesworth Street	4	Contributory	-
Molesworth Street	10	Contributory	-
Molesworth Street	16	Significant	-
Molesworth Street	18	Significant	-
Molesworth Street	20	Contributory	-
Molesworth Street	22	Contributory	-
Molesworth Street	24	Contributory	-
Molesworth Street	26	Contributory	-
Molesworth Street	28	Contributory	-
Molesworth Street	30	Significant	-
Molesworth Street	32	Significant	-
Molesworth Street	34	Significant	-
Molesworth Street	36	Significant	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Molesworth Street	38	Significant	-
Molesworth Street	40	Significant	-
Molesworth Street	42	Contributory	-



Molesworth Street	44	Contributory	-
Molesworth Street	46	Contributory	-
Molesworth Street	48	Contributory	-
Molesworth Street	50	Contributory	-
Molesworth Street	52	Contributory	-
Molesworth Street	54	Contributory	-
Molesworth Street	56	Contributory	-
Molesworth Street	58	Contributory	-
Molesworth Street	62	Contributory	-
Molesworth Street	64	Contributory	-
Molesworth Street	66	Contributory	-
Molesworth Street	68	Significant	-
Molesworth Street	72	Contributory	-
Molesworth Street	74	Contributory	-
Molesworth Street	76	Contributory	-
Molesworth Street	78	Significant	-
Molesworth Street	80	Significant	-
Molesworth Street	82	Significant	-
Molesworth Street	84	Significant	-
Molesworth Street	86	Contributory	-
Molesworth Street	88	Contributory	-
Molesworth Street	90	Contributory	-
Molesworth Street	92	Contributory	-
Molesworth Street	94	Contributory	-
Molesworth Street	96	Contributory	-
Molesworth Street	98	Significant	-
Moss Place	1	Contributory	-
Munster Terrace	4-6	Significant	-
Munster Terrace	80	Contributory	-
Munster Terrace	82	Contributory	-

Munster Terrace	86	Contributory	-
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<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Munster Terrace	1-21	Significant	-
Murphy Street	7	Contributory	-
O'Connell Street	62-64	Contributory	-
O'Connell Street	66	Contributory	-
O'Connell Street	19	Significant	-
O'Connell Street	21-27	Contributory	-
O'Shanassy Street	11	Contributory	-
O'Shanassy Street	13	Contributory	-
O'Shanassy Street	15	Contributory	-
O'Shanassy Street	17	Contributory	-
O'Shanassy Street	19	Significant	-
O'Shanassy Street	21	Significant	-
O'Shanassy Street	37	Significant	-
O'Shanassy Street	39	Significant	-
O'Shanassy Street	41	Contributory	-
O'Shanassy Street	43	Contributory	-
Peckville Street	2	Contributory	-
Peckville Street	4	Contributory	-
Peckville Street	6	Contributory	-
Peckville Street	8	Contributory	-
Peckville Street	10-12	Contributory	-
Peckville Street	20	Contributory	-
Peckville Street	22	Contributory	-
Peckville Street	5	Contributory	-
Peckville Street	7	Contributory	-
Peckville Street	9	Contributory	-

Peckville Street	11	Contributory	-
Peckville Street	13	Contributory	-
Peckville Street	15	Contributory	-
Peckville Street	17	Contributory	-
Peckville Street	19	Contributory	-
Peel Street	Ornamental Overhead Poles	Tramway	Significant
Peel Street	106	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Peel Street	108	Contributory	-
Peel Street	114	Contributory	-
Peel Street	180	Significant	-
Peel Street	182	Significant	-
Peel Street	184	Significant	-
Peel Street	186	Significant	-
Peel Street	27-31	Contributory	-
Peel Street	49-51	Contributory	-
Peel Street	53	Contributory	-
Peel Street	55	Contributory	-
Peel Street	57-59	Significant	-
Peel Street	61-63	Significant	-
Peel Street	65	Contributory	-
Peel Street	69-71	Contributory	-
Peel Street	85-87	Contributory	-
Peel Street	117	Contributory	-
Peel Street	119	Contributory	-
Peel Street	135	Contributory	-
Peel Street	141	Contributory	-

Peel Street	143	Significant	-
Peel Street	145	Significant	-
Peel Street	147	Significant	-
Peel Street	149	Contributory	-
Peel Street	155	Contributory	-
Peel Street	159	Contributory	-
Peel Street	197	Contributory	-
Peel Street	195	Contributory	-
Phoenix Lane	4-8	Significant	Significant
Princess Street	7	Contributory	-
Princess Street	9	Contributory	-
Princess Street	11	Contributory	-
Prout Lane	12	Contributory	-
Provost Street	36	Contributory	-
Provost Street	38	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Provost Street	50-52	Contributory	-
Provost Street	54	Contributory	-
Provost Street	56	Contributory	-
Provost Street	58	Contributory	-
Provost Street	60	Contributory	-
Provost Street	62	Contributory	-
Provost Street	11	Contributory	-
Provost Street	13	Contributory	-
Provost Street	15	Contributory	-
Provost Street	17	Contributory	-
Provost Street	33	Contributory	-
Provost Street	35	Contributory	-

Provost Street	37	Contributory	-
Provost Street	49	Significant	-
Purcell Street	10	Contributory	-
Purcell Street	12	Contributory	-
Queensberry Street	408-434	Significant	-
Queensberry Street	456-458	Significant	-
Queensberry Street	462-464	Contributory	-
Queensberry Street	466	Significant	-
Queensberry Street	468	Contributory	-
Queensberry Street	480	Significant	-
Queensberry Street	482	Significant	-
Queensberry Street	492	Significant	-
Queensberry Street	494	Significant	-
Queensberry Street	496	Significant	-
Queensberry Street	498-500	Contributory	-
Queensberry Street	502	Significant	-
Queensberry Street	504	Significant	-
Queensberry Street	506	Significant	-
Queensberry Street	514-516	Contributory	-
Queensberry Street	518-520	Contributory	-
Queensberry Street	536-542	Significant	-
Queensberry Street	544	Contributory	-

**NORTH AND WEST MELBOURNE**

Street	Number	Building Category	Significant Streetscape
Queensberry Street	546	Contributory	-
Queensberry Street	548	Contributory	-
Queensberry Street	550-552	Contributory	-
Queensberry Street	554-556	Contributory	-
Queensberry Street	566-574	Significant	-

Queensberry Street	588	Contributory	-
Queensberry Street	590	Significant	-
Queensberry Street	592	Significant	-
Queensberry Street	594	Contributory	-
Queensberry Street	596	Significant	-
Queensberry Street	604	Contributory	-
Queensberry Street	606	Contributory	-
Queensberry Street	608	Contributory	-
Queensberry Street	610	Contributory	-
Queensberry Street	612	Significant	-
Queensberry Street	634	Significant	-
Queensberry Street	636	Significant	-
Queensberry Street	688	Contributory	-
Queensberry Street	690	Contributory	-
Queensberry Street	722	Contributory	-
Queensberry Street	724	Contributory	-
Queensberry Street	726	Contributory	-
Queensberry Street	730-732	Contributory	-
Queensberry Street	736-738	Contributory	-
Queensberry Street	692-694	Contributory	-
Queensberry Street	333	Contributory	-
Queensberry Street	361-363	Contributory	-
Queensberry Street	367-395	Significant	-
Queensberry Street	399-405	Contributory	-
Queensberry Street	409	Contributory	-
Queensberry Street	411-413	Contributory	-
Queensberry Street	415	Contributory	-
Queensberry Street	417	Contributory	-
Queensberry Street	429	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Queensberry Street	439	Contributory	-
Queensberry Street	441-443	Contributory	-
Queensberry Street	451	Significant	Significant
Queensberry Street	453	Significant	Significant
Queensberry Street	455	Significant	Significant
Queensberry Street	459	Significant	Significant
Queensberry Street	461	Significant	Significant
Queensberry Street	463	Significant	Significant
Queensberry Street	465	Significant	Significant
Queensberry Street	467	Significant	Significant
Queensberry Street	473	Significant	-
Queensberry Street	475	Significant	-
Queensberry Street	477	Significant	-
Queensberry Street	479	Significant	-
Queensberry Street	481	Significant	-
Queensberry Street	483	Significant	-
Queensberry Street	485-489	Significant	Significant
Queensberry Street	509-511	Significant	-
Queensberry Street	509	Significant	-
Queensberry Street	513	Significant	-
Queensberry Street	547-553	Contributory	-
Queensberry Street	555	Contributory	-
Queensberry Street	569	Significant	-
Queensberry Street	579-589	Significant	-
Queensberry Street	603-615	Significant	-
Queensberry Street	629	Contributory	-
Queensberry Street	631	Contributory	-
Queensberry Street	633	Contributory	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 236 of 293

Queensberry Street	645	Contributory	-
Queensberry Street	647	Contributory	-
Queensberry Street	649	Contributory	-
Queensberry Street	651	Contributory	-
Queensberry Street	681-683	Significant	-
Queensberry Street	Cast Iron Urinal	Significant	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Raglan Street	14	Contributory	-
Railway Place	70	Contributory	-
Railway Place	72-74	Contributory	-
Railway Place	76	Contributory	-
Railway Place	78	Contributory	-
Railway Place	80	Contributory	-
Railway Place	80A	Contributory	-
Railway Place	82	Contributory	-
Railway Place	84	Contributory	-
Railway Place	86	Contributory	-
Railway Place	189	Significant	-
Roden Street	48	Contributory	-
Roden Street	50	Contributory	-
Roden Street	54	Contributory	-
Roden Street	56	Contributory	-
Roden Street	58	Contributory	-
Roden Street	60	Contributory	-
Roden Street	62	Contributory	-
Roden Street	64	Contributory	-
Roden Street	66	Contributory	-
Roden Street	68	Significant	Significant



Roden Street	70	Significant	Significant
Roden Street	72	Contributory	Significant
Roden Street	74	Contributory	Significant
Roden Street	76	Contributory	Significant
Roden Street	78	Significant	Significant
Roden Street	80	Significant	Significant
Roden Street	82	Significant	Significant
Roden Street	86	Significant	Significant
Roden Street	88	Contributory	Significant
Roden Street	90	Contributory	Significant
Roden Street	92	Contributory	Significant
Roden Street	94	Contributory	Significant
Roden Street	96	Contributory	Significant

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Roden Street	132	Significant	-
Roden Street	132A, also known as rear 132 Roden Street	Contributory	-
Roden Street	148	Significant	-
Roden Street	152	Significant	-
Roden Street	154	Significant	-
Roden Street	156	Significant	-
Roden Street	164-170(Briscoe and Co ironmongers warehouse complex)	Contributory	-
Roden Street	172-184 Briscoe and Co ironmongers warehouse complex)	Significant	-
Roden Street	1-37 (Primary School No. 1689)	Significant	Significant
Roden Street	159	Contributory	-
Roden Street	163	Contributory	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 238 of 293

Roden Street	171	Contributory	-
Roden Street	173-175	Contributory	-
Roden Street	177	Contributory	-
Roden Street	179	Contributory	-
Roden Street	197	Significant	-
Roden Street	199	Significant	-
Roden Street	201	Significant	-
Roden Street	203	Contributory	-
Rosslyn Street	22-40	Significant	-
Rosslyn Street	58	Contributory	-
Rosslyn Street	62	Significant	-
Rosslyn Street	64	Significant	-
Rosslyn Street	66	Significant	-
Rosslyn Street	68	Significant	-
Rosslyn Street	70-74	Significant	-
Rosslyn Street	300	Significant	-
Rosslyn Street	49-51	Significant	-
Rosslyn Street	65	Contributory	-
Rosslyn Street	67	Contributory	-

**NORTH AND WEST MELBOURNE**

Street	Number	Building Category	Significant Streetscape
Rosslyn Street	69	Contributory	-
Rosslyn Street	101-107	Significant	-
Shiel Street	2	Contributory	-
Shiel Street	4	Contributory	-
Shiel Street	6	Contributory	-
Shiel Street	8	Contributory	-
Shiel Street	10	Contributory	-
Shiel Street	12	Contributory	-

Shiel Street	14	Significant	-
Shiel Street	16	Contributory	-
Shiel Street	18	Contributory	-
Shiel Street	20	Contributory	-
Shiel Street	22	Contributory	-
Shiel Street	24	Contributory	-
Shiel Street	26	Contributory	-
Shiel Street	28	Contributory	-
Shiel Street	46	Contributory	-
Shiel Street	48	Contributory	-
Shiel Street	50	Contributory	-
Shiel Street	52-54	Contributory	-
Spencer Street	362-364	Significant	-
Spencer Street	384	Significant	-
Spencer Street	386-394	Significant	-
Spencer Street	420	Significant	-
Spencer Street	502	Significant	-
Spencer Street	580	Contributory	-
Spencer Street	582	Significant	-
Spencer Street	584	Significant	-
Spencer Street	586	Significant	-
Spencer Street	588	Significant	-
Spencer Street	590	Significant	-
Spencer Street	592	Significant	-
Spencer Street	594	Significant	-
Spencer Street	596	Significant	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Spencer Street	598	Contributory	-

Spencer Street	600	Contributory	-
Spencer Street	602-604	Contributory	-
Spencer Street	606	Contributory	-
Spencer Street	608	Contributory	-
Spencer Street	612	Contributory	-
Spencer Street	614	Contributory	-
Spencer Street	616	Significant	-
Spencer Street	618	Significant	-
Spencer Street	620	Contributory	-
Spencer Street	624	Contributory	-
Spencer Street	626	Contributory	-
Spencer Street	630	Contributory	-
Spencer Street	632	Contributory	-
Spencer Street	634	Contributory	-
Spencer Street	636	Contributory	-
Spencer Street	638-642	Significant	-
Spencer Street	644	Contributory	-
Spencer Street	646	Contributory	-
Spencer Street	648	Contributory	-
Spencer Street	650	Contributory	-
Spencer Street	660-676	Significant	-
Spencer Street	317	Significant	-
Spencer Street	355	Significant	-
Spencer Street	371	Significant	-
Spencer Street	405-407	Significant	-
Spencer Street	437	Contributory	-
Spencer Street	441	Significant	-
Spencer Street	445	Significant	-
Spencer Street	475	Significant	-
Spencer Street	491	Contributory	-

Spencer Street	493	Contributory	-
Spencer Street	495-497	Contributory	-
Spencer Street	499	Significant	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Spencer Street	503	Contributory	-
Spencer Street	505-507	Contributory	-
Spencer Street	509	Significant	-
Spencer Street	511	Significant	-
Spencer Street	519	Significant	-
Spencer Street	541-547	Significant	-
Spencer Street	551	Contributory	-
Spencer Street	561	Contributory	-
Spencer Street	567	Significant	-
Spencer Street	583	Significant	-
Spencer Street	589	Contributory	-
Spencer Street	591	Contributory	-
Spencer Street	599	Significant	-
Spencer Street	601	Significant	-
Spencer Street	603	Significant	-
Spencer Street	605	Significant	-
Spencer Street	607	Significant	-
Spencer Street	609	Significant	-
Spencer Street	611	Significant	-
Spencer Street	613	Significant	-
Spencer Street	615	Significant	-
Spencer Street	693	Contributory	-
Spencer Street	695	Significant	-
Spencer Street	697	Significant	-

Spencer Street	699	Contributory	-
Spencer Street	701	Contributory	-
Spencer Street	703	Significant	-
Spencer Street	707	Significant	-
Stanley Street	8	Significant	Significant
Stanley Street	62-80	Significant	Significant
Stanley Street	138-140	Significant	-
Stanley Street	200	Contributory	-
Stanley Street	210	Contributory	-
Stanley Street	240-50	Significant	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Stanley Street	31-47, rear	Significant	-
Stanley Street	61-63	Significant	-
Stanley Street	65	Significant	-
Stanley Street	95	Contributory	-
Stanley Street	97	Contributory	-
Stanley Street	99	Contributory	-
Stanley Street	101	Contributory	-
Stanley Street	191	Significant	-
Stanley Street	193	Significant	-
Stanley Street	195	Contributory	-
Stanley Street	197	Contributory	-
Stanley Street	199	Contributory	-
Stanley Street	201	Contributory	-
Stanley Street	203	Contributory	-
Stanley Street	207	Contributory	-
Stanley Street	209	Contributory	-
Stanley Street	211	Contributory	-

Stanley Street	213	Contributory	-
Stanley Street	215	Contributory	-
Stanley Street	217	Contributory	-
Stanley Street	219	Contributory	-
Stanley Street	221	Contributory	-
Stawell Street	29	Significant	-
Sutton Street	64-90	Significant	-
Sutton Street	85	Significant	-
Union Street	9	Contributory	-
Union Street	11	Contributory	-
Union Street	13	Contributory	-
Union Street	15	Contributory	-
Victoria Street	250	Contributory	-
Victoria Street	252-254	Contributory	-
Victoria Street	268-276	Contributory	-
Victoria Street	260	Contributory	-
Victoria Street	300-308	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Victoria Street	312-316	Significant	-
Victoria Street	318	Contributory	-
Victoria Street	324	Contributory	-
Victoria Street	328-350	Significant	-
Victoria Street	352-362	Significant	-
Victoria Street	368	Significant	-
Victoria Street	370-372	Contributory	-
Victoria Street	376-378	Significant	-
Victoria Street	380-382	Contributory	-
Victoria Street	384-386	Contributory	-

Victoria Street	388-390	Contributory	-
Victoria Street	420-422	Significant	-
Victoria Street	424	Contributory	-
Victoria Street	428	Contributory	-
Victoria Street	430	Contributory	-
Victoria Street	434	Significant	-
Victoria Street	438	Contributory	-
Victoria Street	440	Significant	-
Victoria Street	442	Significant	-
Victoria Street	444-446	Significant	-
Victoria Street	448	Contributory	-
Victoria Street	450	Contributory	-
Victoria Street	452	Contributory	-
Victoria Street	454-458	Significant	-
Victoria Street	460	Contributory	-
Victoria Street	464-468	Significant	-
Victoria Street	470	Significant	-
Victoria Street	472	Significant	-
Victoria Street	478-484	Significant	-
Victoria Street	486	Contributory	-
Victoria Street	488-490	Contributory	-
Victoria Street	492-496	Contributory	-
Victoria Street	498	Contributory	-
Victoria Street	500	Contributory	-

**NORTH AND WEST MELBOURNE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Victoria Street	570-578	Significant	-
Victoria Street	580	Contributory	-
Victoria Street	582	Contributory	-



Victoria Street	584	Contributory	-
Victoria Street	590-592	Contributory	-
Victoria Street	594-596	Significant	-
Victoria Street	598	Significant	-
Victoria Street	600	Contributory	-
Victoria Street	662	Contributory	-
Victoria Street	664	Contributory	-
Victoria Street	666	Contributory	-
Victoria Street	668	Contributory	-
Victoria Street	670	Contributory	-
Victoria Street	672	Contributory	-
Victoria Street	674	Contributory	-
Victoria Street	676	Contributory	-
Victoria Street	700-708	Significant	-
Victoria Street	65-159	Significant	-
Victoria Street	173-181	Significant	-
Victoria Street	187-189	Significant	-
Victoria Street	195	Significant	-
Victoria Street	197-197A	Significant	-
Victoria Street	199	Contributory	-
Victoria Street	201-203	Significant	-
Victoria Street	205	Contributory	-
Victoria Street	207	Contributory	-
Victoria Street	209	Contributory	-
Victoria Street	211	Contributory	-
Victoria Street	213	Contributory	-
Victoria Street	215	Significant	-
Victoria Street	217-219	Significant	-
Victoria Street	221	Significant	-
Victoria Street	223	Contributory	-

Victoria Street	229	Contributory	-
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<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Victoria Street	273	Significant	Significant
Victoria Street	279	Significant	Significant
Victoria Street	281	Significant	Significant
Victoria Street	283	Significant	Significant
Victoria Street	285	Significant	Significant
Victoria Street	287-291	Contributory	Significant
Victoria Street	293	Significant	Significant
Victoria Street	295	Significant	Significant
Victoria Street	297-307	Significant	Significant
Victoria Street	309	Contributory	Significant
Victoria Street	311	Contributory	Significant
Victoria Street	313	Significant	Significant
Victoria Street	315	Significant	Significant
Victoria Street	317-319	Significant	Significant
Victoria Street	343	Significant	Significant
Victoria Street	345	Significant	Significant
Victoria Street	347	Significant	Significant
Victoria Street	349-351	Significant	Significant
Victoria Street	353	Significant	Significant
Victoria Street	355	Significant	Significant
Victoria Street	357	Significant	Significant
Victoria Street	359	Significant	Significant
Victoria Street	361-365	Significant	Significant
Victoria Street	375-379	Contributory	-
Victoria Street	381	Contributory	-
Victoria Street	383	Contributory	-

Victoria Street	385	Contributory	-
Victoria Street	387	Contributory	-
Victoria Street	389	Contributory	-
Victoria Street	391	Contributory	-
Victoria Street	393	Contributory	-
Victoria Street	417	Contributory	-
Victoria Street	419	Contributory	-
Victoria Street	421	Contributory	-

<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Victoria Street	423	Contributory	-
Victoria Street	425	Contributory	-
Victoria Street	427	Contributory	-
Victoria Street	429	Contributory	-
Victoria Street	431	Significant	-
Victoria Street	433	Contributory	-
Victoria Street	435	Contributory	-
Victoria Street	439	Contributory	-
Victoria Street	441	Significant	-
Victoria Street	443	Contributory	-
Victoria Street	445	Contributory	-
Victoria Street	447	Contributory	-
Victoria Street	457-459	Contributory	-
Victoria Street	461	Contributory	-
Victoria Street	463	Contributory	-
Victoria Street	465	Significant	-
Victoria Street	467	Significant	-
Victoria Street	469	Significant	-
Villiers Street	14	Contributory	-

Villiers Street	48-50	Significant	-
Walsh Street	54-56	Significant	-
Walsh Street	62	Significant	-
Walsh Street	23	Significant	-
Walsh Street	25	Significant	-
Walsh Street	43	Contributory	-
Walsh Street	45	Contributory	-
William Street	420-424	Significant	-
William Street	436	Significant	-
William Street	446	Significant	-
William Street	448	Significant	-
William Street	450	Significant	-
William Street	452	Contributory	-
William Street	454	Contributory	-
William Street	456-460	Contributory	-
<b>NORTH AND WEST MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
William Street	470	Significant	-
William Street	472	Significant	-
William Street	474-476	Significant	-
William Street	478	Contributory	-
William Street	309	Significant	-
William Street	309-311 (Flagstaff Gardens – Tennis Courts and Pavilion)	Significant	-
William Street	309-311 (Flagstaff Gardens)	Significant	-
William Street	309-311 (Caretaker's Residence)	Significant	-
William Street	333-337	Significant	-
William Street	343	Significant	-
William Street	345	Significant	-

William Street	347	Significant	-
William Street	349	Significant	-
William Street	351-353	Significant	-
William Street	355	Contributory	-
William Street	383-389 (Howard Street and William Street Reserve)	Contributory	-
William Street	383-389 (Canary Island Pines X 2)	Significant	-
William Street	Flagstaff Gardens	Significant	Significant
Wood Street	8	Significant	-
Wood Street	10	Significant	-
Wood Street	12	Significant	-
Wood Street	14	Significant	-
Wood Street	16	Significant	-
Wood Street	22	Significant	-
Wood Street	24	Significant	-
Wood Street	26	Significant	-
Wood Street	28	Significant	-
Wood Street	30	Significant	-
Wreckyn Street	11	Significant	-

## PARKVILLE

PARKVILLE			
Street	Number	Building Category	Significant Streetscape
Bayles Street	12	Contributory	Significant
Bayles Street	16	Contributory	Significant
Bayles Street	18	Contributory	Significant
Bayles Street	20	Contributory	Significant
Bayles Street	22	Contributory	Significant
Bayles Street	26	Contributory	Significant

Bayles Street	28-30	Contributory	Significant
Bayles Street	32	Contributory	Significant
Bayles Street	34	Contributory	Significant
Bayles Street	36	Contributory	Significant
Bayles Street	38	Contributory	Significant
Bayles Street	40-48	Contributory	Significant
Bayles Street	27-37	Significant	Significant
Benjamin Street	14	Contributory	Significant
Benjamin Street	16	Contributory	Significant
Benjamin Street	18	Contributory	Significant
Benjamin Street	20	Contributory	Significant
Benjamin Street	22	Contributory	Significant
Benjamin Street	24	Contributory	Significant
Benjamin Street	26	Contributory	Significant
Benjamin Street	13	Contributory	Significant
Benjamin Street	15	Contributory	Significant
Benjamin Street	17	Contributory	Significant
Benjamin Street	19	Contributory	Significant
Benjamin Street	21	Contributory	Significant
Benjamin Street	23	Contributory	Significant
Benjamin Street	25	Contributory	Significant
Brens Drive	Anzac Hall	Significant	
Church Street	2-4	Contributory	-
Church Street	6-8	Contributory	-

**PARKVILLE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Church Street	10-12	Contributory	-
Church Street	14	Contributory	-

Church Street	16	Contributory	-
Church Street	18	Contributory	-
Church Street	22	Contributory	-
Church Street	24	Contributory	-
Church Street	26	Contributory	-
Church Street	28	Contributory	-
Church Street	30	Contributory	-
Church Street	32	Contributory	-
Church Street	1-7	Contributory	-
Church Street	11-15	Contributory	-
Church Street	19	Contributory	-
Church Street	21-25	Significant	-
Church Street	17	Contributory	-
Degraves Street	12	Contributory	Significant
Degraves Street	14	Significant	Significant
Degraves Street	16	Contributory	Significant
Degraves Street	18	Contributory	Significant
Degraves Street	20	Contributory	Significant
Degraves Street	22	Contributory	Significant
Degraves Street	33	Significant	Significant
Degraves Street	35	Significant	Significant
Degraves Street	37	Significant	Significant
Degraves Street	39-43	Significant	Significant
Elliott Avenue	Aboriginal Scarred Tree (Melbourne zoo)	Significant	-
Elliott Avenue	Carousel (Melbourne Zoo)	Significant	-
Elliott Avenue	Royal Melbourne Zoological Gardens	Significant	-
Fitzgibbon Street	14	Contributory	Significant
Fitzgibbon Street	16	Contributory	Significant

Fitzgibbon Street	18-20	Contributory	Significant
Fitzgibbon Street	22-24	Contributory	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Fitzgibbon Street	26	Contributory	Significant
Fitzgibbon Street	28	Contributory	Significant
Fitzgibbon Street	46	Contributory	Significant
Fitzgibbon Street	48	Contributory	Significant
Fitzgibbon Street	50	Contributory	Significant
Fitzgibbon Street	52	Contributory	Significant
Fitzgibbon Street	54	Contributory	Significant
Fitzgibbon Street	56	Contributory	Significant
Fitzgibbon Street	58	Contributory	Significant
Fitzgibbon Street	60	Contributory	Significant
Fitzgibbon Street	62	Contributory	Significant
Fitzgibbon Street	64	Contributory	Significant
Fitzgibbon Street	66	Contributory	Significant
Fitzgibbon Street	68	Contributory	Significant
Fitzgibbon Street	70	Contributory	Significant
Fitzgibbon Street	72	Contributory	Significant
Fitzgibbon Street	74	Contributory	Significant
Fitzgibbon Street	86	Contributory	Significant
Fitzgibbon Street	88	Contributory	Significant
Fitzgibbon Street	90	Contributory	Significant
Fitzgibbon Street	92	Contributory	Significant
Fitzgibbon Street	94	Contributory	Significant
Fitzgibbon Street	96	Contributory	Significant
Fitzgibbon Street	11	Contributory	Significant



Fitzgibbon Street	13	Contributory	Significant
Fitzgibbon Street	15	Contributory	Significant
Fitzgibbon Street	17	Contributory	Significant
Fitzgibbon Street	19	Contributory	Significant
Fitzgibbon Street	21	Contributory	Significant
Fitzgibbon Street	23	Contributory	Significant
Fitzgibbon Street	39-49	Contributory	Significant
Fitzgibbon Street	51	Contributory	Significant
Fitzgibbon Street	53-55	Contributory	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Fitzgibbon Street	57	Contributory	Significant
Fitzgibbon Street	59	Contributory	Significant
Fitzgibbon Street	61	Contributory	Significant
Fitzgibbon Street	63	Contributory	Significant
Fitzgibbon Street	65	Contributory	Significant
Fitzgibbon Street	67	Contributory	Significant
Fitzgibbon Street	69-73	Significant	Significant
Flemington Road	199-207	Contributory	-
Flemington Road	72	Contributory	-
Flemington Road	72A	Contributory	-
Flemington Road	74	Contributory	-
Flemington Road	76	Contributory	-
Flemington Road	78	Contributory	-
Flemington Road	80-84	Contributory	-
Flemington Road	98	Contributory	-
Flemington Road	122-124	Contributory	-
Flemington Road	126	Contributory	-

Flemington Road	128	Contributory	-
Flemington Road	Royal Park	Significant	Significant
Gatehouse Street	6	Contributory	Significant
Gatehouse Street	8	Contributory	Significant
Gatehouse Street	10	Contributory	Significant
Gatehouse Street	12	Contributory	Significant
Gatehouse Street	14-18	Contributory	Significant
Gatehouse Street	22-24	Contributory	Significant
Gatehouse Street	26-32	Contributory	Significant
Gatehouse Street	34-36	Contributory	Significant
Gatehouse Street	50	Contributory	Significant
Gatehouse Street	52	Contributory	Significant
Gatehouse Street	54-56	Contributory	Significant
Gatehouse Street	58	Contributory	Significant
Gatehouse Street	60	Contributory	Significant
Gatehouse Street	62	Contributory	Significant

**PARKVILLE**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Gatehouse Street	64	Contributory	Significant
Gatehouse Street	66	Contributory	Significant
Gatehouse Street	68	Contributory	Significant
Gatehouse Street	70	Contributory	Significant
Gatehouse Street	72	Contributory	Significant
Gatehouse Street	74	Contributory	Significant
Gatehouse Street	76	Contributory	Significant
Gatehouse Street	78-80	Contributory	Significant
Gatehouse Street	82	Contributory	Significant
Gatehouse Street	84	Contributory	Significant

Gatehouse Street	86-88	Contributory	Significant
Gatehouse Street	90-92	-	Significant
Gatehouse Street	96	Contributory	Significant
Gatehouse Street	114	Contributory	Significant
Gatehouse Street	116	Contributory	Significant
Gatehouse Street	118	Contributory	Significant
Gatehouse Street	120-122	Contributory	Significant
Gatehouse Street	124	Contributory	Significant
Gatehouse Street	126	Contributory	Significant
Gatehouse Street	128-130	Contributory	Significant
Gatehouse Street	132-134	Contributory	Significant
Gatehouse Street	136-138	Contributory	Significant
Gatehouse Street	140-142	Contributory	Significant
Gatehouse Street	144	Contributory	Significant
Gatehouse Street	146	Contributory	Significant
Gatehouse Street	148-150	Contributory	Significant
Gatehouse Street	154	Contributory	Significant
Gatehouse Street	156	Contributory	Significant
Gatehouse Street	158	Contributory	Significant
Gatehouse Street	160	Contributory	Significant
Gatehouse Street	162	Contributory	Significant
Gatehouse Street	164-166	Contributory	Significant
Gatehouse Street	168	Contributory	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Gatehouse Street	170	Contributory	Significant
Gatehouse Street	172	Contributory	Significant
Gatehouse Street	174	Contributory	Significant

Gatehouse Street	176	Contributory	Significant
Gatehouse Street	178	Significant	Significant
Gatehouse Street	180	Significant	Significant
Gatehouse Street	182-186	Contributory	Significant
Gatehouse Street	188-198	Significant	Significant
Kirrip Crescent	2-14	Significant	-
Leonard Street	36-54	Contributory	-
Manchester Lane	1-29 (Former Royal Park Psychiatric Hospital)	Significant	-
Manningham Street	2A	Significant	-
Manningham Street	66	Contributory	-
Manningham Street	68	Contributory	-
Manningham Street	70	Contributory	-
Manningham Street	72-78	Contributory	-
Manningham Street	1	Contributory	-
Manningham Street	3	Contributory	-
Manningham Street	21-25	Contributory	-
Manningham Street	27-31	Contributory	-
Manningham Street	35	Contributory	-
Manningham Street	39	Significant	-
Morrah Street	14	Contributory	Significant
Morrah Street	16	Contributory	Significant
Morrah Street	18	Contributory	Significant
Morrah Street	20	Contributory	Significant
Morrah Street	26-30	Contributory	Significant
Morrah Street	32	Contributory	Significant
Morrah Street	34	Contributory	Significant
Morrah Street	36	Contributory	Significant
Morrah Street	38-40	Contributory	Significant
Morrah Street	42	Contributory	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Morrah Street	44	Significant	Significant
Morrah Street	46	Contributory	Significant
Morrah Street	48	Significant	Significant
Morrah Street	52	Contributory	Significant
Morrah Street	54	Contributory	Significant
Morrah Street	56	-	Significant
Morrah Street	58	Contributory	Significant
Morrah Street	60	Contributory	Significant
Morrah Street	62	Contributory	Significant
Morrah Street	64-66	Contributory	Significant
Morrah Street	68-70	Contributory	Significant
Morrah Street	15	Contributory	Significant
Morrah Street	17	Contributory	Significant
Morrah Street	19	Contributory	Significant
Morrah Street	21	Contributory	Significant
Morrah Street	27	Significant	Significant
Morrah Street	29	Significant	Significant
Morrah Street	31	Contributory	Significant
Morrah Street	33	Contributory	Significant
Morrah Street	35-37	-	Significant
Morrah Street	39-41	-	Significant
Morrah Street	43	Contributory	Significant
Morrah Street	45	Contributory	Significant
Morrah Street	47	Contributory	Significant
Morrah Street	49	Contributory	Significant
Morrah Street	51	Contributory	Significant
Morrah Street	53	Contributory	Significant

Morrah Street	55	Contributory	Significant
Morrah Street	57	Contributory	Significant
Morrah Street	61-63	Contributory	Significant
Morrah Street	65	Contributory	Significant
Morrah Street	67	Contributory	Significant
Morrah Street	69	Contributory	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Morrah Street	71	Contributory	Significant
Morrah Street	73	Contributory	Significant
Old Poplar Road	Women's Dressing Pavilion	Significant	-
Park Drive	20-24	Contributory	Significant
Park Drive	26-30	-	Significant
Park Drive	32	-	Significant
Park Drive	34	Contributory	Significant
Park Drive	36	Contributory	Significant
Park Drive	38-40	Contributory	Significant
Park Drive	42-44	Contributory	Significant
Park Drive	54-58	Contributory	Significant
Park Drive	62	Significant	Significant
Park Drive	64	Significant	Significant
Park Drive	66	Contributory	Significant
Park Drive	68	Contributory	Significant
Park Drive	70	Contributory	Significant
Park Drive	72	Contributory	Significant
Park Drive	74	Contributory	Significant
Park Drive	76	Contributory	Significant
Park Drive	78-80	Contributory	Significant

Park Drive	104-108	Contributory	Significant
Park Drive	110	Significant	Significant
Park Drive	112	Significant	Significant
Park Drive	114-118	Significant	Significant
Park Drive	122-124	Contributory	Significant
Park Drive	126-132	-	Significant
Park Drive	134-140	Contributory	Significant
Park Drive	142	Contributory	Significant
Park Drive	144	Contributory	Significant
Park Drive	146	Contributory	Significant
Park Drive	148	Contributory	Significant
Park Drive	150	Contributory	Significant
Park Drive	152	Contributory	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Park Drive	154	Contributory	Significant
Park Drive	1-9	Contributory	Significant
Park Drive	11	Contributory	Significant
Park Drive	13	Contributory	Significant
Park Drive	15	Contributory	Significant
Park Drive	17	Contributory	Significant
Park Drive	19-21	Contributory	Significant
Park Drive	23	Contributory	Significant
Park Drive	25	Contributory	Significant
Park Drive	27	Contributory	Significant
Park Drive	29	Contributory	Significant
Park Drive	31	Contributory	Significant
Park Drive	33	Contributory	Significant

Park Drive	35	Contributory	Significant
Park Drive	39	Contributory	Significant
Park Drive	41	Contributory	Significant
Park Drive	43	Contributory	Significant
Park Drive	45	Contributory	Significant
Park Drive	47-49	Contributory	Significant
Park Drive	51	Contributory	Significant
Park Drive	53	Contributory	Significant
Park Drive	55	Contributory	Significant
Park Drive	57	Contributory	Significant
Park Drive	59-63	-	Significant
Park Drive	65-67	Contributory	Significant
Park Drive	69	Contributory	Significant
Park Drive	71	Contributory	Significant
Park Drive	73	Contributory	Significant
Park Drive	75	Contributory	Significant
Park Drive	77	Contributory	Significant
Park Drive	79	Contributory	Significant
Park Drive	81-83	Significant	Significant
Park Drive	85	Contributory	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Park Drive	87	Contributory	Significant
Park Drive	89	Contributory	Significant
Park Drive	91	Contributory	Significant
Park Drive	93	Contributory	Significant
Park Drive	95	Contributory	Significant
Park Drive	97-99	-	Significant



Park Drive	103	Contributory	Significant
Park Drive	105	Contributory	Significant
Park Drive	107	Contributory	Significant
Park Drive	109	Contributory	Significant
Park Drive	121	Contributory	Significant
Park Drive	123	Contributory	Significant
Park Drive	125	Contributory	Significant
Park Drive	127-129	Contributory	Significant
Park Drive	131	Contributory	Significant
Park Drive	133	Contributory	Significant
Park Drive	135	Contributory	Significant
Park Drive	137	Contributory	Significant
Park Drive	139	Contributory	Significant
Park Drive	141	Contributory	Significant
Park Drive	143	Contributory	Significant
Park Drive	145	Significant	Significant
Park Drive	147	Significant	Significant
Park Drive	149	Significant	Significant
Park Drive	151	Contributory	Significant
Park Drive	153	Contributory	Significant
Park Drive	155	Contributory	Significant
Park Drive	157	Contributory	Significant
Park Drive	159	Significant	Significant
Park Drive	169	Contributory	Significant
Park Drive	171	Contributory	Significant
Park Drive	173	Significant	Significant
Park Drive	175	Significant	Significant

<b>PARKVILLE</b>
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Street	Number	Building Category	Significant Streetscape
Park Drive	177	Contributory	Significant
Park Drive	179	Contributory	Significant
Park Drive	181	Contributory	Significant
Park Drive	183	Contributory	Significant
Park Drive	185	Significant	Significant
Park Drive	187	Significant	Significant
Park Drive	189-195	-	Significant
Park Drive	197	Contributory	Significant
Park Drive	199	Contributory	Significant
Park Drive	201	Contributory	Significant
Park Drive	203	Contributory	Significant
Park Drive	205	Contributory	Significant
Poplar Road	36-56	Significant	-
Poplar Road	45	Significant	-
Royal Parade	-	Significant	-
Royal Parade	1	Contributory	Significant
Royal Parade	3	Contributory	Significant
Royal Parade	5	Contributory	Significant
Royal Parade	7-13	Contributory	Significant
Royal Parade	15	Contributory	Significant
Royal Parade	17	Contributory	Significant
Royal Parade	19	Contributory	Significant
Royal Parade	21-27, includes:		
	□ 21-23 Royal Parade	Significant	Significant
	□ 25 Royal Parade	Contributory	Significant
	□ 27 Royal Parade	Contributory	Significant
Royal Parade	29-31	Contributory	Significant
Royal Parade	33	Significant	Significant

Royal Parade	35-39	-	Significant
Royal Parade	43-49	Contributory	Significant
Royal Parade	51	Significant	Significant
Royal Parade	53	Significant	Significant
Royal Parade	55	Significant	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Royal Parade	57	Contributory	Significant
Royal Parade	59	Contributory	Significant
Royal Parade	61	Contributory	Significant
Royal Parade	63-65	Contributory	Significant
Royal Parade	67	Contributory	Significant
Royal Parade	69	Contributory	Significant
Royal Parade	71	Significant	Significant
Royal Parade	73	Significant	Significant
Royal Parade	75	Contributory	Significant
Royal Parade	77-83	Contributory	Significant
Royal Parade	87	Contributory	Significant
Royal Parade	89	Significant	Significant
Royal Parade	91	Contributory	Significant
Royal Parade	93-97	Contributory	Significant
Royal Parade	99	Contributory	Significant
Royal Parade	101	Contributory	Significant
Royal Parade	103	Contributory	Significant
Royal Parade	105	Contributory	Significant
Royal Parade	107	Significant	Significant
Royal Parade	113-115	Contributory	Significant
Royal Parade	117	Contributory	Significant

Royal Parade	119	Contributory	Significant
Royal Parade	121-125	Contributory	Significant
Royal Parade	127	Contributory	Significant
Royal Parade	129-133	-	Significant
Royal Parade	135-137	-	Significant
Royal Parade	139	Contributory	Significant
Royal Parade	143	-	Significant
Royal Parade	149	Significant	Significant
Royal Parade	151-153	-	Significant
Royal Parade	155	Significant	Significant
Royal Parade	171	Significant	Significant
Royal Parade	197-259; includes:		

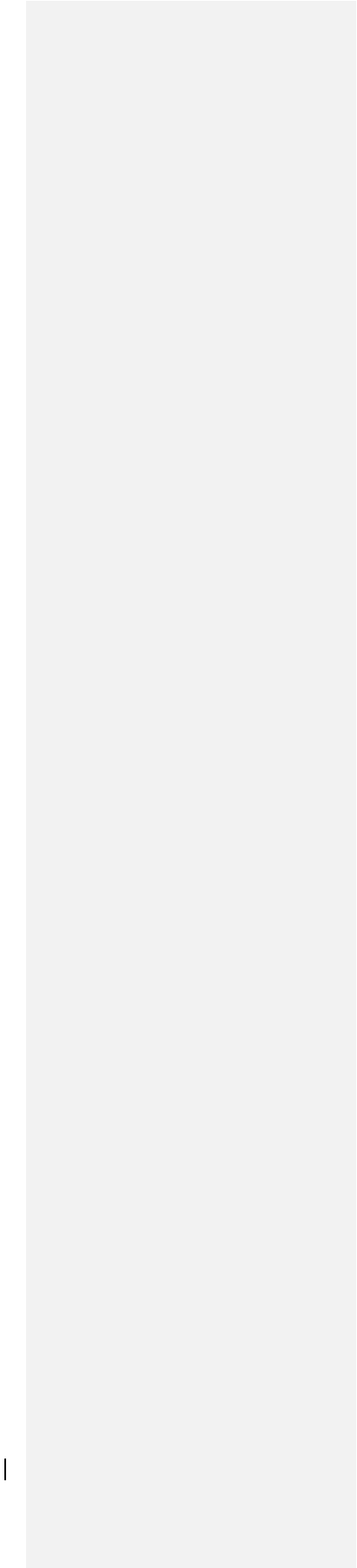
<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
	□ 197-203 Royal Parade	Contributory	-
Royal Parade	499-507	Significant	-
Royal Parade	509-513	Significant	-
Royal Parade	543	Contributory	-
Royal Parade	545	Contributory	-
Royal Parade	547	Contributory	-
Royal Parade	549	Contributory	-
Royal Parade	551-559	Significant	-
Royal Parade	561-587 (Substation)	Contributory	-
Southgate Street	1-9	Significant	-
Southgate Street	25-29	Contributory	-
Story Street	24-26	Contributory	Significant
Story Street	28	Contributory	Significant
Story Street	30	Contributory	Significant

Story Street	32	Contributory	Significant
Story Street	34	Contributory	Significant
Story Street	36	Contributory	Significant
Story Street	38	Contributory	Significant
Story Street	40	Contributory	Significant
Story Street	42	Contributory	Significant
Story Street	44	Contributory	Significant
Story Street	46	Contributory	Significant
Story Street	48	Contributory	Significant
Story Street	50	Contributory	Significant
Story Street	52	Contributory	Significant
Story Street	54	Contributory	Significant
Story Street	58	Contributory	Significant
Story Street	60	Contributory	Significant
Story Street	62	Contributory	Significant
Story Street	64	Contributory	Significant
Story Street	66	Contributory	Significant
Story Street	68	Contributory	Significant
Story Street	70	Contributory	Significant

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Story Street	72	Contributory	Significant
Story Street	74	Contributory	Significant
Story Street	78	Contributory	Significant
Story Street	80	Contributory	Significant
Story Street	82	Contributory	Significant
Story Street	84	Contributory	Significant
Story Street	86	Contributory	Significant

Story Street	88	Contributory	Significant
Story Street	90	Contributory	Significant
Story Street	92	Contributory	Significant
Story Street	1	Contributory	Significant
Story Street	5	Significant	Significant
Story Street	77	Significant	Significant
The Avenue	22	Significant	-
The Avenue	24-26	Contributory	-
The Avenue	28-32	Contributory	-
The Avenue	40	Contributory	-
The Avenue	42	Contributory	-
The Avenue	44-52	Contributory	-
The Avenue	116-156	Significant	-
The Avenue	182-190	Significant	-
The Avenue	192-198	Significant	-
The Avenue	260-270	Contributory	-
The Avenue	272	Significant	-
The Avenue	274	Significant	-
The Avenue	276	Significant	-
The Avenue	278	Significant	-
The Avenue	294	Significant	-
The Avenue	296	Significant	-
The Avenue	298	Significant	-
The Avenue	300	Significant	-
The Avenue	302	Significant	-
The Avenue	304	Significant	-

<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>



The Avenue	306	Significant	-
The Avenue	308	Significant	-
The Avenue	310	Significant	-
The Avenue	Park Keeper's Lodge	Significant	-
The University of Melbourne	1888 Building, Part of Former Melbourne Teachers College	Significant	Significant
The University of Melbourne	Baldwin Spencer Building (Old Zoology)	Significant	-
The University of Melbourne	Beaurepaire Centre	Significant	
The University of Melbourne	Behan Building, Trinity College	Significant	Significant
The University of Melbourne	Botany Building (excluding North Wing)	Significant	
The University of Melbourne	Chemistry Building (excluding East Wing)	Significant	-
The University of Melbourne	Clarke Building, Trinity College	Significant	Significant
The University of Melbourne	Colonial Bank Door	Significant	
The University of Melbourne	Conservatorium of Music & Melba Hall	Significant	Significant
The University of Melbourne	Cricket Pavilion & Scoreboard	Significant	
The University of Melbourne	Former Bank Façade (Old Commerce Bldg)	Significant	-
The University of Melbourne	Former National Museum (Student Union Bldg)	Significant	-
The University of Melbourne	Gatekeepers Cottage (excluding 1962 extension)	Significant	Significant
The University of Melbourne	Grainger Museum	Significant	Significant
The University of Melbourne	Janet Clarke Hall	Significant	Significant
The University of Melbourne	Law School Building & Old Quadrangle	Significant	

The University of Melbourne	Main Entrance Gates (Gate 6), Pillars & Fence	Significant	Significant
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<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
The University of Melbourne	Natural Philosophy Bldg	Significant	
The University of Melbourne	Newman College	Significant	Significant
The University of Melbourne	Northern Market Reserve Wall	Significant	Significant
The University of Melbourne	Old Arts Building	Significant	
The University of Melbourne	Old Engineering Building (1899 section only)	Significant	-
The University of Melbourne	Old Geology Building (Northern section only)	Significant	-
The University of Melbourne	Old Pathology Building (excluding the physics annex)	Significant	-
The University of Melbourne	Old Physics Conference Room & Gallery	Significant	
The University of Melbourne	Ormond College	Significant	Significant
The University of Melbourne	Part of Former Melbourne Teachers College (Frank Tate Building)	Significant	
The University of Melbourne	Queens College Main Wings	Significant	Significant
The University of Melbourne	Systems Garden Tower	Significant	
The University of Melbourne	Trinity Chapel & College	Significant	Significant
The University of Melbourne	Underground Car Park	Significant	
The University of Melbourne	University House	Significant	-



The University of Melbourne	Vice Chancellor's House	Significant	Significant
The University of Melbourne	Walter Boas Building (Former CSIRO Science Bldg)	Significant	-
The University of Melbourne	Wilson Hall	Significant	
Wimble Street	16	Contributory	Significant
Wimble Street	18	Contributory	Significant
<b>PARKVILLE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Wimble Street	20	Contributory	Significant
Wimble Street	22	Contributory	Significant
Wimble Street	24	Contributory	Significant
Wimble Street	30	Contributory	Significant
Wimble Street	32	Contributory	Significant
Wimble Street	34	Contributory	Significant
Wimble Street	13	Contributory	Significant
Wimble Street	15	Contributory	Significant

**SOUTH MELBOURNE, SOUTHBANK, SOUTH WHARF, & DOCKLANDS & PORT MELBOURNE**

**SOUTH MELBOURNE, SOUTHBANK, SOUTH WHARF, & DOCKLANDS & PORT MELBOURNE**

Street	Number	Building Category	Significant Streetscape
<u>Laneway (unnamed) off Catherine Street</u>	<u>Sm0477</u>	<u>Contributory</u>	=
<u>Laneway (unnamed) off City Road</u>	<u>Sm0199</u>	<u>Contributory</u>	=
<u>Laneway (unnamed) off Clarendon Street</u>	<u>Sm0337</u>	<u>Contributory</u>	=
<u>Laneway (unnamed) off Hancock Street</u>	<u>Sm0549</u>	<u>Contributory</u>	=
<u>Laneway (unnamed) off Power Street</u>	<u>PL5195</u>	<u>Contributory</u>	=
<u>Anthony Lane</u>	<u>Laneway SML246</u>	<u>Contributory</u>	=
<u>Balston Street</u>	<u>1 (also known as 195-205 City Road)</u>	<u>Significant</u>	=
<u>Blakeney Place</u>	<u>Laneway SML639 (off Clarendon Street)</u>	<u>Contributory</u>	=
<u>Bourke Street</u>	<u>731-733</u>	<u>Significant</u>	-
<u>City Road</u>	<u>20</u>	<u>Significant</u>	=
<u>City Road</u>	<u>272</u>	<u>Significant</u>	-
<u>City Road</u>	<u>278-282</u>	<u>Significant</u>	-
<u>City Road</u>	<u>300</u>	<u>Significant</u>	-
<u>City Road</u>	<u>63-65</u>	<u>Significant</u>	=
<u>City Road</u>	<u>71-75</u>	<u>Significant</u>	=
<u>City Road</u>	<u>115-141</u>	<u>Significant</u>	-
<u>City Road</u>	<u>133-139</u>	<u>Significant</u>	=
<u>City Road</u>	<u>141-155</u>	<u>Significant</u>	=
<u>City Road</u>	<u>171-193</u>	<u>Significant</u>	-
<u>City Road</u>	<u>207-229</u>	<u>Significant</u>	-
<u>City Road</u>	<u>235-239</u>	<u>Significant</u>	-
<u>City Road</u>	<u>269-283</u>	<u>Significant</u>	-
<u>Clarendon &amp; Spencer Streets</u>	<u>Spencer Street Bridge</u>	<u>Significant</u>	=

**Commented [PP1]:** "Port Melbourne" should not be included in section heading to reflect that there are no heritage places in Port Melbourne listed in the Schedule to Clause 43.01.

<del>Clarendon Street</del>	<del>2A and cargo sheds 4, 5, 6, 7, 8, 9</del>	<del>Significant</del>	<del>-</del>
Clarendon Street	28	Significant	-
<del>Clarendon Street</del>	<del>109-117</del>	<del>Significant</del>	<del>-</del>
<del>Clarendon Street</del>	<del>2A and cargo sheds 4, 5, 6, 7, 8, 9</del>	<del>Significant</del>	<del>-</del>
<del>Clarendon Street</del>	<del>Bridge</del>	<del>Significant</del>	<del>-</del>
Clarke Street	67-69	Significant	=
Collins Street	708-710	Significant	-
Collins Street	749-755	Significant	-
Coventry Street	49-61 (also known as 50 Dorcas Street)	Significant	=
<del>Dodds Street</del>	<del>1-39</del>	<del>Significant</del>	<del>-</del>
Fawkner Street	79	Contributory	=
Fawkner Street	Laneway (off Power Street)	Contributory	=
Flinders Street	614-666	Significant	-
Flinders Street	717	Significant	-
Flinders Street	731-739	Significant	-
Grant Street	Corner Dodds Street (Vault sculpture)	Significant	=
Haig Lane	Laneway (off Clarendon Street)	Contributory	=
<del>Haig Street</del>	<del>46-48</del>	<del>Significant</del>	<del>-</del>
Hancock Street	33	Contributory	=
<del>Kavanagh Street</del>	<del>40-46</del>	<del>Significant</del>	<del>-</del>
<del>Kavanagh Street</del>	<del>93</del>	<del>Significant</del>	<del>-</del>
Kings Way	63	Significant	=
Kings Way	Kings Way Bridge	Significant	=
Moray Street	7	Contributory	=
<del>Queensbridge Square Sandridge Railway Line Bridge over Yarra River, Southbank &amp; Melbourne</del>	<del>Sandridge Rail Bridge -</del>	<del>Significant</del>	<del>=</del>
<del>Lorimer Street</del>	<del>344-370</del>	<del>Significant</del>	<del>-</del>

**Commented [PP2]:** This line should be reordered so all even lines are listed in sequence together

**Commented [PP3]:** This line should be reordered so all even lines are listed in sequence together

**Commented [PP4]:** This line in the pre-C305 inventory should be deleted as it relates to HO378 Clarendon St Bridge, Sth Melbourne which is proposed to be deleted through C305

<u>Queen Bridge Street</u>	<u>Queens Bridge over Yarra River</u>	<u>Significant</u>	=
<u>Queens Bridge Street</u>	<u>1-7</u>	<u>Significant</u>	=
<u>Queens Bridge Street</u>	<u>107-127, includes:</u>		
	• <u>107-113 Queens Bridge Street</u>	<u>Significant</u>	=
	• <u>115-127 Queens Bridge Street</u>	<u>Significant</u>	=
<u>Queens Bridge Street</u>	<u>129-131</u>	<u>Significant</u>	=
<u>Queens Bridge Street</u>	<u>133</u>	<u>Significant</u>	=
Riverside Quay	1	Significant	-
<del>Sandridge Railway Line Bridge, over Yarra River, Southbank &amp; Melbourne</del>	-	<del>Significant</del>	-
<del>South Wharf Road</del>	<del>4-9</del>	<del>Significant</del>	-
<u>South Wharf Promenade</u>	<u>1-27</u>	<u>Significant</u>	=
<u>South Wharf Promenade</u>	<u>29-65</u>	<u>Significant</u>	=
<u>Southbank Boulevard</u>	<u>68-82 (also known as 115-131 City Road)</u>	<u>Significant</u>	=
Southbank Boulevard	148-170	Significant	-
Southbank Boulevard	93-115	Significant	-
Spencer Street	33-67	Significant	-
St Kilda Road	<del>2-128</del> <u>100</u>	Significant	<u>Significant-</u>
<b>SOUTH MELBOURNE, SOUTHBANK, DOCKLANDS &amp; PORT MELBOURNE</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
St Kilda Road	<del>130-200</del> <u>180</u>	Significant	<u>Significant-</u>
St Kilda Road	<del>234-254</del> (also known as 13 <u>Dodds Street</u> )	Significant	<u>Significant-</u>
<del>St Kilda Road</del>	<del>Tram Shelter (cm with Dorcas Street)</del>	<del>Significant</del>	-
<del>Sturt Street</del>	<del>102-118</del>	<del>Significant</del>	-
Sturt Street	1-9	Significant	-
<del>Sturt Street</del>	<del>23-31</del>	<del>Significant</del>	-
<del>Sturt Street</del>	<del>43-45</del>	<del>Significant</del>	-

<u>Sturt Street</u>	<u>Part 45-99</u>	<u>Significant</u>	=
<u>Sturt Street</u>	<u>99A</u>	<u>Contributory</u>	=
Sturt Street	113- <del>115</del>	Significant	-
<u>Sturt Street</u>	<u>175</u>	<u>Contributory</u>	=
<del>Todd Road</del>	<del>231-249</del>	<del>Significant</del>	<del>-</del>
Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive & Newquay Promenade	-	Significant	-
Village Street	2-42	Significant	-
Village Street	68-82	Significant	-
<u>Wells Place</u>	<u>Laneway SML609, SML247 and Sm0248 (off Dodds Street)</u>	<u>Contributory</u>	=

**SOUTH YARRA**

<b>SOUTH YARRA</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Acland Street	23-25	Significant	-
Adams Street	24-28	Contributory	-
Adams Street	30	Contributory	-
Adams Street	44	Contributory	-
Adams Street	46-50	Contributory	-
Adams Street	19-23	Significant	-
Adams Street	25-29	Significant	-
Adams Street	31-35	Contributory	-
Adams Street	37-41	Contributory	-
Airlie Street	24-26	Contributory	-
Airlie Street	28-30	Contributory	-
Airlie Street	34	Contributory	-
Airlie Street	36	Contributory	-
Airlie Street	38-40	Contributory	-
Airlie Street	42	Contributory	-
Airlie Street	44	Contributory	-
Airlie Street	46	Contributory	-
Airlie Street	52-54	Contributory	-
Airlie Street	56-60	Contributory	-
Airlie Street	62-64	Contributory	-
Airlie Street	66-68	Contributory	-
Airlie Street	11-23	Contributory	-
Airlie Street	25-27	Contributory	-
Airlie Street	29-33	Contributory	-
Airlie Street	35-37	Contributory	-
Airlie Street	39-41	Contributory	-
Airlie Street	51	Contributory	-

Airlie Street	53	Contributory	-
Airlie Street	55	Contributory	-
Alexandra Avenue	Alexandra Park	Significant	-
Alexandra Avenue	Alexandra Gardens	Significant	-

<b>SOUTH YARRA</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Alexandra Avenue	1-5	Contributory	-
Alexandra Avenue	9-11	Significant	-
Alexandra Avenue	13	Contributory	-
Alexandra Avenue	15	Contributory	-
Alexandra Avenue	21-23	Contributory	-
Alexandra Avenue	25	Contributory	-
Alexandra Avenue	31-33	Contributory	-
Alexandra Avenue	39	Contributory	-
Alexandra Avenue	45	Contributory	-
Anderson Street	36-42	Significant	-
Anderson Street	44-46	Contributory	-
Anderson Street	62-108	Significant	-
Anderson Street	118-120	Contributory	-
Anderson Street	130-132	Significant	-
Anderson Street	134	Contributory	-
Anderson Street	Morell Bridge	Significant	-
Arnold Street	14	Contributory	-
Arnold Street	16	Contributory	-
Arnold Street	18-22	Contributory	-
Arnold Street	38-48	Contributory	-
Arnold Street	50	Contributory	-
Arnold Street	52	Contributory	-
Arnold Street	37-41	Contributory	-

Arnold Street	45	Significant	-
Arnold Street	47	Significant	-
Arnold Street	49	Contributory	-
Bromby Street	2-124	Significant	-
Bromby Street	1-7, includes:		
	□ 3 Bromby Street	Significant	
Bromby Street	11-13	Contributory	-
Bromby Street	15-17	Contributory	-
Bromby Street	31-37	Contributory	-
Bromby Street	55	Significant	-
Bromby Street	57	Significant	-

**SOUTH YARRA**

Street	Number	Building Category	Significant Streetscape
Bromby Street	59	Significant	-
Bromby Street	61	Significant	-
Bromby Street	67-69	Contributory	-
Clowes Street	4	Significant	-
Clowes Street	8	Significant	-
Clowes Street	72	Significant	-
Clowes Street	80	Significant	-
Clowes Street	17	Significant	-
Clowes Street	63	Significant	-
Commercial Road	23-99	Significant	-
Dallas Brooks Drive (Domain Parklands)	Domain House Reserve	Significant	Significant
Dallas Brooks Drive (Domain Parklands)	Edmund Herring Pavilion	-	Significant
Dallas Brooks Drive (Domain Parklands)	23	-	Significant
Day Street	12-14	Contributory	-



Day Street	18	Contributory	-
Day Street	20	Contributory	-
Domain Road	146	-	Significant
Domain Road	148	-	Significant
Domain Road	216-218	Contributory	-
Domain Road	220	Contributory	-
Domain Road	228-230	Significant	-
Domain Road	244-246	Contributory	-
Domain Road	248-250	Contributory	-
Domain Road	252	Significant	-
Domain Road	254-260	Significant	-
Domain Road	93-151	Significant	-
Domain Road	101-117 (Melbourne Grammar School)	Significant	Significant
Domain Road	119-123	Significant	-
Domain Road	131-133	Contributory	-
Domain Road	155	Contributory	-
Domain Road	161-173	Contributory	-

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Domain Road	185-189	Contributory	-
Domain Road	203	Contributory	-
Domain Road	205-207	Significant	-
Domain Road	221-223	Contributory	-
Domain Road	233-235	Contributory	-
Domain Road	237-239	Significant	-
Domain Road	241-247	Significant	-
Domain Road	249-251	Contributory	-
Domain Road	253-257	Significant	-

Domain Street	20	Significant	-
Domain Street	22	Contributory	-
Domain Street	24	Contributory	-
Domain Street	38-40	Contributory	-
Domain Street	42-46	Contributory	-
Domain Street	48	Contributory	-
Domain Street	50	Contributory	-
Domain Street	54-58	Contributory	-
Domain Street	60-64	Contributory	-
Domain Street	68-70	Contributory	-
Domain Street	72-76	Contributory	-
Domain Street	78	Contributory	-
Domain Street	80	Contributory	-
Domain Street	82	Contributory	-
Domain Street	94	Contributory	-
Domain Street	96	Contributory	-
Domain Street	98	Contributory	-
Domain Street	1-31	Contributory	-
Domain Street	33-35	Contributory	-
Fairlie Court	16-18	Contributory	-
Fairlie Court	20-22	Contributory	-
Fairlie Court	1	Significant	-
Fairlie Court	3-5	Significant	-
Fairlie Court	7-9	Contributory	-
Fairlie Court	15-17	Contributory	-

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Government House Drive	Government House Complex	Significant	-

Government House Drive (Domain Parklands)	10 (depot and toilet)	Significant	-
Hoddle Bridge	Hoddle Bridge	Significant	-
Hope Street	16-18	Contributory	-
Hope Street	20	Contributory	-
Hope Street	22	Contributory	-
Hope Street	24	Contributory	-
Hope Street	26	Contributory	-
Hope Street	28-30	Contributory	-
Hope Street	32-40	Contributory	-
Hope Street	42-44	Contributory	-
Hope Street	46-48	Contributory	-
Hope Street	50-52	Contributory	-
Hope Street	54-56	Contributory	-
Hope Street	58-60	Contributory	-
Hope Street	62-64	Contributory	-
Hope Street	66	Contributory	-
Hope Street	68	Contributory	-
Hope Street	70	Contributory	-
Hope Street	72	Contributory	-
Hope Street	74-76	Contributory	-
Hope Street	78	Contributory	-
Hope Street	80-82	Contributory	-
Hope Street	84	Contributory	-
Hope Street	110-112	Contributory	-
Hope Street	96-98	Contributory	-
Hope Street	114	Contributory	-
Hope Street	19	Contributory	-
Hope Street	21	Contributory	-

Hope Street	47-49	Contributory	-
Hope Street	51	Contributory	-
Hope Street	53-57	Contributory	-

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Hope Street	65-67	Contributory	-
Hope Street	69-71	Contributory	-
Hope Street	73	Contributory	-
Hope Street	75-77	Contributory	-
Hope Street	79	Contributory	-
Hope Street	81-83	Contributory	-
Hope Street	85	Contributory	-
Hope Street	87-89	Contributory	-
Hope Street	91-95	Contributory	-
Hope Street	101	Contributory	-
Hope Street	103	Contributory	-
Hope Street	121	Contributory	-
Hope Street	123	Contributory	-
Hope Street	125	Contributory	-
Hope Street	127	Contributory	-
Leopold Street	48	Contributory	-
Leopold Street	50	Contributory	-
Leopold Street	84	Contributory	-
Leopold Street	86	Contributory	-
Leopold Street	88	Contributory	-
Leopold Street	90	Contributory	-
Leopold Street	92	Contributory	-
Leopold Street	94	Contributory	-
Leopold Street	96	Contributory	-

Leopold Street	98	Contributory	-
Leopold Street	100	Contributory	-
Leopold Street	102	Contributory	-
Leopold Street	104-106	Contributory	-
Leopold Street	108-110	Contributory	-
Leopold Street	21	Contributory	-
Leopold Street	23	Contributory	-
Leopold Street	33-35	Contributory	-
Leopold Street	37	Contributory	-
Leopold Street	39	Contributory	-

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Leopold Street	41	Contributory	-
Leopold Street	43-45	Contributory	-
Leopold Street	47	Contributory	-
Leopold Street	49	Contributory	-
Leopold Street	51	Contributory	-
Leopold Street	53	Contributory	-
Leopold Street	55	Contributory	-
Leopold Street	57-59	Contributory	-
Leopold Street	61-63	Contributory	-
Leopold Street	65	Contributory	-
Leopold Street	81	Contributory	-
Leopold Street	83	Contributory	-
Leopold Street	85	Contributory	-
Leopold Street	87	Contributory	-
Leopold Street	89	Contributory	-
Leopold Street	91	Contributory	-
Leopold Street	97	Contributory	-

Leopold Street	99	Contributory	-
Leopold Street	101	Contributory	-
Leopold Street	103	Contributory	-
Leopold Street	105	Contributory	-
Leopold Street	107	Contributory	-
Leopold Street	109-111	Contributory	-
Leopold Street	113	Contributory	-
Leopold Street	115	Contributory	-
Leopold Street	117	Contributory	-
Leopold Street	119	Contributory	-
Leopold Street	121	Contributory	-
Leopold Street	123	Contributory	-
Leopold Street	127-129	Contributory	-
Little Park Street	42-44	Contributory	-
Marne Street	2-4	Contributory	Significant
Marne Street	6	Contributory	Significant
Marne Street	8-10	-	Significant

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Marne Street	12-18	Contributory	Significant
Marne Street	20-22	Contributory	Significant
Marne Street	24-26	Contributory	Significant
Marne Street	28-30	Significant	Significant
Marne Street	32-34	Contributory	Significant
Marne Street	36-38	-	Significant
Marne Street	40-42	Significant	Significant
Marne Street	44-48	-	Significant
Marne Street	50-56	Significant	Significant
Marne Street	58-62	-	Significant

Marne Street	64-66	-	Significant
Marne Street	1	Significant	Significant
Marne Street	3-5	Contributory	Significant
Marne Street	7-9	Contributory	Significant
Marne Street	11-21	Significant	Significant
Marne Street	27-29	Contributory	Significant
Marne Street	31-33	Significant	Significant
Marne Street	35-37	Contributory	Significant
Marne Street	39-45	Contributory	Significant
Marne Street	47-49	-	Significant
Marne Street	51-53	-	Significant
Marne Street	55	-	Significant
Marne Street	57-59	Contributory	Significant
Marne Street	61-67	Significant	Significant
Mason Street	14-22	Contributory	-
Mason Street	24	Contributory	-
Mason Street	26	Contributory	-
Mason Street	28	Contributory	-
Mason Street	30	Contributory	-
Mason Street	32	Contributory	-
Mason Street	34	Contributory	-
Mason Street	50-54	Contributory	-
Mason Street	56	Contributory	-
Mason Street	58	Contributory	-

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Mason Street	60	Contributory	-
Mason Street	62	Contributory	-
Mason Street	64	Contributory	-

Mason Street	66	Contributory	-
Mason Street	68	Contributory	-
Mason Street	70	Contributory	-
Mason Street	72	Contributory	-
Mason Street	74	Contributory	-
Mason Street	76	Contributory	-
Mason Street	78	Contributory	-
Mason Street	80	Contributory	-
Mason Street	82	Contributory	-
Mason Street	71-73	Contributory	-
Mason Street	75	Contributory	-
Mason Street	77	Contributory	-
Mason Street	79	Contributory	-
Mason Street	81	Contributory	-
Millswyn Street	36	Contributory	-
Millswyn Street	46	Contributory	-
Millswyn Street	48	Contributory	-
Millswyn Street	50	Contributory	-
Millswyn Street	52	Contributory	-
Millswyn Street	54	Contributory	-
Millswyn Street	Rear 54	Contributory	-
Millswyn Street	56-62	Significant	-
Millswyn Street	64	Contributory	-
Millswyn Street	66	Contributory	-
Millswyn Street	68	Contributory	-
Millswyn Street	70-72	Significant	-
Millswyn Street	78-80	Contributory	-
Millswyn Street	82-84	Contributory	-
Millswyn Street	112-118, includes:		
	□ 114 Millswyn Street	Contributory	-

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE



	□ 116 Millswyn Street	Contributory	-
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<b>SOUTH YARRA</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
	□ 118 Millswyn Street	Contributory	-
Millswyn Street	120-122	Contributory	-
Millswyn Street	1-23	Significant	Significant
Millswyn Street	43-45	Contributory	-
Millswyn Street	47	Contributory	-
Millswyn Street	49-51	Contributory	-
Millswyn Street	69	Contributory	-
Millswyn Street	71	Contributory	-
Millswyn Street	77-79	Contributory	-
Millswyn Street	81-83	Contributory	-
Millswyn Street	85	Contributory	-
Millswyn Street	87-89	Contributory	-
Millswyn Street	109-111	Contributory	-
Millswyn Street	113	Contributory	-
Millswyn Street	115	Contributory	-
Millswyn Street	117-121	Contributory	-
Mona Place	2-4	Contributory	-
Mona Place	6-8	Contributory	-
Mona Place	10-16	Contributory	-
Mona Place	18	Contributory	-
Mona Place	20-24	Contributory	-
Mona Place	1	Significant	-
Mona Place	11	Significant	-
Mona Place	15	Significant	-
Moubray Street	31-75	Significant	-
Park Lane	2-10	Contributory	-

Park Place	12-26	Contributory	-
Park Place	32-34	Contributory	-
Park Place	36-38	Contributory	-
Park Place	40	Contributory	-
Park Place	42	Contributory	-
Park Place	52-58	Contributory	-
Park Street	12-14	Significant	-
Park Street	16	Significant	-

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Park Street	18	Significant	Significant
Park Street	20-22	Contributory	Significant
Park Street	24-28	Significant	Significant
Park Street	30-34	Contributory	Significant
Park Street	36	Significant	Significant
Park Street	38	Significant	Significant
Park Street	40	Significant	Significant
Park Street	42-44	Significant	Significant
Park Street	46-48	Significant	Significant
Park Street	50-52	Significant	Significant
Park Street	54-56	Contributory	Significant
Park Street	58	Contributory	Significant
Park Street	60	Contributory	Significant
Park Street	62	Significant	-
Park Street	66	Contributory	-
Park Street	68	Contributory	-
Park Street	70	Contributory	-
Park Street	72	Contributory	-
Park Street	74-76	Significant	-

Park Street	78-82	Contributory	-
Park Street	84	Contributory	-
Park Street	86	Contributory	-
Park Street	90	Contributory	-
Park Street	92	Contributory	-
Park Street	94-96	Contributory	-
Park Street	102	Contributory	-
Park Street	104	Contributory	-
Park Street	106	Contributory	-
Park Street	108	Contributory	-
Park Street	110	Contributory	-
Park Street	112	Contributory	-
Park Street	1-9	Significant	Significant
Park Street	11-15	Significant	Significant
Park Street	19	Significant	-

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Park Street	21	Significant	-
Park Street	23	Significant	-
Park Street	45-47	Significant	-
Park Street	49	Significant	Significant
Park Street	51	Significant	Significant
Park Street	53-57	Significant	Significant
Park Street	59	Significant	Significant
Park Street	61	Significant	Significant
Park Street	63	Significant	Significant
Park Street	65-67	Significant	Significant
Park Street	83	Contributory	-
Park Street	93-103	Contributory	-

Park Street	109-113	Significant	-
Pasley Street	14-18	Contributory	-
Pasley Street	20-24	Significant	-
Pasley Street	26-30	Contributory	-
Pasley Street	32-34	Contributory	-
Pasley Street	36-38	Significant	-
Pasley Street	44-50	Contributory	-
Pasley Street	60-62	Significant	-
Pasley Street	64-76	Significant	-
Pasley Street	84-88	Significant	-
Pasley Street	90-94	Contributory	-
Pasley Street	19-21	Contributory	-
Pasley Street North	1-13	Contributory	-
Pasley Street South	19-21	Contributory	-
Punt Road	471	Contributory	-
Punt Road	475	Contributory	-
Punt Road	477	Contributory	-
Punt Road	481	Contributory	-
Punt Road	497	Contributory	-
Punt Road	507-511	Significant	-
Punt Road	527-531	Contributory	-
Punt Road	533	Contributory	-

**SOUTH YARRA**

<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Punt Road	535	Contributory	-
Punt Road	537-541	Contributory	-
Punt Road	543-547	Contributory	-
Punt Road	549-553	Contributory	-
Punt Road	561-563	Contributory	-

Punt Road	585-601	Significant	-
Punt Road	603-627	Significant	-
Punt Road	639	Contributory	-
Punt Road	647	Contributory	-
Punt Road	649-655	Contributory	-
Punt Road	659	Contributory	-
Punt Road	663-681, includes:		
	□ Christ Church Hall & Grammar School	Contributory	Significant
Punt Road	683-701	Significant	Significant
Punt Road	789	Significant	Significant
Punt Road	923-925	Significant	-
Punt Road	927-931	Contributory	-
Punt Road	955	Significant	Significant
St Kilda Road	391	Contributory	-
St Kilda Road	403	Contributory	-
St Kilda Road	407A	Contributory	-
St Kilda Road	407B-407D	Contributory	-
St Kilda Road	555-563	-	Significant
St Kilda Road	567-581	Significant	Significant
St Leonards Court	2	Contributory	-
St Leonards Court	4-10	Contributory	-
St Leonards Court	12-14	Contributory	-
St Leonards Court	16-18	Contributory	-
St Leonards Court	20-22	Contributory	-
St Leonards Court	24-26	Contributory	-
St Leonards Court	28-30	Contributory	-
St Leonards Court	9-13	Significant	-
St Leonards Court	15-17	Contributory	-

<b>SOUTH YARRA</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
St Leonards Court	19-21	Contributory	-
St Leonards Court	23-25	Contributory	-
St Martins Lane	16	Contributory	-
St Martins Lane	18	Contributory	-
St Martins Lane	20	Contributory	-
St Martins Lane	22	Contributory	-
St Martins Lane	34	Significant	-
St Martins Lane	36	Contributory	-
St Martins Lane	19-23	Contributory	-
St Martins Lane	25-27	Contributory	-
St Martins Lane	29-31	Contributory	-
The Righi	2-10	Contributory	-
The Righi	12-20	Contributory	-
The Righi	23	Contributory	-
The Righi	25	Contributory	-
Tivoli Place	9-11	Contributory	-
Tivoli Place	13-15	Contributory	-
Toorak Road West	10-12	Significant	-
Toorak Road West	30	Significant	Significant
Toorak Road West	32-34	Contributory	Significant
Toorak Road West	36-38	Contributory	Significant
Toorak Road West	40	Contributory	Significant
Toorak Road West	42	Contributory	Significant
Toorak Road West	58	-	Significant
Toorak Road West	60	-	Significant
Toorak Road West	66	Significant	Significant
Toorak Road West	68	Significant	Significant
Toorak Road West	70	Significant	Significant

INCORPORATED DOCUMENT – CLAUSE 72.04 SCHEDULE

Page | Page 291 of 293

Toorak Road West	72	Significant	Significant
Toorak Road West	74	Significant	Significant
Toorak Road West	76-78	Significant	Significant
Toorak Road West	80	Significant	Significant
Toorak Road West	82	Contributory	Significant
Toorak Road West	84	Contributory	Significant
<b>SOUTH YARRA</b>			
<b>Street</b>	<b>Number</b>	<b>Building Category</b>	<b>Significant Streetscape</b>
Toorak Road West	86	Contributory	Significant
Toorak Road West	88	Significant	Significant
Toorak Road West	90-92	Significant	Significant
Toorak Road West	100-104 (St Margarets, also known as 2-4 Park Street)	Significant	-
Toorak Road West	106-110	Contributory	-
Toorak Road West	112-116	Significant	-
Toorak Road West	120-126	Significant	Significant
Toorak Road West	128-130	Significant	Significant
Toorak Road West	146-150	Contributory	-
Walsh Street	38-42	Significant	-
Walsh Street	44-48	Significant	-
Walsh Street	56-66	Contributory	-
Walsh Street	90-96	Significant	-
Walsh Street	98-110	Significant	-
Walsh Street	126	Significant	-
Walsh Street	160	Significant	-
Walsh Street	210	Significant	-
Walsh Street	240	Significant	-
Walsh Street	270	Significant	-
Walsh Street	276-278	Contributory	-
Walsh Street	280-284	Contributory	-

Walsh Street	290	Significant	-
Walsh Street	55-63	Significant	-
Walsh Street	65	Significant	-
Walsh Street	67-77	Significant	-
Walsh Street	83	Significant	-
Walsh Street	113-117	Contributory	-
Walsh Street	185	Significant	-
Walsh Street	225	Significant	-
Walsh Street	327	Significant	-
Yarra Boathouse Drive	Yarra Boathouses	Significant	-





Southbank ~~and Fishermans Bend~~  
Heritage Review

Prepared for the City of Melbourne

23 June 2017, [updated November 2020](#)

## Addendum to the *Southbank Heritage Review, 2017, updated November 2020*

Date prepared: November 2020

This addendum documents the changes which have been made to the *Southbank and Fishermans Bend Heritage Review, 2017* (the Review) in response to the *Planning Scheme Amendment C305 Southbank Heritage* panel report. The Review was updated and renamed the *Southbank Heritage Review, 2017, updated November 2020* in November 2020 in response to the panel's recommendations.

The Review was prepared by heritage consultants Biosis and Graeme Butler in 2017. Amendment C305 was then prepared by the City of Melbourne to implement the recommendations in the Review that relate to Southbank and South Wharf. Amendment C305 was placed on exhibition from 24 May to 29 July 2018 and 48 submissions were received. A panel hearing was held in July 2020 and the panel delivered its report on 4 September 2020.

The following changes were made to the Review in response to the panel's recommendations:

- The citation for Maurice Artaud & Co., 71-75 City Road Southbank (HO1220) was amended to reflect that the rear of the building has been demolished. This relates to panel recommendation 4a: "amend the Heritage Overlay map for HO1220 (71-75 City Road) to apply 13 metres from the front of the building".
- References to specific properties in Fishermans Bend and the statement of significance for Southbank and Fishermans Bend were removed (recommendation 5).
- The citations for the following places were amended:
  - o Bluestone pitched laneways group (HO1216): to remove the part of Sm0549 south of 11-13 Hancock Street (recommendation 8a).
  - o Castlemaine Brewery Malthouse/Malthouse Theatre 113 Sturt Street (HO390): to add information about the Playbox Theatre and its association with the site (recommendation 8b).
  - o Former Castlemaine Brewery, Part 107-127, 129, 131 and 133 Queens Bridge Street (HO1200): to provide additional description of the context of the tower as a landmark with the following "*being a prominent landmark in the area, a tower designed in the round, able to be seen for some distance from all the surrounding streets*" (recommendation 8c).
  - o PMG Postal Workshops, Garage & Stores, Part 49-99 Sturt Street (HO1201): to clearly describe the site as a complex and the buildings within the complex, including their level of contribution to the complex (recommendation 8d).
  - o Vault sculpture, corner Grant and Dodds Streets (HO1225): to provide additional information about the sculptor and Vault's significance in association with Robertson-Swann as an important historical figure (Criterion H) (recommendation 8e).
  - o Robur Tea Company factory-warehouse, Part 107-127 Queens Bridge Street (HO1229): to include an accurate history of the place including that the façade of the building was rebuilt and three storeys added in the early 1900s (relates to recommendation 8f).

The Review reflects the expert and independent opinion of heritage consultants Biosis and Graeme Butler. It was undertaken in 2017 and, other than the changes listed above, it reflects the planning context at that time.

The Review has not been updated to remove or revise citations for the following places which have been demolished or partially demolished since the review was undertaken as they are not subject to Amendment C305:

- Kosky Bros. Pty Ltd, furriers, 67-69 City Road, Southbank (demolished).
- William, M. & Thomas Anderson Factory, later Lanes Motors service department, 52-66 Dorcas Street, Southbank (demolished).
- G. P. Motors, Pty Ltd, 35-41 City Road, Southbank (partially demolished).

The Review has not been updated to remove citations for the following places which the panel found did not meet the threshold for heritage significance and which are not subject to Amendment C305:

- City Road Industrial and Warehouse Precinct.
- Eckersley & Sons soda fountain works, 93-103 Clarendon Street, Southbank.
- Commonwealth Artificial Limb Factory, 242-246 Sturt Street, Southbank.

The Review has also not been updated to reflect:

- The gazettal of Amendment C258 Heritage Policies Review in July 2020.
- That Amendment C280 was combined with Amendment C305 to allow the permanent controls proposed for Southbank to be considered as one amendment.

## Document information

<b>Report to:</b>	City of Melbourne
<b>Prepared by:</b>	Gary Vines Graeme Butler
<b>Biosis project no.:</b>	23066
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<b>Citation:</b>	Biosis (2017 <a href="#">updated 2020</a> ). <del>Southbank and Fishermans Bend</del> Heritage Review. Report for City of <del>Port Phillip</del> Melbourne. G Vines, Biosis Pty Ltd, Melbourne, G Butler, Graeme Butler & Associates.
<b>Cover image:</b>	Southgate Fountain in Snowden Gardens

## Document control

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Proofread final	CoM & GV	16/06/2017
<a href="#">Revised following Panel</a>	<a href="#">GV</a>	<a href="#">20/11/2020</a>

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Biosis acknowledges the contribution of the following people and organisations in undertaking this study:

- Tamara Lowen, City of Melbourne
- Pam Neivandt, City of Melbourne
- Aaron Hewett, City of Port Phillip
- Janet Bolitho, Port Phillip Historical Society
- Robin Grow, Art Deco Society
- Emerald Hill Heritage Centre

## Executive summary

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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 a 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, west to Wurundjeri Way, within Southbank, and 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 20<sup>th</sup> 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. The historical character of 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 42.
2. Deletion of ~~14-13~~ 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 43.
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 46. and~~  
~~5.4. South Wharf shipping sheds and berths precinct (outside Capital City Zone), Figure 92.~~
6. ~~5.~~ Introduction of ~~35-23~~ 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 44. 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 47 and
  - Bluestone-pitched laneways group, Figure 48.

The new heritage places also include one landscape/streetscape place:

- St Kilda Road Boulevard.
- ~~7.6.~~ Two further places should be nominated to the Victorian Heritage Inventory, as listed in Appendix 4, Table 12 and Figure 44.
- ~~8.7.~~ The study has identified a further ~~28-23~~ 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 45.

# Contents

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<b>Executive summary .....</b>	<b>ii</b>
<b>Contents.....</b>	<b>iv</b>
Tables .....	v
Figures.....	vi
<b>1 Introduction .....</b>	<b>8</b>
1.1 Context for the review .....	8
1.2 Location of the study area .....	8
1.3 Requirements of the study .....	11
<b>2 Method .....</b>	<b>12</b>
2.1 Methodology.....	12
2.2 Planning scheme amendment documentation.....	13
2.2.1 Background .....	13
2.2.2 Existing controls .....	14
2.2.3 HO5 South Melbourne heritage precinct .....	20
2.2.4 Amendment C258 (heritage policies review) .....	20
2.2.5 Amendments C276 and C280 .....	20
2.2.6 Other planning scheme documentation .....	20
2.3 Historical themes .....	20
2.4 Statement of Significance format.....	20
2.5 Criteria and thresholds.....	21
2.6 City of Melbourne heritage grading.....	22
2.7 City of Melbourne streetscapes grading.....	22
<b>3 Historical Character of Southbank .....</b>	<b>24</b>
<b>4 Thematic history .....</b>	<b>32</b>
4.1 Introduction .....	32
4.1.1 Former boundaries.....	32
4.1.2 Thematic framework.....	32
4.1.3 Main themes relevant to the study area.....	39
4.2 Summary timeline .....	41
4.3 Environmental factors affecting land use.....	44
4.4 Aboriginal history.....	47
4.5 Discovery and survey.....	50
4.6 Early settlement .....	53
4.7 Formation of towns and local government .....	55
4.8 Wasteland, wetland and wildlife.....	57
4.9 Industrial development .....	60

4.10	Port development.....	67
4.11	Bridges, roads and rail.....	77
4.12	Utility services.....	85
4.13	Humpies and slums.....	86
4.14	Working conditions and the rise of the labour movement.....	91
4.15	Education, community services and health.....	93
4.16	Military, industry and aviation.....	94
4.17	Auto Industry.....	102
4.18	Post-war industry.....	115
4.19	Post-war migration.....	121
4.20	Arts and culture.....	123
4.21	Civic improvement and social history.....	127
4.22	Redevelopment.....	132
<b>5</b>	<b>Review of heritage places.....</b>	<b>135</b>
5.1	Introduction.....	135
5.2	Summary of recommendations.....	135
5.2.1	Heritage Places Inventory.....	137
5.3	Assessments.....	139
5.3.1	Priority places.....	139
5.3.2	Proposed precinct.....	139
5.3.3	Existing heritage overlay places to be retained.....	140
5.3.4	Places to remove from the Heritage Overlay.....	140
5.3.5	Proposed new heritage overlays.....	140
5.3.6	Archaeological places.....	142
5.3.7	Future heritage places.....	142
<b>6</b>	<b>Bibliography.....</b>	<b>185</b>
	<b>Appendices.....</b>	<b>190</b>
	<b>Appendix 1 Citation for proposed new precinct heritage overlay.....</b>	<b>191</b>
A1.1	City Road industrial and warehouse precinct.....	192
	<b>Appendix 2 Citations for existing heritage overlays to be retained.....</b>	<b>212</b>
	<b>Appendix 3 Citations for proposed new heritage places.....</b>	<b>251</b>
	<b>Appendix 4 Citations for archaeological places.....</b>	<b>486</b>
	<b>Appendix 5 Potential heritage places for future investigation.....</b>	<b>494</b>
	<b>Appendix 6 Study Brief.....</b>	<b>508</b>

## Tables

Table 1	Previous Heritage Places Inventory.....	14
---------	---	----



Table 2	Current heritage overlay places.....	15
Table 3	Comparison of letter gradings and new significance gradings .....	23
Table 4	Thematic framework – Melbourne and Victorian themes .....	33
Table 5	Relevance of themes in the study area.....	39
Table 6	Timeline of events in Southbank .....	41
Table 7	Proposed updated Heritage Places Inventory .....	137
Table 8	Priority places assessed in the study .....	143
Table 9	Existing heritage overlays to be retained and amended.....	144
Table 10	Places to be removed as heritage overlays.....	153
Table 11	Proposed new heritage overlays .....	163
Table 12	Archaeological places proposed for inclusion in the Victorian Heritage Inventory.....	176
Table 13	Places for future heritage assessment .....	177
Table 14	Contributory places in City Road precinct.....	195
Table 15	Summary listing of places for potential future assessment .....	495

## Figures

Figure 1	Location and boundary of the study area.....	9
Figure 2	Extract from 1966 Melway map 43 (Ausway Publishing, online edition) .....	27
Figure 3	Geological survey plans from 1959 showing sedimentary units and sand quarries.....	45
Figure 4	Cox Plan 1864, showing the section of South Melbourne .....	46
Figure 5	Melbourne from The Falls, 1837, showing an Aboriginal camp on the south bank of the Yarra River (National Library Australia) .....	49
Figure 6	Melbourne from The Falls by Robert Russell, 1837 (National Library Australia) .....	50
Figure 7	Map showing the site of Melbourne, Russell, 1837 (8168-P1-312-SYDNEY-M20).....	52
Figure 8	View from Emerald Hill, 1855, Whittock (National Library).....	54
Figure 9	Canvas Town and Princes Bridge, De Gruchy & Leigh, lithographers, c.1855 (State Library of Victoria H25127).....	55
Figure 10	Melbourne and its suburbs, compiled by James Kearney, draughtsman, engraved by David Tulloch and James D. Brown. Melbourne, Andrew Clarke, Surveyor General, 1855 .....	56
Figure 11	The City of South Melbourne council map, 1970 (State Library Victoria).....	56
Figure 12	View west along Yarra bank, showing Ramsden’s Paper Mill, c.1885-1920 (State Library of Victoria).....	61
Figure 13	Austral Otis factory in 1980s (National Trust) .....	65
Figure 14	Beginnings of Johns & Waygood works Flinders Lane 1876 (State Library of Victoria).....	65
Figure 15	John Sharp & Sons timber merchants, City Road (Victorian Places website).....	66
Figure 16	Wright’s dock with Duke & Orr dock behind, 1948 (State Library of Victoria, H2008.39) .....	73
Figure 17	Opening of the Polly Woodside Melbourne Maritime Museum by the Right Honourable Dick Hamer, Premier of Victoria .....	73
Figure 18	View across the Australia Wharf showing scattered huts on the south bank, Lewis, 1994:21, cited in Duncan .....	75
Figure 19	The Yarra River and Port of Melbourne show their widening operations downstream of the swinging basin between 1930 and 1948 .....	75

Figure 20	Spencer Street Bridge c.1928 shortly after its completion, showing the densely-developed industrial area, State Library of Victoria H2001.308/3064.....	76
Figure 21	'Sandridge Road as it will be', 1860, R. Shepherd .....	78
Figure 22	Plan of Melbourne c.1852 showing St Kilda, Sandridge and Short Road (State Library of Victoria). .....	79
Figure 23	Melbourne and Metropolitan Board of Works plan of Southbank area showing the Millers Ropewalk set behind blocks off Queens Bridge Street.....	82
Figure 24	Floods along the Port Melbourne line.....	89
Figure 25	The Argus, 6 March 1919, p.8 .....	89
Figure 26	New Gordon House .....	91
Figure 27	YMCA, City Road, 1974 (Lindsay Bridge, Flickr) .....	94
Figure 28	Looking over Dorcas Street and Lanes Motors to the small factories and warehouses of South Melbourne (State Library of Victoria) .....	103
Figure 29	Lanes Motors, Dorcas Street .....	103
Figure 30	Brooklands Auto Accessories, Sturt Street, 1982 (Graeme Butler) .....	104
Figure 31	Yarra Bank Road and Kings Way with Coffey Motors, c.1970 .....	104
Figure 32	Stewarts & Lloyds head office, City Road (Museum Victoria) .....	116
Figure 33	Kraft Factory Southbank (State Library of Victoria) .....	119
Figure 34	Ewers' Pegasus station and Vacuum Oil building (State Library of Victoria, H91.244/403) .....	121
Figure 35	Princes Court, c.1908, printed postcard (State Library of Victoria H40394/6).....	124
Figure 36	Looking towards Southbank in the 1890s, showing St Kilda Road, the Green Mill, Wirth's Park and industry ( <a href="http://icelegendsaustralia.com/FAI.html">http://icelegendsaustralia.com/FAI.html</a> ).....	124
Figure 37	The Glaciarium in the 1950s (State Library of Victoria <a href="http://handle.slv.vic.gov.au/10381/50184">http://handle.slv.vic.gov.au/10381/50184</a> ).....	125
Figure 38	Former courtyard in the National Gallery of Victoria (State Library of Victoria) .....	126
Figure 39	Melbourne from St Kilda Road, showing Snowden Gardens, Princes Bridge and St Kilda Road, 1903 (State Library of Victoria).....	128
Figure 40	Aerial view of the Southbank area, Melbourne, near Princes Bridge before the construction of Hamer Hall (Strizic, M., 1960).....	128
Figure 41	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).....	133
Figure 42	Existing places to be retained as heritage overlays .....	148
Figure 43	Places for removal from the Heritage Overlay Plan.....	158
Figure 44	Proposed places for inclusion as heritage overlays .....	171
Figure 45	Places with future potential for heritage assessment .....	179
Figure 46	Proposed City Road heritage precinct.....	200
Figure 47	Proposed electricity substations thematic group heritage overlay .....	474
Figure 48	Proposed bluestone laneways thematic group heritage overlay.....	484

# 1 Introduction

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## 1.1 Context for the ~~study~~review

This Southbank ~~and Fishermans Bend~~ Heritage ~~Study~~ Review 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.

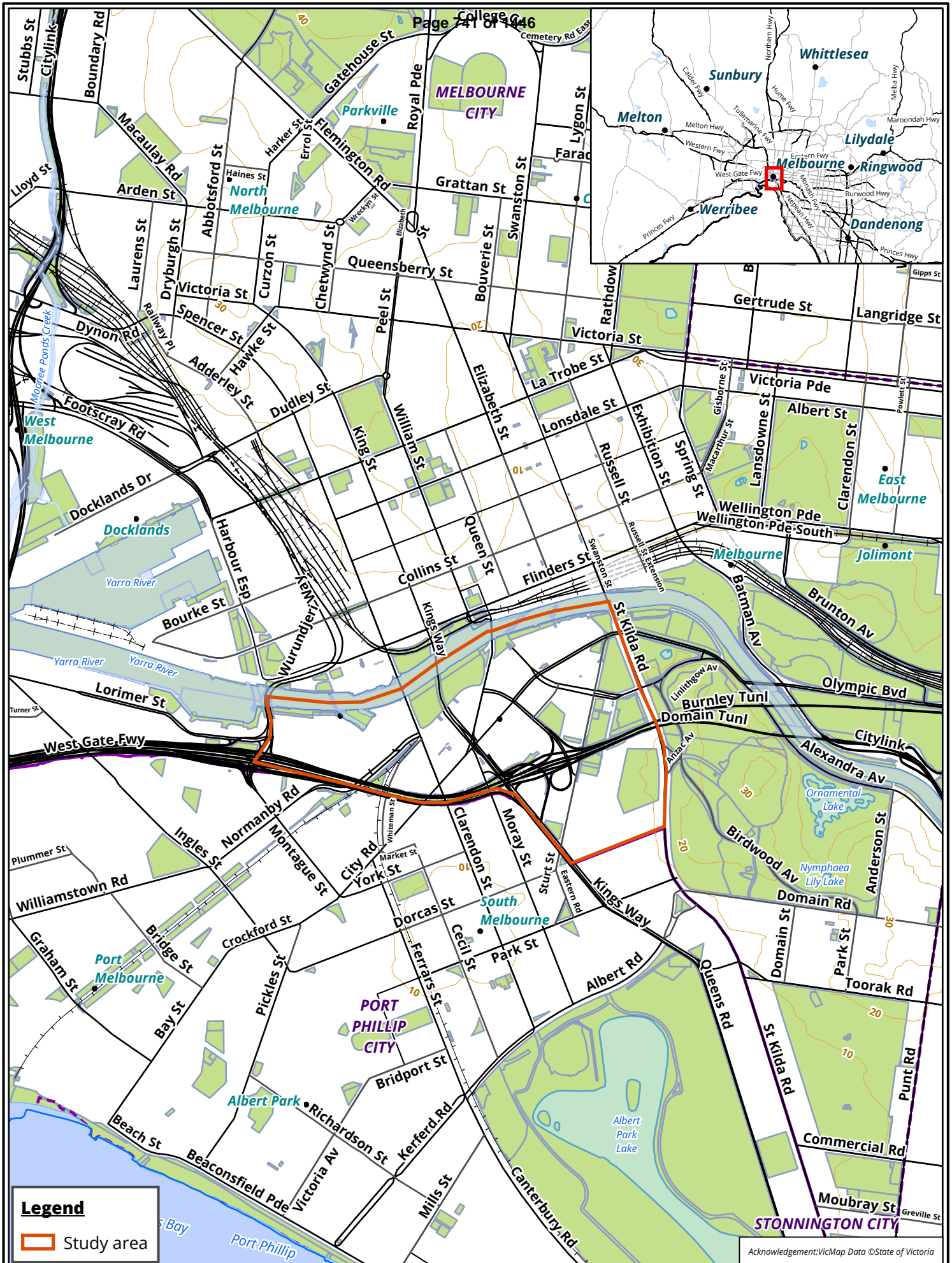
The significance of the Southbank ~~and Fishermans Bend~~ area within the historical context of Victoria is presented in Section 3. This geographically small part of the City of Melbourne has played an important supportive role historically in the development of the city, with parts of the civic corridor 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 ~~and~~ Wurundjeri Way. The study area includes the localities of Southbank, ~~and~~ South Wharf ~~and the northern parts of Port Melbourne and Fishermans Bend~~ (Figure 1).

Figure 1 Location and boundary of the study area

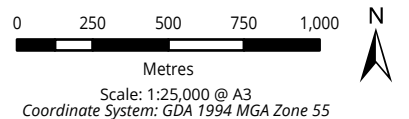




**Figure 1 Location of the study area**



[Matter No.], Date: 20 November 2020,  
 [Consultant], Last edited by: Imiline  
 Layout: 34085\_F1\_Location  
 Project: P:\34000s\34085\Mapping\34085\_SthBank\_FishermansBend\_HeritageStudy.aprx



### 1.3 Requirements of the study

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

*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.*

<sup>1</sup> 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 HO5 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**

Southbank		City of Melbourne heritage gradings	
Street	Number	Building grading	Streetscape grading
City Road	34-41	C	2
City Road	63-65	C	2
City Road	121-141	C	3
City Road	157	D	2
City Road	171-179	C	2
City Road	207	A	3
City Road	235-237	B	3
City Road	269-271	B	3
City Road	272	B	2
City Road	278-282	C	2
City Road	300	C	2
Dodds Street	Victoria Mounted Police stables	A	2
Haig Street	46-48	C	2
Kavanagh Street	93	C	2
Kavanagh Street	40-46	C	3
Queens Bridge Street	115-117, 129-131 and 133	A	1
St Kilda Road	234	A	2
Sturt Street	23-31	C	2
Sturt Street	45-99	C	2
Sturt Street	113-115	B	3
Sturt Street	102-118	C	3

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 2 Current heritage overlay places**

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

<sup>2</sup> City of Melbourne building identification forms.

HO number	Name	Address	City of Melbourne Heritage Places Inventory address	Date created	VHR number	City of Melbourne grading (BIF <sup>2</sup> )	Streetscape level	Status
HO374	Edward Murphy warehouse and workshop	272 City Road, South Melbourne	272 City Road	1887-1892		B	2	Intact
HO375	Murphy's Building, Australian Chemicals / Scott Paint Works	278-282 City Road, South Melbourne	278-282 City Road	1885		C	2	Intact
HO376	White & Hancock, Malcolm Moore	300 City Road, South Melbourne	300 City Road	1900		C	2	Intact
HO377	Southern Cross Service Station, later Ampol Service Station	109-117 Clarendon Street, South Melbourne	Not listed	1926				Demolished
HO378	Clarendon Street Bridge (rail-over-road)	Clarendon Street Bridge, South Melbourne	Not listed	1880s				Demolished, mapped in HO in wrong location
HO380	Cider factory	46-48 Haig Street, South Melbourne	46-48 Haig Street	1910		C	2	Demolished
HO381	Halford Timber	93 Kavanagh Street, South Melbourne	93 Kavanagh Street			C	2	Demolished
HO384	Thomas Warburton & Co	40-46 Kavanagh Street, South Melbourne	40-46 Kavanagh Street			C	3	Demolished
HO387	Victoria Police Depot	234-254 St Kilda Road, South Melbourne	Dodds Street	1913		A	2	Appears to be duplicate of HO910
HO388	Alcock's Billiard Tables	23-31 Sturt Street, South Melbourne	23-31 Sturt Street			C	3	Demolished
	Lucy Serco / Witners Shoes		23-31 Sturt Street	C1930		C	2	Demolished

HO number	Name	Address	City of Melbourne Heritage Places Inventory address	Date created	VHR number	City of Melbourne grading (BIF <sup>2</sup> )	Streetscape level	Status
HO389	Victorian College Of The Arts	43-45 Sturt Street, South Melbourne	43 Sturt Street			C	2	Unclear which building this was intended to cover
HO390	Castlemaine Brewery Malthouse	113-115 Sturt Street, South Melbourne	113-115 Sturt Street	1892		B	3	Adapted for Malthouse Theatre
HO391	Melford Motors	102-118 Sturt Street, South Melbourne	102-118 Sturt Street	1935		C	3	Demolished
HO760	Victorian Arts Centre	2-128 St Kilda Road, 1-9 Sturt Street & 93-115 Southbank Road, Southbank	Not listed	1984	H1447			Intact
HO760	Hamer Hall	100 St Kilda Road, Southbank	Not listed	1982	H1500			Intact
HO762	Sandridge Rail Bridge to Queens Bridge Square	1a Queens Bridge Street, Southbank	Not listed	1886-1888	H0994	A	1	Intact
HO763	Jones Bond store	1 Riverside Quay, Southbank	Not listed	1872, 1888	H0828	A		Intact
HO764	South Wharf sheds 1 and 2	2-26 Clarendon Street, South Wharf	Not listed	1882-1891	H0891			Relocated and reconstructed
HO764	Graving docks / Duke & Orr / Wright & Orr	2A Clarendon Street, South Wharf	Not listed	1878, c1871	H1096 H2116	A, B		Intact but modified

HO number	Name	Address	City of Melbourne Heritage Places Inventory address	Date created	VHR number	City of Melbourne grading (BIF <sup>2</sup> )	Streetscape level	Status
HO764	South Wharf goods sheds 4 to 9	29-65 South Wharf Promenade & 4-9 South Wharf Road, South Wharf	Not listed	1891, 1929	H0891	A		Reconstructed
HO765	The Tea House	28 Clarendon Street, Southbank	Not listed	1877-1878	H0526	A		Intact
HO791	Queen's Bridge	Queens Bridge Street over Yarra River Melbourne	Not listed	1887-1890	H1448	A		Intact
HO792	National Gallery of Victoria	130-200 St Kilda Road & 93-115 Southbank Road, Southbank	Not listed	1968	H1499	A	1	Intact
HO899	Tram shelter	Cnr St. Kilda Road & Dorcas Street, South Melbourne	Not listed	1917	H1869			Wrongly mapped, not in City of Melbourne (see HO460 Port Phillip)
HO910	Former Victoria Police depot, Victoria Police Mounted Branch stables complex	234 St Kilda Rd, 1-39 Dodds St & 148-170 Southbank Boulevard, Southbank	Victoria Police Mounted Branch stables, Dodds Street	1913 1925-1926	H1541	A, B, C	2	Intact
HO913	Buchanan & Brock	20 Convention Centre Place, South Wharf 3006	Not listed	1872				Demolished
HO934	Butler hangar / Commonwealth Aircraft Corporation factory	344-370 Lorimer Street & 231-249 Todd Road, Port Melbourne	Not listed	1936	H94			Relocated to Tyabb

### 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.<sup>3</sup> 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:

<sup>3</sup> 'Thematic History: A History of the City of Melbourne's Urban Environment', Context Pty Ltd, prepared for City of Melbourne, 2012.

- *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'.<sup>4</sup>

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.<sup>5</sup>

**Table 3 Comparison of letter gradings and new significance gradings**

City of Melbourne gradings	Practice Note 1: levels of significance
A	Significant
B	Significant
C and some of D	Significant
D and some of C	Contributory
Ungraded	Non-contributory

<sup>4</sup> City of Melbourne Heritage Review: Local Heritage Policies and Precinct Statements of Significance Methodology Report, prepared for City of Melbourne, [http://participate.melbourne.vic.gov.au/application/files/6514/4971/0854/Lowell\\_Chen\\_PLANNING\\_AMENDMENT\\_C258\\_HERTIAGE\\_POLICIES.pdf](http://participate.melbourne.vic.gov.au/application/files/6514/4971/0854/Lowell_Chen_PLANNING_AMENDMENT_C258_HERTIAGE_POLICIES.pdf).

<sup>5</sup> 'A Review of the Local Heritage Planning Policies in the Melbourne Planning Scheme', July 2014.

### 3 Historical Character of Southbank and Fishermans Bend Statement of Significance

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

#### Summary

Southbank ~~and~~, 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, the Hobsons Bay Railway and the Coode Canal provided the historical routes into and through the area. These determined that Southbank ~~and Fishermans Bend~~ would initially be areas an area 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~~Southbank 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~~, grassy woodlands, 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 by 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 20<sup>th</sup> 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 (now Kings Way) 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,<sup>6</sup> but by the 1930s, even these buildings were being adapted into commercial use, or demolished for larger factories and warehouses.

<sup>6</sup> MMBW General Plans City of South Melbourne c.1897 (State Library of Victoria)

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, ~~and~~ 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".

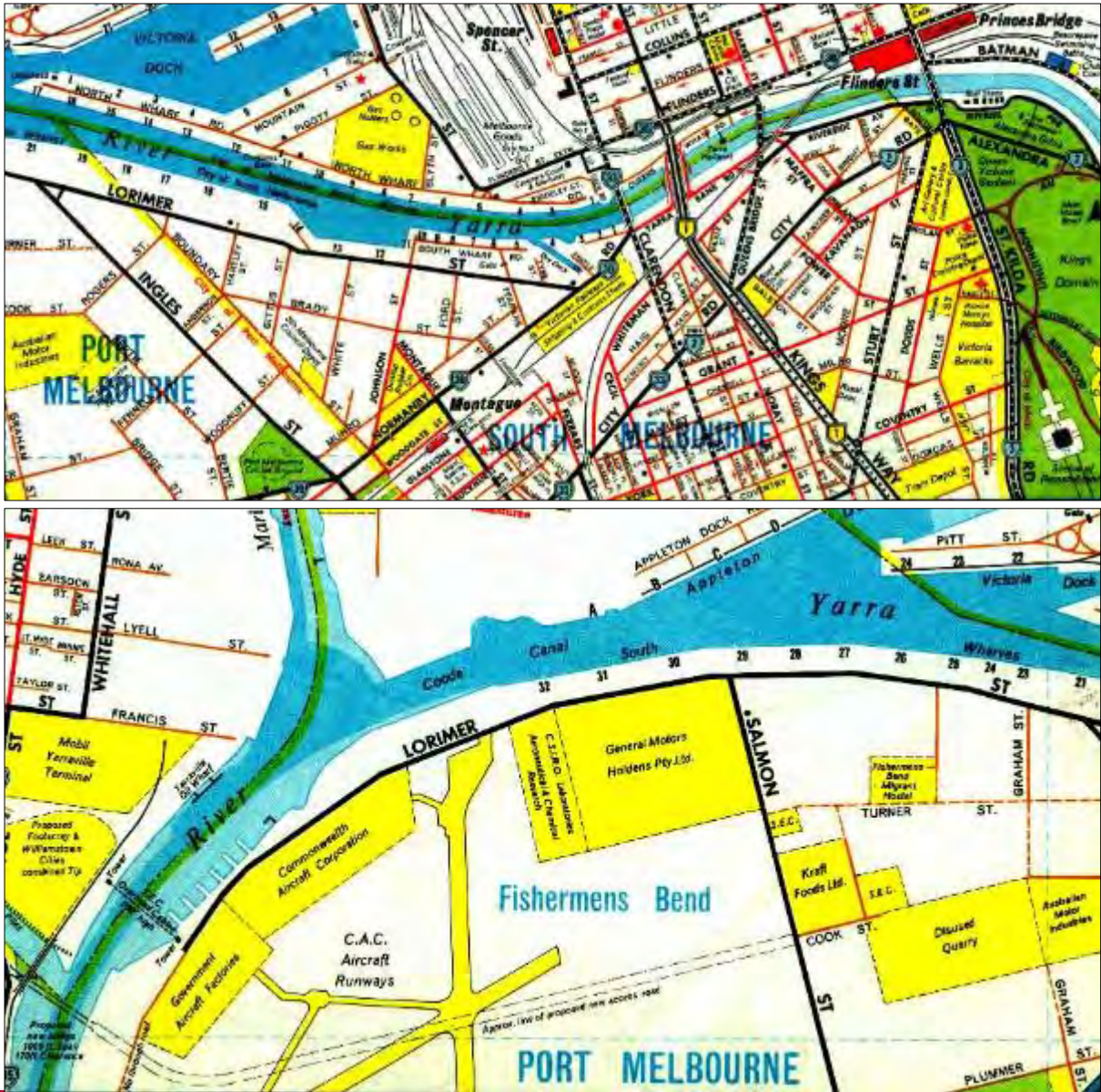


Figure 2 Extracts from 1966 Melway maps 42 and 43 (Ausway Publishing, online edition)

### 3.1—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).*

#### 3.1.1—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, and 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 19<sup>th</sup> and early 20<sup>th</sup> 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 19<sup>th</sup>-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.

### **3.1.2—How is it significant?**

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

### **3.1.3—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/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 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 20<sup>th</sup> 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 19<sup>th</sup> and early 20<sup>th</sup> 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 20<sup>th</sup> 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

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### 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 (Figure 1 & Figure 2).

#### 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.<sup>7</sup>

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.<sup>8</sup> The following table shows how City of Melbourne themes relate to both the Australian Historic Themes and the Victorian Framework of Historic Themes (VFHT).<sup>9</sup>

<sup>7</sup> *Victorian Municipal Directory*. Brunswick: Arnall & Jackson. 1992.

<sup>8</sup> *Thematic History: a History of the City of Melbourne's Urban Environment* (Context Pty Ltd, for City of Melbourne, 2012);

<sup>9</sup> *Victoria's Framework of Historical Themes* (Heritage Council and Heritage Victoria).

**Table 4 Thematic framework – Melbourne and Victorian themes**

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
<b>1. Aboriginal Country</b>	1.0 Aboriginal Country	1.4 Creation stories and defining Country 2.1 Living as Victoria's first inhabitants	Riverbank camping and fishing at The Falls, Sandridge track
<b>2. Promoting settlement</b>	2.1 Founding stories	2.2 Exploring and mapping	Surveyors camp, laying out the Sandridge and Short roads
	2.2 Defending traditional country	2.8 Fighting for identity 4.3 Grazing and raising livestock	Fawkner and Derrimut settling on the south bank
	2.3 Promoting immigration	2.4 Arriving in a new land 2.5 Migrating and making a home	Aboriginal contact on south bank, Fawkner's homestead, immigration depot
<b>3. Shaping the urban landscape</b>	3.1 From town to city	6.2 Creating Melbourne 6.3 Shaping the suburbs	Architecture, planning, parks and gardens, <del>the</del> 'Garden City', street trees, public spaces
	3.2 Expressing an architectural style	6.2 Creating Melbourne 6.3 Shaping the suburbs 9.3 Achieving distinction in the arts	Industrial-utilitarian design, Richardson Romanesque in City Road, arts precinct
	3.3 Naming places	6.2 Creating Melbourne	City South to South Melbourne to Southbank, <del>migrating Fishermans Bend, Lost Montague</del>
	3.4 Defining public space	4.7 Transforming the land and waterways	Wastelands and wetlands, St Kilda Road boulevard, Queens Bridge Square, Southgate
<b>4. Governing, administering and policing the city</b>	4.1 Governing the Colony and State of Victoria	7.1 Developing institutions of self-government and democracy	South Melbourne, Port Melbourne, Harbour Trust MMBW, Commonwealth lands and institutions, Victoria Barracks, GPO, Department of Defence
	4.2 Administering the City of Melbourne	6.1 Establishing Melbourne Town 6.2 Creating Melbourne 6.3 Shaping the suburbs	Annexations south of the river, council amalgamations
	4.3 Melbourne's role as federal capital	7.1 Developing institutions of self-government and democracy	Police and army headquarters
	4.5 Administering Aboriginal affairs	7.1 Developing institutions of self-government and democracy	Emerald Hill gathering place, The Falls, fringe camps and removal to Coranderrk
	4.6 Administering justice	7.3 Maintaining law and order	Police Depot and stables

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area	
		7.1 Developing institutions of self-government and democracy		
	4.7 Policing the city	7.3 Maintaining law and order	Police Depot	
	4.8 Defending the city	7.4 Defending Victoria and Australia	Victoria Barracks, <del>defence industries in Fishermans Bend</del>	
<b>5. Building a commercial city</b>	5.1 Establishing a pastoral industry	4.3 Grazing and raising livestock	Pastoral industry, trading port livestock shipment, merchants, banking, manufacturing, exhibitions, retail development	
	5.2 Melbourne as a trading port	5.3 Marketing and retailing 3.2 Travelling by water	South Wharf, graving docks, bond stores, ferries	
	5.3 Developing a large, city-based economy	5.3 Marketing and retailing 5.2 Developing a manufacturing capacity 5.4 Exhibiting Victoria's innovation and products	Manufacture and warehousing, <del>noxious trades of Port Melbourne, wartime and post war industries of Fishermans Bend</del> merchants, banking, manufacturing, exhibitions, retail development	
	5.4 Developing a retail centre	5.3 Marketing and retailing	Southbank motor showrooms	
	5.5 Building a manufacturing industry	5.2 Developing a manufacturing capacity 5.4 Exhibiting Victoria's innovation and products	<del>Soap, candles, chemicals, furs, cars, telephones, building products planes, tanks</del>	
	5.6 Publishing newspapers and periodicals	3.7 Establishing and maintaining communications 5.4 Exhibiting Victoria's innovation and products	GPO workshops, Herald Sun television studio, WWII communications research and development, radio factory	
	<b>6. Creating a functioning city</b>	6.1 Water supply	6.2 Creating Melbourne	Fresh water at The Falls
6.2 Sewerage		6.2 Creating Melbourne 8.3 Providing health and welfare services	Manure pits, North Yarra main	
6.3 Providing essential services		8.3 Providing health and welfare services	Prince Henry's Hospital, electricity substations	
6.4 Disposing of the dead		8.6 Marking the phases of life	No specific places identified	
6.5 Public toilets		6.2 Creating Melbourne 8.3 Providing health and welfare services	No specific places identified	
6.6 Street making, drainage			3.1 Establishing pathways	Water supply, sewerage, port, transport, public services, public utilities, laying out St Kilda and
			3.2 Travelling by water	

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	and river works	4.6 Exploiting other mineral, forest and water resources 4.7 Transforming the land and waterways	Sandridge roads, river widening
	6.7 Transport	3.1 Establishing pathways 3.2 Travelling by water 3.3 Linking Victorians by rail 3.4 Linking Victorians by road in the 20 <sup>th</sup> century 3.5 Travelling by tram	Track to the beach, river wharves and graving docks, Hobson's Bay Railway, cable trams, building road electrification, bluestone lanes, bridges
<b>7. Appreciating and adapting the natural environment</b>	7.1 Appreciating the natural landscape	1.6 Appreciating and protecting Victoria's natural wonders	Garden City movement, field naturalists and bird observers, West Gate Park
	7.2 Cultivating the 'Garden City' aesthetic	6.2 Creating Melbourne 4.7 Transforming the land and waterways	Draining/filling swamps, blasting rocks, dredging river, Coode Canal, <del>Garden City housing schemes</del>
<b>8. Living in the city</b>	8.1 Settling as immigrants	6.7 Making homes for Victorians 6.8 Living on the fringes	Canvas Town tent city, immigrants, migrant hostels
	8.2 Housing the population	6.7 Making homes for Victorians 6.8 Living on the fringes	<del>Montague slums, council houses, Garden City</del> <u>No specific places identified</u>
	8.3 Educating the people	8.2 Educating people	City Road Primary School, Lucy Serco dressmaking school, National Gallery Art School, Victorian College of the Arts
<b>9. Working in the city</b>	9.1 A working class	5.8 Working	Working life, <del>GMH Social Centre</del>
	9.2 Women's work	5.8 Working	Commonwealth Clothing Factory, war industries, Lucy Serco dressmaking
	9.3 Working in the post-war city	5.8 Working	<del>Car and plane factories, Warehouses and factories,</del> wharfies
<b>10. Shaping cultural life</b>	10.1 Arts and creative life in the city	9.3 Achieving distinction in the arts 9.4 Creating popular culture 2.6 Maintaining distinctive cultures 8.6 Marking the phases of life	Arts precinct, National Gallery, ballet, concert hall, theatres
	10.2 Belonging to a religious denomination	8.1 Maintaining spiritual life 8.4 Forming community organisations	Old/new St John's Lutheran Church, <del>Father Bob</del>

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	10.3 Belonging to an ethnic or cultural group	8.5 Preserving traditions and commemorating	Arts and culture, ethnicity, community groups, religion, cemeteries, migrant communities
<b>11. Caring for the sick and destitute</b>	11.1 Improving public health	8.3 Providing health and welfare services	Public health, slum clearance, filling swamps, Prince Henry's Hospital
	11.2 Providing welfare services	8.3 Providing health and welfare services	New Gordon House, Hannover House
	11.3 Caring for the sick	8.3 Providing health and welfare services	Hospitals and welfare, Prince Henry's Hospital, Army Repatriation Clinic
	11.4 Caring for mothers and babies	8.3 Providing health and welfare services	No specific places identified
<b>12. Expressing social and political opinion</b>	12.1 Introducing social and political reforms	7.1 Developing institutions of self-government and democracy 7.2 Struggling for political rights	Parliament, Eight Hour Day monument, federation, union strikes and agitation, slum clearance
	12.2 Staging protests	7.2 Struggling for political rights	Wharf strikes, communist agitation
	12.3 Upholding conservative values	7.1 Developing institutions of self-government and democracy 7.2 Struggling for political rights	No specific places identified
	12.4 Celebrating the larrikin spirit	7.2 Struggling for political rights	No specific places identified
<b>13. Enjoying the city</b>	13.1 Public recreation	5.6 Entertaining and socialising 9.1 Participating in sports and recreation	Theatres, hotels, cafes, bohemian Melbourne, recreation, entertainment, festivals, tourism, Wirth's Circus, Glaciarium
	13.2 Promoting tourism	5.7 Catering for tourists	Queens Bridge Hotel, Melbourne Arts Centre
	13.3 Staging exhibitions	5.6 Entertaining and socialising 5.7 Catering for tourists 9.1 Participating in sports and recreation	National Gallery of Victoria, Melbourne Exhibition and Conference Centre
	13.4 Procession and street events	5.6 Entertaining and socialising 5.7 Catering for tourists 9.1 Participating in sports and recreation	St Kilda Road arch
	13.5 Building a city of fashion	5.6 Entertaining and socialising	Kosky Bros., furriers, Maurice Artaud & Sons

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	and style	5.7 Catering for tourists	
	13.6 Eating and drinking	5.6 Entertaining and socialising 5.7 Catering for tourists	Hotels, Southgate development, Crown promenade
<b>14. Advancing scientific knowledge</b>	14.1 Keeping weather records	9.5 Advancing knowledge	No specific places identified
	14.2 Observing the heavens	9.5 Advancing knowledge	No specific places identified
	14.3 Pioneering botanical research	9.5 Advancing knowledge	No specific places identified
	14.4 Developing zoological gardens	9.5 Advancing knowledge	No specific places identified
	14.5 Establishing scientific institutions	9.5 Advancing knowledge	<del>No specific places identified</del> <a href="#">CSIRO and Materials Research Laboratories, Government Aircraft Factory, research and development at GMH Experimental Tank Factory</a>
<b>15. Preserving and celebrating the city's history</b>	15.1 Remembering the past	7.5 Protecting Victoria's heritage 8.5 Preserving traditions and commemorating	Local historical societies and publishing histories, Arts Centre collection, Victoria Barracks Museum, <del>GMH heritage collection</del>
	15.2 Raising monuments	7.5 Protecting Victoria's heritage 8.5 Preserving traditions and commemorating	Factory honour boards
	15.3 Remembering the Aboriginal past	7.5 Protecting Victoria's heritage	Commemorating Birrurung, shared histories
	15.4 Preserving the fabric of the past	7.5 Protecting Victoria's heritage 8.5 Preserving traditions and commemorating	Civic monuments, centenary 1934-1935, heritage movement, commemorations

### 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**

City of Melbourne theme	Fabric representing the theme	Relevance in Southbank and Fishermans Bend
1. Aboriginal country	Underwater remnants of rock bar at The Falls, potential for buried land surfaces and archaeological deposits	The south bank of the Yarra River, <del>and</del> swamps <del>and Fishermans Bend</del> were important resources and gathering places.
2. Promoting settlement	No physical evidence	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.
3. Shaping the urban landscape	Victorian, Edwardian and Inter-War factories and warehouses in Southbank, <del>WWII Fishermans Bend factories</del>	Distinctive architectural and land use developed in the area, many examples of which survive, making this a particularly important theme.
4. Governing, administering and policing the city	Victoria Barracks, Police Depot	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.
5. Building a commercial city	Numerous factories and warehouses throughout study area	Southbank <del>and Fishermans Bend were</del> <del>was</del> predominantly <del>an area</del> of trade, commerce and manufacturing, making this theme of high importance.
6. Creating a functioning city	Streets and lanes, electricity substations	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.
7. Appreciating and adapting the natural environment	<del>West Gate Park</del> <del>Yarra River</del>	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.
8. Living in the city	No residential places remain	While a few pockets of residential places were extant in the 19 <sup>th</sup> century, these were replaced by commercial activity by the early 20 <sup>th</sup> century making this theme not well-represented in the study area.



City of Melbourne theme	Fabric representing the theme	Relevance in Southbank and Fishermans Bend
9. Working in the city	Numerous factories and industrial sites	Southbank and Fishermans Bend has been primarily a place of work and commerce, making this theme of very high importance.
10. Shaping cultural life	Arts precinct	The Southbank arts precinct has long been an important part of Melbourne's cultural activity.
11. Caring for the sick and destitute	No physical evidence	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.
12. Expressing social and political opinion	South Wharf 21, timber yards, GMH	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.
13. Enjoying the city	Arts Precinct, Southgate, Crown Casino	The Southbank arts precinct has long been an important part of Melbourne's cultural activity.
14. Advancing scientific knowledge	<u>No physical evidence</u> Materials Research Laboratories	<u>The scientific research during and after WW2 connected to the experimental tank project and Aeronautical Research Laboratories make this an important theme</u> <u>Research within a number of the factories.</u>
15. Preserving and celebrating the city's history	National Gallery of Victoria, Performing Arts Collection, Southbank Library	While there is recent activity in this area, the theme has not been prominent in the history of the study area.

## 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~~**

Time	Event	Theme
<b>40,000-60,000 years ago</b>	Aborigines arrive in Australia, rapidly spreading around the coast and across the continent. Oldest evidence of occupation near Melbourne at Dry Creek near Keilor.	1.1
<b>10,000-5,000 years ago</b>	Rising sea levels flood Port Phillip Bay, Yarra Delta formed, Aboriginal economic patterns stabilised around lower Yarra <del>and Sandridge Flats</del> .	1.1
<b>1700s</b>	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.	1.1
<b>1802 (November)</b>	Charles Grimes and John Fleming survey the Port Phillip coastline and row up the 'Freshwater River' (Yarra) and 'Saltwater River' (Maribyrrnong).	2.1
<b>1803</b>	William Buckley escapes from Sullivan's Bay (Sorrento) penal settlement, passes by the Yarra and lives with Wathaurung people near Geelong for 30 years.	2.1
<b>1824 (15 and 20 December)</b>	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.	2.1
<b>1835 (30 August)</b>	George Evans lands on the Yarra bank near the Custom's House site on behalf of John Pascoe Fawkner and plants crops.	2.1
<b>1835 (8 June)</b>	John Batman of the Port Phillip Association crosses Yarra and later records, "This will be the place for a village".	2.1
<b>1835</b>	John Batman travels around the western shore of Port Phillip Bay to explore the area.	2.1
<b>1836 (February)</b>	John Batman returns and Fawkner moves to the south side of Yarra, the first white resident of South Melbourne.	2.1
<b>1836</b>	Surveyor William Darke prepares maps of the shoreline of Port Phillip Bay, names the Port Melbourne area "Sandridge".	2.1
<b>1837</b>	Governor Bourke arrives, proclaims the town and the first land sales	3.1
<b>1839</b>	Wilbraham Liardet settles on Sandridge Beach and establishes a jetty, a hotel and a mail service. The location becomes referred to as "Liardet's Beach".	2.1
<b>1840s</b>	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.	3.3
<b>1850-1854</b>	Crown land surveys and sales at Sandridge and Emerald Hill.	3.1
<b>1850s</b>	<del>Sandridge flourishes through the Victorian gold rush and becomes a thriving transport hub. Bay fishermen erect huts along the coastline.</del>	<del>8.2</del>

Time	Event	Theme
1853	Canvas Town, Immigrants' Aid Society and an immigration depot open in St Kilda Road.	2.3
1854	The Hobsons Bay railway line opens, connecting Sandridge to Flinders Street in Melbourne via the first Sandridge rail bridge.	6.7
1855 (26 May)	Emerald Hill is declared a municipality.	4.2
1856	Victoria Barracks open in St Kilda Road.	4.8
1860	The first of several proposals for a direct shipping channel between the bay and Melbourne.	6.7
1860	Sandridge is severed and made an independent borough.	4.2
<del>1861</del>	<del>Work at the South Melbourne abattoir commences.</del>	<del>5.3</del>
1863	Emerald Hill is proclaimed to be a borough.	4.2
1870	Felton Grimwade commences manufacturing at their chemical works.	5.3
<del>1870s</del>	<del>The Montague housing area is established and quickly fills with workers' cottages.</del>	<del>8.2</del>
<del>1872 (28 March)</del>	<del>The Williamstown Steam Ferry commences operation and the 'Short Road' is in use.</del>	<del>6.7</del>
1872	Emerald Hill is proclaimed to be a town.	4.2
<del>1872 (28 March)</del>	<del>The Williamstown 'Short Road' proclaimed a main road.</del>	<del>6.7</del>
1877	The Melbourne Harbour Trust is formed.	6.7
1880	Serious flooding in <del>Montague, Fishermans Bend</del> and South Melbourne.	6.6
1883	Emerald Hill is proclaimed to be a city, and its name is changed to South Melbourne.	4.2
1884	Sandridge changes its name to Port Melbourne.	4.2
1886	The Coode Canal is constructed, <del>causing Coode Island to shift the location of Fishermans Bend.</del>	6.7
1892	The Victoria Dock (now Victoria Harbour) was completed.	6.7
1893	Port Melbourne is proclaimed to be a town.	4.2
1899	The South Melbourne abattoir rebuilt and enlarged.	5.3
<del>1900s</del>	<del>Sandridge, Fishermans Bend and Coode Island are popular field naturalist destinations and wildlife refuges.</del>	<del>7.1</del>
1905-1911	Enamelled steel street signs are installed.	3.3
<del>1909</del>	<del>Johns &amp; Waygood establishes its head office and works on City Road and Cecil Street.</del>	<del>5.3</del>
1910s	Extensive street tree-planting is undertaken by municipal councils. Trees include oriental plane, poplar, elm, oak, pine, sugar gum, currajong and pittosporum.	7.1
<del>1913</del>	<del>Station Pier replaces the former Railway Pier.</del>	<del>6.7</del>

Time	Event	Theme
1919	Port Melbourne is proclaimed to be a city.	4.2
1920s	The Yarra River is widened and the south wharves are reconstructed.	6.6
1922	The new Princess Pier is completed.	6.7
1925	<del>The SEC's electricity supply is provided.</del>	<del>6.3</del>
1930s	Early industries, including soap production, chemical works, a rubber factory and blanket mills, prosper in the area.	5.5
1930s-1950s	<del>The Montague slums are cleared and residents rehoused, many in Garden City.</del>	<del>8.2</del>
1936	<del>Major companies, including GM Holden, BHP and Broken Hill Associated Smelters commence operations in Fishermans Bend.</del>	5.5
1937	<del>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.</del>	4.8
1939	<del>Garden City public housing provides low-cost housing for the working class.</del>	<del>8.2</del>
1949	<del>The Fishermans Bend Migrant Hostel is established in the former army barracks.</del>	<del>2.3</del>
1954	<del>Australian Motor Industries erect large auto-assembly works.</del>	5.5
1960s	<del>Webb Dock is constructed as a containerized terminal and for the ferry to Tasmania.</del>	6.7
1967	The National Gallery of Victoria is constructed.	10.1
1968	<del>Construction on the West Gate Bridge commences.</del>	<del>6.7</del>
1974	<del>The West Gate Bridge collapses.</del>	15.1
1974-1978	<del>West Gate Park is created.</del>	<del>7.1</del>
1975	<del>Closure of the South Melbourne abattoir.</del>	5.5
1977-1978	The Port Melbourne and St Kilda lines are converted into light rail lines.	6.7
1978	<del>The West Gate Bridge opens.</del>	
1982	The Melbourne Arts Centre and Concert Hall are constructed.	10.1
1990	St John's Lutheran Church Southgate is rebuilt.	10.2
1990s	<del>Fishermans Bend evolves into a light manufacturing and industrial precinct.</del>	5.5
1990s	Southgate's development has become mixed-use, both commercial and residential.	13.6
1994	Port Melbourne and South Melbourne become part of City of Port Phillip.	4.2
2012	<del>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.</del>	<del>3.1</del>

### 4.3 Environmental factors affecting land use

Themes: 3.1✕ 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 Part~~ 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.<sup>10</sup>

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, including flats and swamps along the south bank opposite the future site of Melbourne.~~ Soils on these floodplains included silt deposited by floodwaters, and swamp deposits of fine sand and silty clay overlain in places with wind-blown sand. ~~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.~~<sup>11</sup>

The shallow sand deposits were exploited extensively for building, road-making and more from the mid-19<sup>th</sup> 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.<sup>12</sup> The Coode Island Silt continues

<sup>10</sup> Geological Survey of Victoria, Melbourne, Sheet SJ, 55-1.

<sup>11</sup> N.J. Rosengren, Sites of Geological and Geomorphological Significance in the Western Region of Melbourne,

Conservation Forests and Lands, Victoria, 1986.

<sup>12</sup> Kings Way Bridge classification report, National Trust Bridges Database, Reg. No. 4042.

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



**Figure 3 Geological survey plans from 1959 showing sedimentary units and sand quarries**

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 20<sup>th</sup> 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.~~



**Figure 4 Cox Plan 1864, showing the section of South Melbourne, Fishermans Bend and Sandridge**

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-19<sup>th</sup> 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 ~~lower 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 emergencies required to settle their grievances, revenge deaths . . . .<sup>13</sup>*

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.<sup>14</sup>*

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 *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

<sup>13</sup> Thomas in Presland, G. 1985. *Aboriginal Melbourne: the Lost Land of the Kulin People*. McPhee Gribble, Ringwood, p.35.

<sup>14</sup> Billot, C.P., 1985, *The life and times of John Pascoe Fawkner*, Melbourne: Hyland House, p.14.



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.<sup>15</sup>

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.<sup>16</sup> 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.<sup>17</sup>

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.<sup>18</sup> 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.<sup>19</sup> 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 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'.<sup>20</sup>

*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

<sup>15</sup> Presland, *Land of the Kulin*, 1985.

<sup>16</sup> Clark 1990, p.368.

<sup>17</sup> Nicolson and du Cros, 1999, p.7.

<sup>18</sup> Ian D. Clark, Toby Heydon, 1998, 25-7 A Bend In The Yarra: A History of the Merri Creek Protectorate Station.

<sup>19</sup> Eidelson, Meyer 1997, *The Melbourne Dreaming*. A Guide to the Aboriginal Places of Melbourne (Reprint 2000 ed.). Canberra: Aboriginal Studies Press. p.14-17.

<sup>20</sup> Howitt, 1904, *The Native Tribes of South East Australia*.

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.<sup>21</sup>



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

<sup>21</sup> Clark & Heydon, 1998, p.34-5, 40, 49.



**Figure 6 Melbourne from The Falls by Robert Russell, 1837 (National Library Australia)**

## 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'.<sup>22</sup>

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'.<sup>23</sup> 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*

<sup>22</sup> R.D. Boys, *First Years at Port Phillip, 1834-1842, Melbourne, 1959.*

<sup>23</sup> Fleming 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.*<sup>24</sup>

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'.*<sup>25</sup>

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.

<sup>24</sup> Logbook of Charles Grimes, 2.2.1803. Quoted in N. U'ren and N. Turnbull: A History of Port Melbourne, O.U.P. 1983, p.6, in Allom Lovell and Associates, 'Port Melbourne Conservation Study Review', Vol.1, pp.13-14, and Ward A. Port Phillip, Heritage Review, Vol.1, 2011, Version 15, p.26.

<sup>25</sup> Curr, E.M., *Recollections of Squatting in Victoria Then called the Port Phillip District (from 1841-1851)*, Melbourne University Press, p.9-10.



**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 the land being permanently dry when much of the surrounding area was swamp or flood-prone.<sup>26</sup> 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'.<sup>27</sup>

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.<sup>28</sup>

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

<sup>26</sup> Ward, 2011, p.12.

<sup>27</sup> Susan Priestly, 'Emerald Hill', eMelbourne Encyclopedia. Accessed online, from <http://www.emelbourne.net.au/biogs/EM00519b.htm>.

<sup>28</sup> Streets of South Melbourne. Accessed online, from <http://streetsofsouthmelbourne.wordpress.com/introduction>.

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'<sup>29</sup> 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.<sup>30</sup>

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

<sup>29</sup> Port Melbourne, Parish of South Melbourne, County of Bourke, Department of Lands & Survey, Melbourne, T. S. Butson, 13 February 1914.

<sup>30</sup> 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)

## 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).



**Figure 9 Canvas Town and Princes Bridge, De Gruchy & Leigh, lithographers, c.1855 (State Library of Victoria H25127)**

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 10** Melbourne and its suburbs, compiled by James Kearney, draughtsman, engraved by David Tulloch and James D. Brown. Melbourne, Andrew Clarke, Surveyor General, 1855



**Figure 11** The City of South Melbourne council map, 1970 (State Library Victoria)



**Figure 12—Municipality of Port Melbourne, Melbourne, Anderson, Gowen 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.<sup>31</sup>

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

~~A~~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’.~~<sup>32</sup>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

<sup>31</sup> Barrett, Bernard, *The Civic Frontier: The Origin of Local Communities and Local Government in Victoria*, Melbourne University Press, Melbourne, 1979.

<sup>32</sup> ~~Victorian Government Gazette, No.44, 24 April 1885, p.1127 & No.98, 16 October 1885, p.2875.~~

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-19<sup>th</sup> century, along with some more common scale insects. Of native plants, black wattle, *Acacia mearnsii*, and coast wattle, *Acacia longifolia*, climbing lignum, *Muelenbeckia adpressa*, New Holland Daisy, *Vittadinia australis*, sea blight, *Myoporum viscosum*, smooth sea-heath, *Frankenia pauciflora*, and angular, rounded and small pigface, *Mesembryanthemum australe*, *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.<sup>33</sup> 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 some expense. . .'.<sup>34</sup> 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.*<sup>35</sup>

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.<sup>36</sup> These particular species included *Frankenia laevis*, *Alternanthera triandra*, *Sagina apetala*, *Atriplex Muelleri*, *Enchylaena tomentosa*, *Salicornia arbuscula*, *Muehlenbeckia Cunninghamii*, *Eutaxia empetrifolia*, *Tillaea purpurata*, *Hydrocolyte hirta*, *H. tripartita*, *H. callicarpa*, *Pimelea clauca*, *Calotis scapigera*, *Angianthus Preissianus*, *Cotula filifolia*, *Lobelia platycalyx*, *Sebaea albidiflora*, *Samolus remens*, *Convolvulus sepium*, *Wilsonia humilis*, *W. rotundifolia*, *Myoporum deserti*, *M. humile* and *Azolla ficuloides*.

<sup>33</sup> J.R. Tovey, 'Some notes on Coode Island and its Flora' *Victorian Naturalist*, No.XXVIII, July 1911, p.57-61.

<sup>34</sup> "Excursion to Coode Island", *Victorian Naturalist*, No.XXIX, May 1912, p.5-6.

<sup>35</sup> John Lahey, 'When Coode Island was a paradise for birds', *The Age*, 15 March 1994, p.7.

<sup>36</sup> Alex Morrison, "Some Plants found growing at Mouth of River Yarra and at Werribee", *The Victorian Naturalist*, Vol. 15, 1999, p.87.

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.<sup>37</sup>

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 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.<sup>38</sup>

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.<sup>39</sup> 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.<sup>40</sup>

Large parts of the western portion of Fishermans Bend continued to be subject to sand mining into the mid-20<sup>th</sup> 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.<sup>41</sup>

<sup>37</sup> "Fishermen's Bend Outing", Bird Observers Club Monthly Notes, September 1949; Jack Jones, 'The Birds of Fishermans Bend Fishermans Bend', Bird Observers Club Monthly Notes, February 1938; 'Fishermen's Bend Outing', Bird Observers Club Monthly Notes, May 1946; 'Trip to Fishermen's Bend' Bird Observers Club Monthly Notes, October 1948.

<sup>38</sup> '15,000 water fowl were shot for the table', *Footscray's First Hundred Years*, p.93.

<sup>39</sup> 'GOLF'. *Weekly Times*, Melbourne, Victoria, 23 May 1908, p.20. Accessed online 13 September 2016, from <http://nla.gov.au/nla.news-article224464162>.

<sup>40</sup> "A Suburban Sanctuary", *EMU*, Vol. IX, July 1909, p.21.

<sup>41</sup> Daily Commercial News And Shipping List, Sydney, NSW, 26 June 1931.



**Figure 13— Aerial view of Fishermans Bend, Victoria, c.1940 (State Library of Victoria Pictures Collection, H96 163/11)**

## 4.9 Industrial development

Theme: 5.5 Building a manufacturing industry

The proximity to the Yarra ~~and swampy wastelands 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 ~~near the Queensbridge hotel~~ and ship builders, and the large water users, such as

Ramsden's Paper Mill, [just downstream from Princes Bridge](#), which commenced manufacture in a substantial masonry industrial complex in 1868.<sup>42</sup>



**Figure 12 View west along Yarra bank, showing Ramsden's Paper Mill, c.1885-1920 (State Library of Victoria)**

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.<sup>43</sup> 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.<sup>44</sup>

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~~

<sup>42</sup> 'Mr. Ramsden's Paper-Mill'. *The Argus*, Melbourne, Victoria, 29 April 1868, p.5. Accessed online 20 February 2017, from <http://nla.gov.au/nla.news-article5814826>.

<sup>43</sup> Low Lands Commission Melbourne, Parliamentary paper, Victorian Parliament, No. 62. John Ferres, Government Printer, *The Argus*, 22 Feb 1873, p. 6. Accessed online 20 February 2017, from <http://nla.gov.au/nla.news-article5848716>.

<sup>44</sup> Cannon, M. *Old Melbourne Town before the Gold Rush*, 1991.

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.<sup>45</sup> It continued to 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.<sup>46</sup>



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

<sup>45</sup> Record, Emerald Hill, Victoria, 17 June 1899.

<sup>46</sup> Candles, Soap, Apples, Milk, Cream, Butter, Butterine, Marjarine and Margarine from The House of Kitchen. Reg A. Smith, April 1978. Accessed online, from <http://member.melbpc.org.au/~tonkit/kitchen/docs/Candles.pdf>.



**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.<sup>47</sup>

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-20<sup>th</sup> century.



**Figure 18 — Looking across the Dunlop factory to Montague shipping shed and Southbank**

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.<sup>48</sup> 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.<sup>49</sup>

<sup>47</sup> City of Port Phillip Heritage Review, citation No.2315.

<sup>48</sup> Pratt, A., The National Handbook of Australia's Industries, The Specialty Press Pty Ltd., 1934, p.257-58.

<sup>49</sup> National Trust citation, Johns & Waygood, October 1989.



**Figure 13 Austral Otis factory in 1980s (National Trust)**



**Figure 14 Beginnings of Johns & Waygood works [Flinders Lane 1876](#) (State Library of Victoria)**

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 15 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.<sup>50</sup>

The development of refrigeration at the end of the 19<sup>th</sup> 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.<sup>51</sup>

## 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 2¼ 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.<sup>52</sup> 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.<sup>53</sup>~~

~~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~~

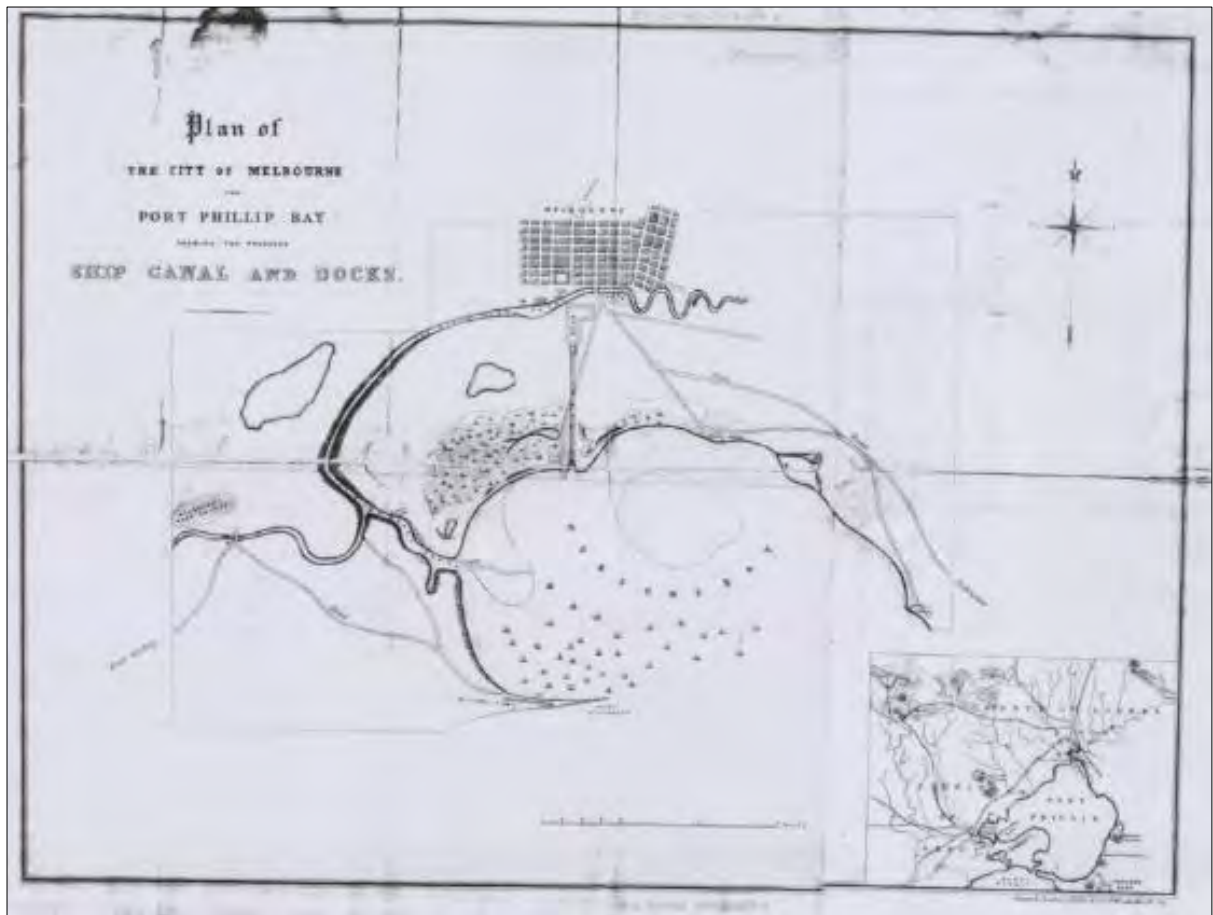
<sup>50</sup> Priestley, S., *South Melbourne A History*, Melbourne University Press, 1995, p.258.

<sup>51</sup> Andrew J. Ray, 'Sennitt, John Paul (1851–1922)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Accessed online 20 February 2017, from <http://adb.anu.edu.au/biography/sennitt-john-paul-13190/text23879>.

<sup>52</sup> ~~Allan Meiers *Fisher Folk of Fishermans Bend* *Fishermans Bend*, Port Melbourne Historical and Preservation Society, October 2006.~~

<sup>53</sup> ~~Robert Hoddle, *Pioneer Surveyor 1794–1881*, Bernes Hoddle Colville Research Publications, Melbourne, 2004, p.177.~~

formation of a Company for the purpose of constructing a SHIP CANAL.<sup>54</sup> 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<sup>55</sup>**

<sup>54</sup> Proposed Ship Canal. 7 January 1851. *The Argus*, p.2. Accessed online 10 May 2013, from <http://nla.gov.au/nla.news-article4775479>.

<sup>55</sup> Collins & Co., 1853, State Library of Victoria map collection. Accessed online, from <http://handle.slv.vic.gov.au/10381/117444>.

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.<sup>56</sup>



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

<sup>56</sup> Design for ship canal or 'tidal harbour' and docks for the Port of Melbourne: with proposed extension of the city westward / 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.<sup>57</sup>~~

~~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.<sup>58</sup>~~

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 wharfage 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'.<sup>59</sup>

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.

~~<sup>57</sup> 'The Melbourne Ship Canal and Dock Company and the Floods of the Yarra'. 15 August, 1864. *The Argus*, p.6. Accessed 10 May 2013, from <http://nla.gov.au/nla.news-article5751552>.~~

<sup>59</sup> Buckrich, Judith Raphael, *The Long and Perilous Journey: A History of the Port of Melbourne*, Melbourne Books, Melbourne, 2002; Hoare, Benjamin, Jubilee, *A History of the Melbourne Harbour Trust: Compiled from the Original Records of the Trust and From the Victorian Hansard*, Peacock Brothers, Melbourne, 1927.



**Figure 24—Plan of ship canal and site for docks, Robert Adams, Melbourne. Photo-lithographed 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. Photo-lithographed at the Department of Lands and Survey by J. Noone, 1875**



The canal was opened in 1887<sup>60</sup>, 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.<sup>61</sup>

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.<sup>62</sup>

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.

<sup>60</sup> 'The Fisherman's Bend Canal'. *The Age*, 28 July 1887, p.5. Accessed online 13 September 2016, from <http://nla.gov.au/nla.news-article190641542>.

<sup>61</sup> Ruhen, Olaf, p.180.

<sup>62</sup> Ruhen, Olaf, *Port of Melbourne, 1835-1976*, Cassell Australia, Sydney, 1976.



**Figure 16** Wright's dock with Duke & Orr dock behind, 1948 (State Library of Victoria, H2008.39)



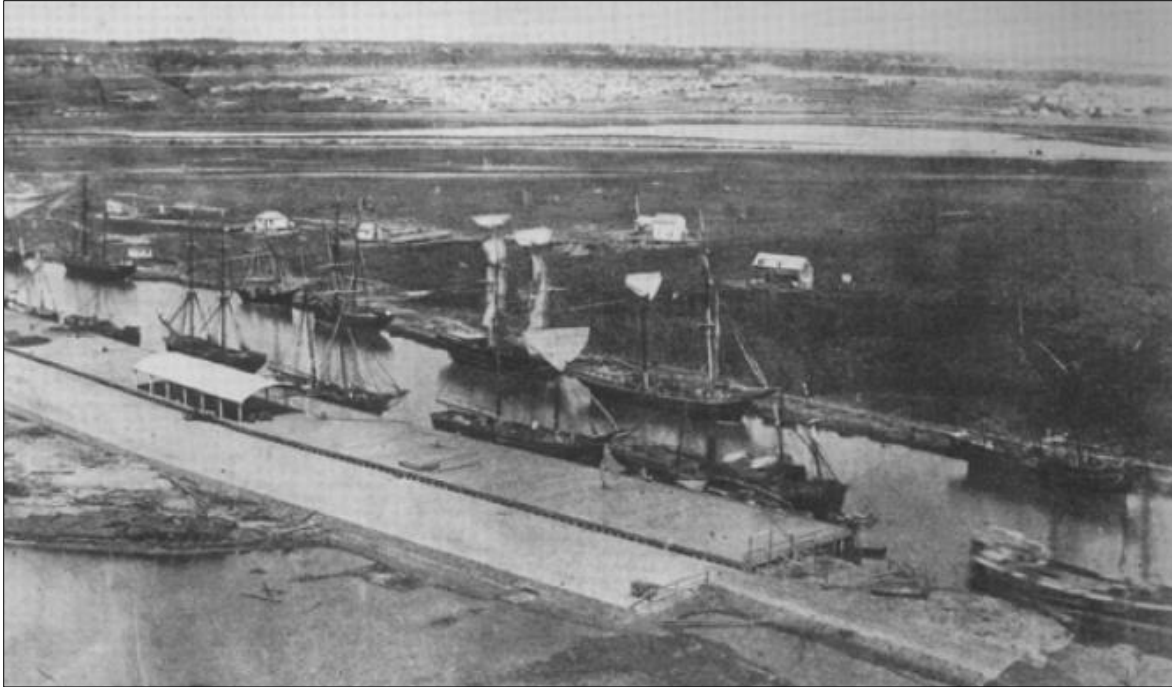
**Figure 17** Opening of the Polly Woodside Melbourne Maritime Museum by the Right Honourable Dick Hamer, Premier of Victoria



**Figure 28—Coode plan for Melbourne's docks, State Library of Victoria. Note 'Fishermans Bend' in top left**

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, leaving the Southbank area for more intensive industries and warehousing 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 18** View across the Australia Wharf showing scattered huts on the south bank, Lewis, 1994:21, cited in Duncan



**Figure 19** The Yarra River and Port of Melbourne show their widening operations downstream of the swinging basin between 1930 and 1948<sup>63</sup>

<sup>63</sup> State Library of Victoria, H91.160/524. Accessed online, from <http://www.slv.vic.gov.au/airspyglass/0/0/0/im/ai000525.jpg>



**Figure 20 Spencer Street Bridge c.1928 shortly after its completion, showing the densely-developed industrial area, State Library of Victoria H2001.308/3064**

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.~~<sup>64</sup>

~~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.~~



**Figure 32 South Wharf and its surrounds in 1899<sup>65</sup>**

<sup>64</sup> Melbourne and Metropolitan Board of Works & McGowan, G. R. 'Map of Melbourne & Suburbs'. Melbourne Board of Works, Melbourne, 1942.

<sup>65</sup> 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.<sup>66</sup> [The Sandridge City](#) Road was formally proclaimed as a main road in 1854,<sup>67</sup> 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.<sup>68</sup>

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.<sup>69</sup>

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.

<sup>66</sup> VGG, 26, 4 May 1853, p.622.

<sup>67</sup> VGG 82, Tuesday, September 05th 1854 p.1988

<sup>68</sup> THE SANDRIDGE ROAD. (1859, June 25). *The Argus* (Melbourne, Vic.: 1848 - 1957), p. 5. Retrieved May 14, 2013, from <http://nla.gov.au/nla.news-article5683372>

<sup>69</sup> Gary Vines, *Historic Metal Road Bridges in Victoria*, VicRoads and National Trust.



**Figure 21 'Sandridge Road as it will be', 1860, R. Shepherd<sup>70</sup>**

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.<sup>71</sup>

<sup>70</sup> Lithographed Thomas Ham, Ladd & Carr printers, State Library Victoria collection H92.194/2 <http://handle.slv.vic.gov.au/10381/153976>

<sup>71</sup> National Trust of Australia (Victoria) Classification Report FN B4794 St Kilda Railway Road Over Rail Bridges



**Figure 22 Plan of Melbourne c.1852 showing St Kilda, Sandridge and Short Road (State Library of Victoria).**

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.<sup>72</sup> 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 &

<sup>72</sup> 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.<sup>73</sup>

~~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.<sup>74</sup>

~~The route through Soutbank via Normanby road and 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 19<sup>th</sup> century. Both roads were still considered impassable in the 1880s, in part due to carts cutting up the surface of the sandy ground.<sup>75</sup>~~

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 Dynon 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.<sup>76</sup>~~

~~A ferry was briefly operated in 1857-1859 from the temporary northern terminus of the Geelong railway line at Greenwich,<sup>77</sup> 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.<sup>78</sup>~~

~~Williamstown Council launched a new steam ferry service called 'The Link' in 1873, later known as 'Clough's Short Road Ferry'.<sup>79</sup> 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~~

<sup>73</sup> 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

<sup>74</sup> VGG 99, Tuesday, October 31st 1854 p. 2419

<sup>75</sup> "DEPUTATIONS.", *The Argus* (Melbourne, Vic. : 1848 - 1957), 28 May 1885, p. 10, viewed 26 April, 2013, <http://nla.gov.au/nla.news-article6080703>

<sup>76</sup> VGG No 19, Thursday, March 28th 1872

<sup>77</sup> Museum Victoria, Victorian Railways, Geelong & Melbourne Railway Co <http://museumvictoria.com.au/railways/theme.aspx?lvl=3&IRN=449&gall=454>

<sup>78</sup> TUESDAY, SEPTEMBER 6, 1870. *The Argus*, 6 September 1870,, p.4. Accessed online 14 May 2013, from <http://nla.gov.au/nla.news-article5830963>.

<sup>79</sup> Williamstown Borough Council, 24 July 1869, *Williamstown Chronicle*, p.5. Accessed online 14 May 2013, from <http://nla.gov.au/nla.news-article68579312>.

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.<sup>80</sup> 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.<sup>81</sup> 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.<sup>82</sup> Substantial repairs were carried out by the Country Roads Board in 1926.<sup>83</sup> When the West Gate Bridge opened on 15 November 1978, the ferry ceased operating.<sup>84</sup>



**Figure 35—Williamstown ferry, Frank and Wendy Rouse<sup>85</sup>**

<sup>80</sup> 'The proposed Short Road to Williamstown – Conference of Municipal Representatives', *The Age*, 22 November 1888, p.4.

<sup>81</sup> 'A Short Road to Williamstown', *The Age*, 22 November 1888, p.5.

<sup>82</sup> 'The Williamstown Short Road, 11 September 1896', *The Argus*, p.6. Accessed online 6 May 2013, from <http://nla.gov.au/nla.news-article9168164>.

<sup>83</sup> 'Williamstown Short Road, 30 January 1926', *The Argus*, p.33. Accessed online 6 May 2013, from <http://nla.gov.au/nla.news-article3731864>.

<sup>84</sup> 'Heritage Inventory H7822-0385: Williamstown Steam Ferry Landing'. Accessed online, from [http://vhd.heritage.vic.gov.au/places/result\\_detail/13688](http://vhd.heritage.vic.gov.au/places/result_detail/13688).

<sup>85</sup> 'Williamstown Ferry, Frank & Wendy Rouse'. Accessed online, from <http://historictrucks.blogspot.com.au/2009/12/short-road-ferry-to-williamstown.html>.

As the 20<sup>th</sup> 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.<sup>86</sup>

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 discernible as part of Freshwater Place and various property boundaries behind modern buildings today.



**Figure 23 Melbourne and Metropolitan Board of Works plan of Southbank area showing the Millers Ropewalk set behind blocks off Queens Bridge Street**

<sup>86</sup> 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.<sup>87</sup>

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.<sup>88</sup>

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.<sup>89</sup> ~~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.<sup>90</sup>~~

Spencer Street Bridge was constructed in 1929 in part to improve access to the south wharves and the South Melbourne- ~~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

<sup>87</sup> Priestly, p.251.

<sup>88</sup> Bate, Weston and Melbourne and State Library of Victoria, 1994. *Essential but unplanned: the story of Melbourne's lanes*. City of Melbourne: State Library of Victoria, Melbourne.

<sup>89</sup> City of Port Phillip, 'Heritage kerbs, channels & laneways history, significance & guidelines', no date. Accessed online, from [http://www.portphillip.vic.gov.au/Heritage\\_Kerbs\\_Channels\\_and\\_Laneways.pdf](http://www.portphillip.vic.gov.au/Heritage_Kerbs_Channels_and_Laneways.pdf).

<sup>90</sup> ~~Parliament of Victoria, 'Land Bill'. 19 November 1941, Hansard, p.1873.~~

Melbourne, Port Melbourne and Melbourne along with Victorian Railways, the Harbour Trust and Tramway Board, and built by the Victorian Railways Construction Branch.<sup>91</sup>

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.<sup>92</sup>

~~Other~~ ~~The next~~ 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.*~~

<sup>91</sup> National Trust Classification Report, B6799 Spencer Street Bridge.

<sup>92</sup> Darwin, D., George H., Matheison, J., and Wilson C., 1960, 'King Street Bridge Project', *Journal of the Institution of Engineers Australia*, 32:167-182, September.



**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.<sup>93</sup> As part of the power network, a number of specially designed electricity substations were erected, with the larger examples located

<sup>93</sup> Gary Vines, July 2007, 'Cross Street Electrical Substation Footscray: Report for City of Maribyrnong', Biosis Research Pty Ltd, p.12. Retrieved 12 September 2012.

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.<sup>94</sup>

~~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.<sup>95</sup>

~~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.<sup>96</sup>

#### 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 *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.'<sup>97</sup>~~

<sup>94</sup> Electric Supply, 2 June 1926, *The Argus*, p.26. Accessed on 17 February 2017, from <http://nla.gov.au/nla.news-article3785833>

<sup>95</sup> M. Pierce, 'Early Electricity Supply in Melbourne', *Australian Journal Of Multi-Disciplinary Engineering* Vol.8, Iss.1, 2010.

<sup>96</sup> Ward, 2011, p.20.

<sup>97</sup> *Police News*, 14 April 1877, Melbourne: Richard Egan Lee, State Library Victoria Accession no(s) PN14/04/77/00, <http://www.slv.vic.gov.au/miscpics/gid/slv-pic-aab26620>



**Figure 38** — 'Portuguese man living at Fishermans Bend, Sandridge', *Police News*, 14 April 1877

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.



**Figure 39** — Fishermans Bend, Albert Tucker<sup>98</sup>

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

<sup>98</sup> Fishermans Bend Fishermans Bend, Albert Tucker, State Library of Victoria, H2008.98/205. Accessed online, from <http://handle.slv.vic.gov.au/10381/140187>.



~~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.<sup>99</sup>

~~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.'~~<sup>100</sup>

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.*<sup>101</sup>

<sup>99</sup> Ward, 2011, p.35.

<sup>100</sup> *The Argus*, 16 August 1884, in Priestley, p.121.

<sup>101</sup> 'The Floods in Victoria', 18 September 1880, *South Australian Register*, p.6. Accessed online 4 June 2013, from <http://nla.gov.au/nla.news-article43149401>.

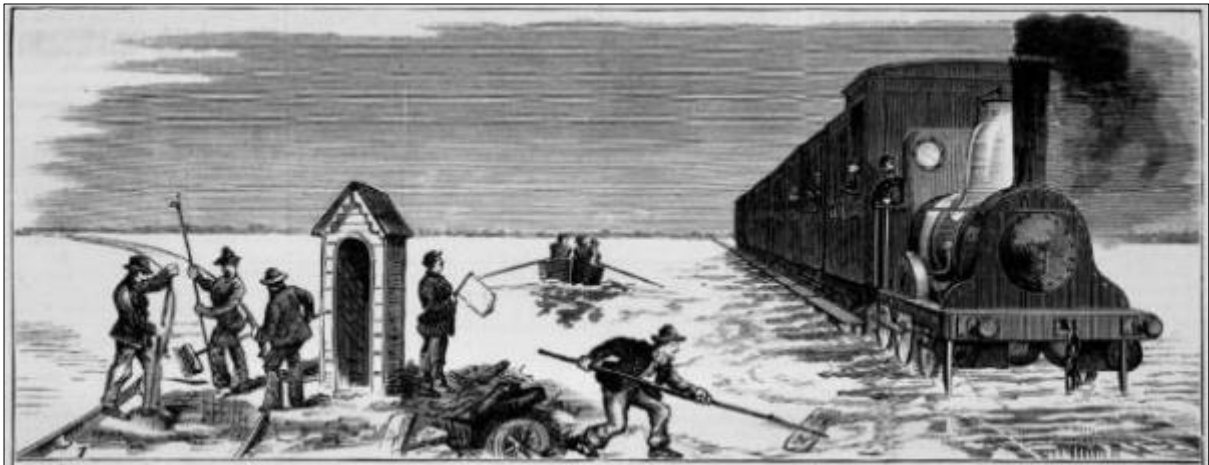


Figure 24 Floods along the Port Melbourne line<sup>102</sup>



Figure 25 The Argus, 6 March 1919, p.8

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.<sup>403</sup>

<sup>102</sup> 'The Sandridge Train - Keeping the line clear'. A scene in North Sandridge. *Illustrated Australian News*. 25, 9, 188. Accessed online, from <http://handle.slv.vic.gov.au/10381/208269>.

<sup>403</sup> '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.<sup>104</sup> The consequences for Southbank appeared to be that the remaining residential properties were eventually demolished or replaced with commercial activities.<sup>105</sup>

~~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:~~

~~...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.<sup>106</sup>~~

~~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.<sup>107</sup>~~

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'.<sup>108</sup> 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.<sup>109</sup>

<sup>104</sup> Mayor As Play Leader. *The Argus*, 13 May 1930, p.5.

<sup>105</sup> Port Phillip Heritage Review, Gladstone Street Public Houses.

<sup>106</sup> U'Ren, N., Turnbull, N., *A History of Port Melbourne OUP, 1983, p.227.*

<sup>107</sup> Andrew Ward, Port Phillip Heritage Review, Version 14, 2009, 'Port Melbourne – The Garden City Housing Estates', HO2, City of Port Phillip.

<sup>108</sup> *The Age*, 27 June 1992, p.138.

<sup>109</sup> Kevin Borland: *Architecture from the Heart*, Huan Chen Borland, Conrad Hamann, RMIT Publishing, 2006.



**Figure 26** 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 19<sup>th</sup> 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.<sup>110</sup> 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.<sup>111</sup>

Some of this union activity stemmed from factory working conditions in the 19<sup>th</sup> 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.<sup>112</sup> The Southbank area was one of the most industrialised parts of Melbourne by the late-19<sup>th</sup> 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.<sup>113</sup>

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.<sup>114</sup>

~~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.<sup>115</sup>

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.<sup>116</sup> Again, in the

<sup>110</sup> Graham Dunkley, 'Cameron, Donald James (Don) (1878–1962)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Accessed online 20 February 2017, from <http://adb.anu.edu.au/biography/cameron-donald-james-don-5474/text9303>.

<sup>111</sup> From Poor Boy to Prime Minister. Accessed online, from <http://john.curtin.edu.au/manofpeace/boytopm.html>.

<sup>112</sup> 'Winning the Eight Hour Day – Teacher Resources', *An education program for Middle Years*. Accessed online, from <http://museumvictoria.com.au/pages/2330/winning-8-hour-day-teacher-notes.pdf>.

<sup>113</sup> Lewis, Miles, *An industrial seed-bed*, Department of Planning, Melbourne, 1983.

<sup>114</sup> 'Industrial Unrest', *The Argus*, 11 February 1916, Accessed online 20 Feb 2017, from <http://nla.gov.au/nla.news-article2107230>.

<sup>115</sup> Maritime Union of Australia, 1890 Maritime Strike. Accessed online, from [http://www.mua.org.au/1890\\_maritime\\_strike#sthash.QV6jpbEG.dpuf](http://www.mua.org.au/1890_maritime_strike#sthash.QV6jpbEG.dpuf).

<sup>116</sup> 'Arson' in dockland war', *The Canberra Times*, 25 January 1972. Accessed online 17 September 2016, from <http://nla.gov.au/nla.news-article101754069>.

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

## 4.15 Education, community services and health

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

Because ~~Fishermans Bend~~ Southbank 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.<sup>118</sup>

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.<sup>119</sup> 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.<sup>120</sup>

The Yarra Bank also became a refuge for the homeless in the 20<sup>th</sup> 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.

<sup>117</sup> Wendy Lowenstein and Tom Hills, *Under the Hook: Melbourne Waterside Workers Remember: 1900-1998*.

<sup>118</sup> Shurlee Swain, 'Immigrants Home', in Andrew Brown-May and Shurlee Swain (eds), *Encyclopedia of Melbourne*, Cambridge University Press, Cambridge, 2005.

<sup>119</sup> Buckrich, & Birkenbeil, 1996, *Melbourne's Grand Boulevard: The Story of St Kilda Road*, State Library of Victoria, Melbourne.

<sup>120</sup> Shurlee Swain, 'Immigrants Home', in Andrew Brown-May and Shurlee Swain (eds), *Encyclopedia of Melbourne*, Cambridge University Press, Cambridge, 2005.

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.



**Figure 27** 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 12<sup>th</sup> and 40<sup>th</sup> 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 40<sup>th</sup> 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.<sup>121</sup>

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 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. 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.

<sup>121</sup> *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.<sup>122</sup>

### 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'.~~

<sup>122</sup> 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.



**Figure 44—S11 returning to Port Melbourne after 18 years (PMH & PS Collection)**

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).<sup>123</sup>

### **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.

<sup>123</sup> PMH & PS, 'Wings over Fishermans Bend', 24 October 2014.

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

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.<sup>125</sup> 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<sup>126</sup>**



**Figure 46—CAC from the south showing camouflage-painted buildings<sup>127</sup>**

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

<sup>124</sup> 'The Story Of The Commonwealth Aircraft Corporation', accessed online, <http://www.beaufortrestoration.com.au/Pages/ProductionChild/Manufacturers/CAC.html>.

<sup>125</sup> Alex Post, 'Wackett, Sir Lawrence James (1896–1982)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Published first in hardcopy 2012, accessed online 16 September 2016, from <http://adb.anu.edu.au/biography/wackett-sir-lawrence-james-15887/text27088>.

<sup>126</sup> Geoff Goodall Collection, 114112c6800-121R. Accessed online, from <http://www.goodall.com.au/australian-aviation/tugan-gannet/tugan-gannet.htm>.

<sup>127</sup> State Library of South Australia Commonwealth Aircraft Corporation factory, PRG-247/143/1. Accessed online, from <http://collections.slsa.sa.gov.au/resource/PRG+247/143/1>.

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.<sup>128</sup>

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.<sup>129</sup>



**Figure 47— Butler hangar at Fishermans Bend prior to relocation (National Trust)**

<sup>128</sup> D. P. Mellor, 'The Role of Science and Industry', *Australia in the War of 1939-45 series*, Canberra, 1958, p.381-422.

<sup>129</sup> 'National Trust classification report: Butler and Bellman Hangars at Commonwealth Aircraft Corporation Fishermans Bend Fishermans Bend'. Accessed online, from <http://vhd.heritagecouncil.vic.gov.au/places/12650/download-report>.



**Figure 48— Lancaster bomber demonstrated at Fishermans Bend airfield**



**Figure 49— Aircraft factories Fishermans Bend with runways beyond**

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

laboratory formally became the Division of Aeronautics, part of CSIR, with L. P. Coombes, formerly of the Royal Aircraft Establishment Farnborough, as Chief.<sup>130</sup>

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).<sup>131</sup>



**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.<sup>132</sup> 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

<sup>130</sup> DSTO, 'Our History', 2016. Accessed online, from <http://www.dst.defence.gov.au/discover-dsto/our-history>.

<sup>131</sup> Kepert, J. L., 'Fishermans Bend – A Centre Of Australian Aviation', Department of Defence, Defence Science and Technology Organisation, Aeronautical Research Laboratory, Melbourne, Victoria.

<sup>132</sup> 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.<sup>133</sup>



**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.

<sup>133</sup> [Simon Reeves, Former Tank Factory Fishermans Bend Fishermans Bend, National Trust of Victoria.](#)



**Figure 28** Looking over Dorcas Street and Lanes Motors to the small factories and warehouses of South Melbourne (State Library of Victoria)



**Figure 29** Lanes Motors, Dorcas Street





**Figure 30 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 31 Yarra Bank Road and Kings Way with Coffey Motors, c.1970**

**GMH**

General Motors established their assembly and distribution centre in City Road in 1926. 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.<sup>134</sup>

~~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.<sup>135</sup>~~

~~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.~~

<sup>134</sup> Davis, Tony, Kennedy, Ewan, Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

<sup>135</sup> Darwin, N. (1983) *The History of Holden Since 1917*. Melbourne: Gordon & Gotch; 'Holden History In Brief'. Accessed online, from [http://history.gmheritagecenter.com/wiki/index.php/History\\_of\\_Holden](http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden).



**Figure 56 — GMH looking over the empty expanse of Fishermans Bend, c.1936 (State Library of Victoria, H91.160/259)**

*1839 - the founding of PORT MELBOURNE . . .*



**1939** AUSTRALIA'S MOST MODERN MOTOR WORKS  
PRODUCING CARS and TRUCKS EQUALLING the WORLD'S BEST

The Works and Administrative Offices of General Motors-Holden's Ltd., at Fishermen's Bend, erected at a cost of £435,000, are the most modern of their kind in Australia.

In these Works are machines and methods as modern as those employed in the world's leading factories, producing a complete range of cars and trucks for every transport need—and creating opportunities for Australian skill and workmanship to compete successfully with overseas standards.

**GENERAL MOTORS-HOLDEN'S LTD.**  
Cadillac, La Salle, Buick, Oldsmobile, Pontiac, Vauxhall and Chevrolet Cars;  
G.M.C., Bedford, Maple Leaf and Chevrolet Trucks; Holden Bodies.

**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<sup>136</sup>**



**Figure 59— GMH Social Centre**

<sup>136</sup> 'A Regional Geography of Victoria', Whitcombe & Toombs, Victoria Places.



**Figure 60—Interior of the GMH Social Centre<sup>137</sup>**



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

<sup>137</sup> David Thompson, GMH Social Centre, Port Melbourne. Accessed online, from <http://artdecobuildings.blogspot.com.au/2011/12/gmh-social-centre-port-melbourne.html>; City of Port Melbourne Building Permits, 31/1/1945, Canteen built for General Motors Holden's by Richmond builder E. A. Watts.

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.<sup>138</sup>

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.<sup>139</sup>

Fishermans Bend provided the catalyst for three major car manufacturers, as well as several others, in the mid-20<sup>th</sup> 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.<sup>140</sup>

<sup>138</sup> National Trust classification, General Motors Holden Administration Offices and Social Centre.

<sup>139</sup> 'Former GMH powerhouse in Port Melbourne', Marcus Wong, 27 March 2012. Accessed online, from <https://wongm.com/2012/03/former-gmh-powerhouse-in-port-melbourne/>.

<sup>140</sup> Stubbs, Peter C. (1972). *The Australian motor industry: a study in protection and growth*. Cheshire for the Institute of Applied Economic and Social Research, University of Melbourne.



**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.<sup>141</sup> 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.<sup>142</sup>



**Figure 63—Autocraft factory, Port Melbourne, 1957<sup>143</sup>**

### 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.<sup>144</sup> 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

<sup>141</sup> 'Neal's Motors New Plant', *The Age*, 26 January 1939, p.7. Accessed online 17 September 2016, from <http://nla.gov.au/nla.news-article205956761>.

<sup>142</sup> 'Autocraft Ptd Ltd', *Examiner*, 16 April 1937, p.6. Accessed online 17 September 2016, from <http://nla.gov.au/nla.news-article52133970>.

<sup>143</sup> Fowler, Lyle & Commercial Photographic Co., State Library of Victoria.

<sup>144</sup> Sands & McDougall Directory.

Melbourne to Altona.<sup>145</sup> 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.



**Figure 64—AMI offices in Cook Street, since demolished, 1970s<sup>146</sup>**

<sup>145</sup>Fawbert and Turvey, 'Protecting the future of our automotive past'. Unpublished paper, 2015.

<sup>146</sup>*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/102\\_02\\_05\\_06\\_img04.jpg](http://www.toyota-global.com/company/history_of_toyota/75years/text/entering_the_automotive_business/chapter2/section5/images/102_02_05_06_img04.jpg).



**Figure 65—AMI Factory, Port Melbourne, 1960s<sup>147</sup>**

<sup>147</sup> Phil Goschnick, 'Mercedes-Benz in Australia During the Ponton Era (1953-1962)'. Accessed online, from <http://www.mbzponton.org/valueadded/production/australia/australia.htm>; Belinda Stening, 'Australia led Toyota expansion', *Curve*, 13 August 2006. Accessed online, from <http://www.curvelive.com/Magazine/Archives/sixteen/Australia-led-Toyota-expansion>.



**Figure 66 – External view of the Standard Motor Products factory, 1962<sup>148</sup>**

## 4.18 Post-war industry

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

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,<sup>149</sup> Fowler's Engineering/International Harvester and G. N. Raymond timber yards.<sup>150</sup> 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.

<sup>148</sup> Photo by Wolfgang Sievers, National Library of Australia, PIC WS 3140A LOC, Cold store PIC Siev B&WN-F.

<sup>149</sup> Memories of Mytton Rodd. Accessed online, from [http://www.myttonrodd.9k.com/rich\\_text.html](http://www.myttonrodd.9k.com/rich_text.html).

<sup>150</sup> Golder Associates, 2016, Preliminary and Contamination Study, Fishermans Bend Fishermans Bend Employment Precinct.

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 blank forgings, which were central to the automotive industry.<sup>151</sup> Two of the original Stewarts & Lloyd's c.1945 buildings, each with three-gable roofs, survives today with a new section joining them.



**Figure 67 — Stewarts & Lloyds factory, Lorimer Street**

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.



**Figure 32 Stewarts & Lloyds head office, City Road (Museum Victoria)**

<sup>151</sup> Accessed online, from [http://www.beaufortrestoration.com.au/Pages/RestorationChild/Stories/Story\\_PubDAP002.html](http://www.beaufortrestoration.com.au/Pages/RestorationChild/Stories/Story_PubDAP002.html).

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-19<sup>th</sup>-century councillor, possibly James K. B. Plummer, a Port Melbourne solicitor during the 1880s and a councillor during the 1890s.<sup>152</sup>



**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 erected a large new factory in Riverside Avenue South Melbourne, having 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.<sup>153</sup>

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 the 1950s the factory was moved to Fishermans Bend and Allen's Sweets took over the South Melbourne buildings. In 1950 the company changed its name to Kraft Foods Limited, while

<sup>152</sup> 'Port Melbourne'. 6 August 1887. *Record*, p.8. Accessed online 8 May 2013, from <http://nla.gov.au/nla.news-article108485676>.

<sup>153</sup> Farrer, Keith Thomas Henry, 'C. P. Callister – A Pioneer of Australian Food Technology', *Food Technology in Australia*, vol.25, 1973, p.52-65.

continuing to produce a range of well-known food products, including Vegemite, Bonox and Kraft Cheddar Cheese. Today, Kraft is owned by Mondelez International.<sup>154</sup>

<sup>154</sup> K. T. H. Farrer, 'Walker, Fred (1884–1935)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Published first in hardcopy 1990. Accessed online 22 August 2016, from <http://adb.anu.edu.au/biography/walker-fred-8953/text15747>.

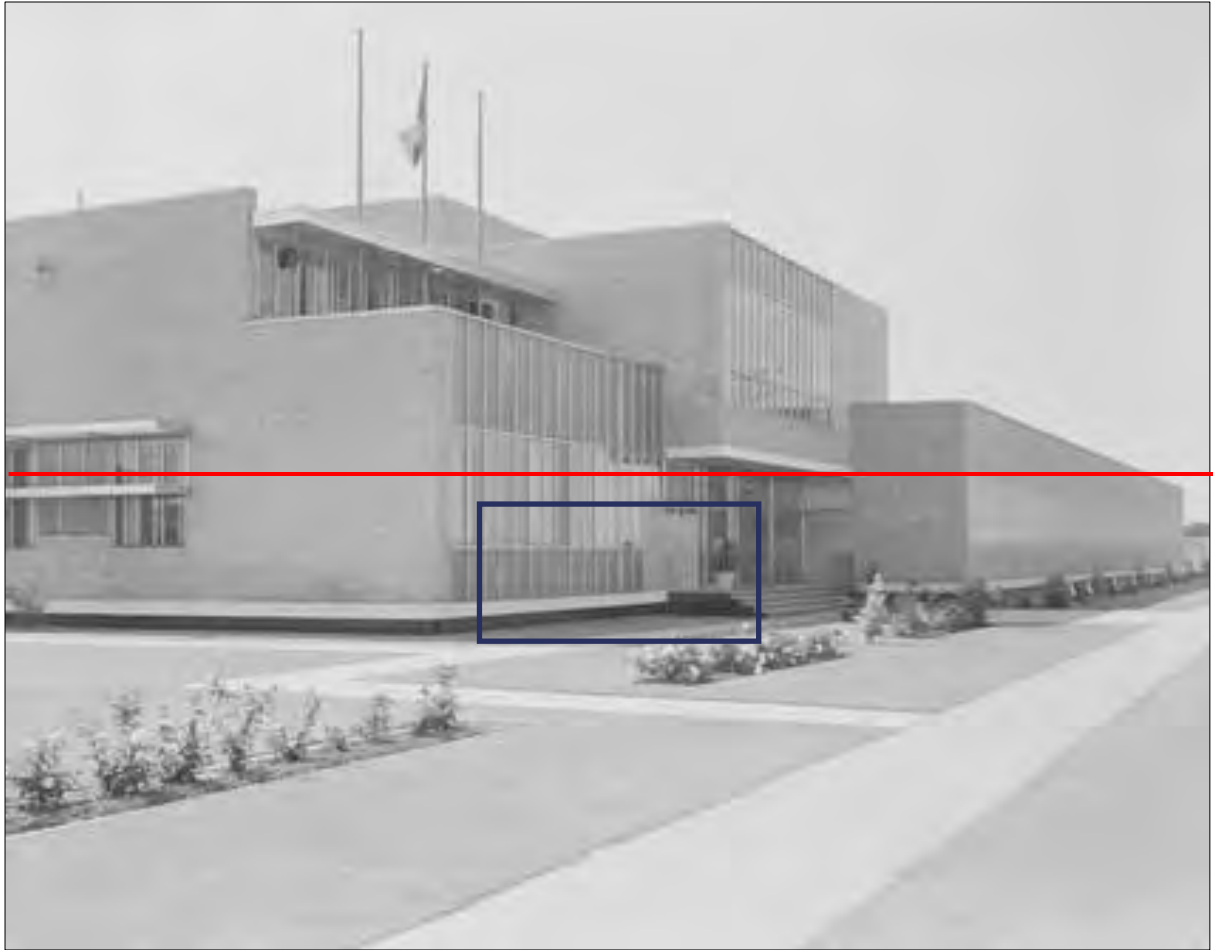


Figure 33 Kraft Factory Southbank (Wolfgang Sievers, State Library of Victoria)



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.<sup>155</sup>



**Figure 71 — View of the Kraft factory from the Salmon Street overpass**

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 Boulton Ewers.

<sup>155</sup> Kraft Walker Cheese Co., 'The Kraft Story: Commemorating the Opening of the Kraft Port Melbourne Factory', 19 March 1957. Kraft Walker Cheese Co., Melbourne.



**Figure 34 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.<sup>156</sup> 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.'<sup>157</sup>

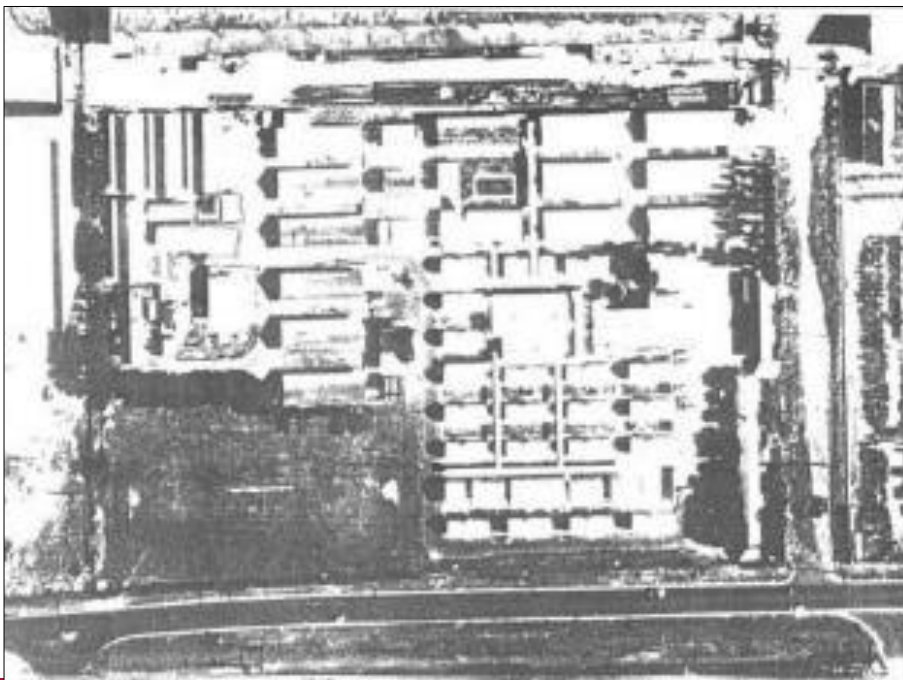
None of these buildings survived on the site, although one structure appears to have been relocated to Oakleigh and remains there as the former Australian Air League headquarters.<sup>158</sup> Another hut was relocated in 1973 to Essendon where it was used by the Sea Scouts at Fairbairn Park.<sup>159</sup>

<sup>156</sup> Fishermans Bend Fishermans Bend Migrant Hostel Facebook page. Accessed online, from <http://goo.gl/ROM6b>.

<sup>157</sup> "'700 Migrants Demonstrate in Melbourne.' *Barrier Miner*, 22 November 1952:1. Accessed online 29 May 2013, from <http://nla.gov.au/nla.news-article61225578>.

<sup>158</sup> Heritage Alliance, 2008, 'Survey of Post-War Built Heritage in Victoria', p. 248, 'Fishermen's Bend Migrant Hostel (former) [remnant hut]', 030-005 50-56 Atkinson Street, Oakleigh. Accessed online, from [http://www.dpcd.vic.gov.au/\\_data/assets/pdf\\_file/0015/47202/Post\\_war\\_study\\_Stage1\\_Vol2\\_Trans.pdf](http://www.dpcd.vic.gov.au/_data/assets/pdf_file/0015/47202/Post_war_study_Stage1_Vol2_Trans.pdf).

<sup>159</sup> 15th Essendon Sea Scouts, Accessed online, from <http://www.vicscouts.com.au/essendon-15th/history/1956>.



**Figure 73— Plans of Fishermans Bend Migrant Hostel, 1945 and 1969<sup>160</sup>**

<sup>160</sup> Photos of Fishermans Bend Fishermans Bend Migrant Hostel, Linda Walton. Accessed online, from <http://geo.gl/sgDZx>.



**Figure 74—Aerial photo showing Migrant Hostel with GMH in background**

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 was~~ formed in the 1880s. ~~They and was were all active participants~~ in the 1886-1887 maritime strike, a formative event in the Australian union movement.<sup>161</sup>

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 20<sup>th</sup> century. Despite the working class nature of Southbank, the residential population was small as the few streets of houses were consumed by expanding industry in the early 20<sup>th</sup> 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

<sup>161</sup> Lowenstein & Hills, *Under the Hook*, 1982, p.7.

'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.



**Figure 35 Princes Court, c.1908, printed postcard (State Library of Victoria H40394/6)**



**Figure 36 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.



**Figure 37 The Glaciarium in the 1950s (State Library of Victoria  
<http://handle.slv.vic.gov.au/10381/50184>)**

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.<sup>162</sup>



**Figure 38 Former courtyard in the National Gallery of Victoria (State Library of Victoria)**

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, [later](#) 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.

<sup>162</sup> 'Between Beauty And Power: Henry Moore's Draped Seated Woman As An Emblem of the National Gallery Of Victoria's Modernity', p.1959-1968, Christopher Marshall, *Art Journal*, 46, NGV, 2006.

## 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.<sup>163</sup>

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.’<sup>164</sup> 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.’<sup>165</sup> 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 Snowdon 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.

<sup>163</sup> Sando Caruso *Football Grounds of Melbourne Pennon*, 2002, p.118-119.

<sup>164</sup> Tommy Lahiff, quoted in ‘They can carry me out’, *Memories of Port Melbourne*, (1991), p.57, cited in Ward, 2011, *Port Phillip Heritage Review*, Vol.1, p.52.

<sup>165</sup> Ward, 2011, *Port Phillip Heritage Review*, Vol.1, p.53.





**Figure 39 Melbourne from St Kilda Road, showing Snowden Gardens, Princes Bridge and St Kilda Road, 1903 (State Library of Victoria)**



**Figure 40 Aerial view of the Southbank area, Melbourne, near Princes Bridge before the construction of Hamer Hall (Strizic, M., 1960)**

The loss of the Snowden 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 VGC in 1907, and was the VGC'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.<sup>466</sup> 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.<sup>467</sup>



**Figure 81— Fishermans Bend Golf Course from Todd Road**

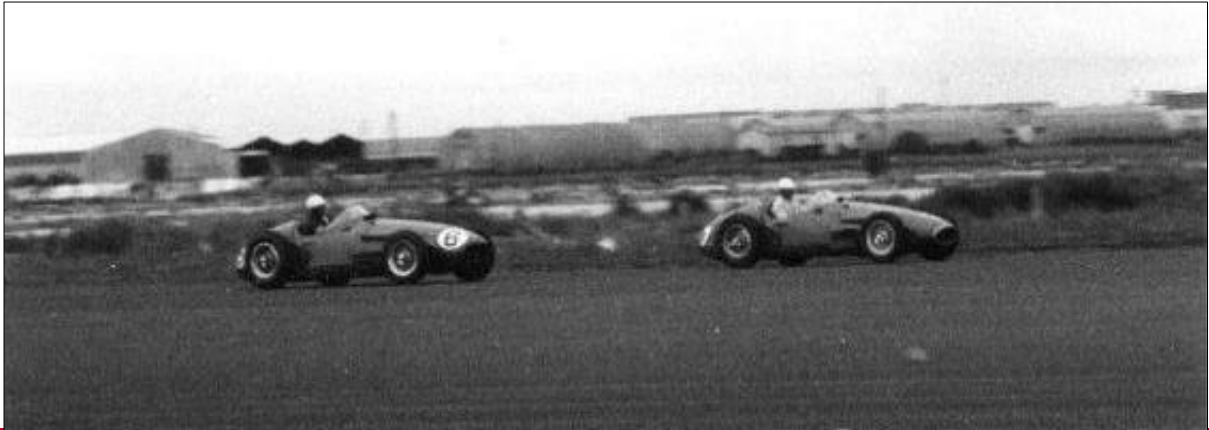
## Racing

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

<sup>466</sup> 'A unique overview of the Victoria Golf Club History'. Accessed online, from <http://www.victoriagolf.com.au/cms/about-us/history/>.

<sup>467</sup> 'Golf Notes' *Table Talk*, 23 February 1928:42. Accessed online 13 September 2016, from <http://nla.gov.au/nla.news-article146843511>; 'Victoria's Golf Clubs and Personalities', *Table Talk*, 21 December 1933:41. Accessed online 13 September 2016, from <http://nla.gov.au/nla.news-article147259999>.

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.<sup>168</sup>

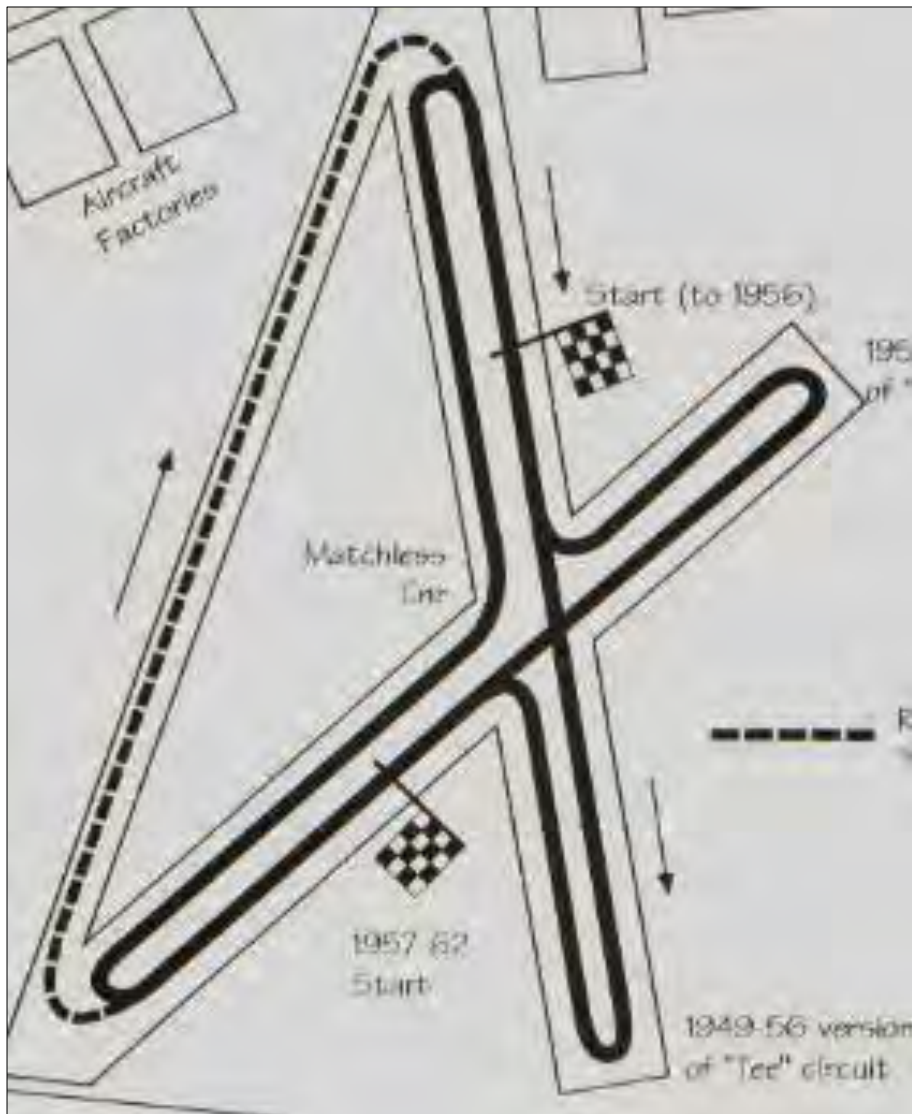


**Figure 82—Motor racing in the 1950s (Geoffrey Green)**



**Figure 83—Pit straight on the main east-west runway, c.1954**

<sup>168</sup> *Motor Magazine*, September 1965. Accessed online, from <http://www.motorsportmagazine.com/archive/article/september-1965/58/those-maseratis-australia>.



**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.<sup>169</sup>

<sup>169</sup> Friends of West Gate Park, The 30<sup>th</sup> Anniversary book: The West Gate Park creation story, November 2015, <http://www.westgatepark.org/friends-of-westgate-park/>

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**

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.<sup>170</sup>



**Figure 41 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.'<sup>171</sup> 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.<sup>172</sup>

<sup>170</sup> Goad, Philip & Bates Smart (Firm) (2004), *Bates Smart: 150 years of Australian Architecture*. Thames and Hudson Australia, Fishermans Bend, Vic.

<sup>171</sup> Arts Victoria's 40<sup>th</sup> Anniversary. Accessed online, from <http://40yearsof.arts.vic.gov.au/pages/eighties/milestone39/>.

<sup>172</sup> 'Visionary' former minister Evan Walker dies at 79', James Campbell, *Herald Sun*, 17 February 2015.

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

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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 42.
- 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 43.
- Deletion of the HO5 South Melbourne Precinct heritage overlay.
- Introduction of ~~two~~ one new precinct heritage overlays: City Road industrial and warehouse precinct, inside Capital City Zone (Figure 46)
- ~~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 ~~23~~ new individual place heritage overlays, including two thematic group listings. These are listed in Table 11.



- Citations and statements of significance for these places are included in Appendix 1 and Appendix 3, and their locations are shown in Figure 44. These include the four priority places assessed at the beginning of the study and subject to a separate interim heritage overlay amendment, two serial or group listings and one landscape/streetscape place.
- The remaining heritage places identified include two group listings:
  - Electricity substation thematic group (Figure 47)
  - Bluestone-pitched laneways group (Figure 48)
- 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 ~~28-23~~ 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 45.

### 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**

Southbank, South Wharf, & Port Melbourne		City of Melbourne heritage gradings			
		Building grading		Streetscape grading	
Street	Number	Letter grading system(A-D)	New system (per Am C258)	Numerical system	New system (per Am C258)
Anthony Lane	lane	D	Contributory	3	-
Blakeney Place	lane SML639	D	Contributory	3	-
Catherine Street	lane SM0477	D	Contributory	3	-
City Link Freeway	Bolte Bridge	B	Significant	3	
City Road	lane SM0199	D	Contributory	3	-
City Road	20	C	Significant	3	
City Road	35-41	C	Significant	2	
City Road	43-47	D	Contributory	2	-
City Road	63-65	C	Significant	2	
City Road	67-69	C	Significant	2	
City Road	71-75	C	Significant	2	
City Road & Southbank Boulevard	133-139 & 141-155 68-82	C	Significant	2	
City Road	167-169	D	Contributory	2	-
City Road	171-193 & 195-205	C	Significant	2	

City Road	207	A	Significant	2	
City Road	229	D	Contributory	2	-
City Road	235-239	B	Significant	2	
City Road	269-283	B	Significant	2	
City Road	272	B	Significant	2	
City Road	276-282	C	Significant	2	
City Road	300	C	Significant	2	
City Road	334	D	Contributory	2	-
Clarendon Street	lane SM0337	D	Contributory	3	-
Clarendon & Spencer streets	Spencer Street Bridge	A	Significant	3	-
Clarendon Street	28	A	Significant	3	-
Clarendon Street	93-103	C	Significant	2	-
Clarke Street	67-69	C	Significant	3	-
Coventry Street & Dorcas Street	49-61 50	C	Significant	3	-
Dorcas Street	52-66	C	Significant	3	-
Fawkner Street	79	D	Contributory	3	-
Fawkner Street	lane	D	Contributory	3	-
Grant & Dodds streets	Vault sculpture	A	Significant	2	-
Haig Lane	lane	D	Contributory	3	-
Hancock Street	lane SAm0549	D	Contributory	3	-
Hancock Street	33	D	Contributory	3	-
Hancock Street	35-37	D	Contributory	3	-
Kings Way & Kavanagh Street	63 127-129	C	Significant	2	-
Kings Way	Kings Way Bridge	C	Significant	3	-
Lorimer Street	226; CAC	C	Significant	3	-
Lorimer Street	226; GAF	C	Significant	3	-
Lorimer Street	502-550	B	Significant	3	-
Lorimer Street	194-206; Shed 21	C	Contributory	3	-
Lorimer Street	641-713; Shed 27	C	Contributory	3	-
Lorimer Street	641-713; Shed 30	C	Contributory	3	-
Lorimer Street	593-611; Shed 31	C	Contributory	3	-
Moray Street	7	D	Contributory	3	-
Moray Street	18-24	D	Contributory	3	-
Power Street	lane PL5195	D	Contributory	3	-
Queens Bridge Square	Sandridge Rail Bridge	A	Significant	1	-
Queens Bridge Street	Queens Bridge	A	Significant	1	-
Queens Bridge Street	1-7	C	Significant	3	-
Queens Bridge Street	87-89	D	Contributory	3	-
Queens Bridge Street	107-127	C	Significant	2	-
Queens Bridge Street	115-127, 129 & 133	A	Significant	2	-
Queens Bridge Street	135	D	Contributory	3	-
Riverside Quay	1	A	Significant	3	-
Salmon Street	162	A	Significant	3	-
Salmon Street	224	C	Significant	3	-
Salmon Street	241 GMH Plant 3 & 5	B	Significant	3	-
Salmon Street & Cook Street	241 61-85 GMH engine plant	C	Significant	3	-
Salmon Street	251	A	Significant	3	-

<del>Salmon Street</del>	<del>261</del>	<del>A</del>	<del>Significant</del>	<del>3</del>	<del>-</del>
South Wharf Promenade & Clarendon Street	1-27 & 29-65 2; shipping sheds	A	Significant	2	-
South Wharf Promenade	lane; formerly Phayer Street	D	Contributory	3	-
South Wharf Promenade	29-65; Duke & Orr dock	A	Significant	2	-
St Kilda Road	100; Hamer Hall & Victorian Arts Centre	A	Significant	1	Significant
St Kilda Road	180; NGV	A	Significant	1	Significant
St Kilda Road & Dodds Street	234 13-39; Victoria police barracks & stables	A	Significant	1	Significant
St Kilda Road	St. Kilda Road; boulevard	A	Significant	1	Significant
St Kilda Road	256-310; Victoria barracks	A	Significant	1	Significant
St Kilda Road	256-310; outpatients clinic	A	Significant	1	Significant
Sturt Street	45-99	C	Significant	2	-
Sturt Street	99A	D	Contributory	3	-
Sturt Street	113	B	Significant	3	-
Sturt Street	181	D	Contributory	3	-
Sturt Street	242-246	C	Significant	3	-
Wells Place	lane SML609_ & 247 & Sm0248	D	Contributory	3	-
<del>West Gate Freeway</del>	<del>West Gate Bridge</del>	<del>A</del>	<del>Significant</del>	<del>3</del>	<del>-</del>

## 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 44.

### 5.3.2 Proposed precincts

~~Two~~ One new heritage precincts should be included as a heritage overlays.

- City Road industrial and warehouse precinct, inside Capitol City Zone

The surviving late-19<sup>th</sup> and early-20<sup>th</sup> 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-20<sup>th</sup> 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 ~~is~~ are included in Appendix 1, and ~~their~~ its locations ~~are~~ is shown in Figure 46 ~~and~~.

### 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 42.

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 ~~44~~ 13 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 43 ~~Figure 43~~.

### 5.3.5 Proposed new heritage overlays

This report suggests that ~~35~~ 23 individually significant places be added as heritage overlays (Table 11 and Figure 44). 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 47)

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 48)**

A number of bluestone-cobbled lanes dating to the 19<sup>th</sup> 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 19<sup>th</sup> century buildings were demolished in the mid-20<sup>th</sup> 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 44.

### **5.3.7 Future heritage places**

There are ~~28-23~~ 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 45. Further details and illustrations of each place are provided in Appendix 5.

Table 8 Priority places assessed in the study

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>Crown Chemicals, Anderson &amp; Sons printing works</b>	63-65 City Road, Southbank	1915	B	2	C	2	Significant	-	Proposed HO12030, also part of precinct HO; part of Amendment C280 (permanent)
<b>Former Castlemaine Brewery complex, including brewing tower and bottling stores</b>	Part 107-127, 129-131 & 133 Queens Bridge Street, Southbank	1892	B	3	A	1	Significant	-	Proposed HO12004; part of Amendment C276 (interim) & C280 (permanent)
<b>G. P. Motors Pty Ltd</b>	35-41 City Road, Southbank	1939-1940	C	2	C	2	Significant	-	Proposed HO1202, also part of precinct; part of Amendment C280 (permanent)
<b>PMG Postal Workshops, Garage &amp; Stores complex General Post Office (GPO) garage, stores &amp; workshops</b>	Part 45-99 Sturt Street, Southbank	1930-1937, 1940-1944	C	3	C	2	Significant	-	Proposed HO12013; part of Amendment C276 (interim) & C280 (permanent)

**Table 9 Existing heritage overlays to be retained and amended**

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay	Recommendation	Schedule change	Map change
			Building	Streetscape	Building	Streetscape	Building	Streetscape				
<b>James Moore timber yard building facade</b>	133-139 & 141-155 City Road & 68-82 Southbank Boulevard, Southbank	1899-1903	C	3	C	2	Significant	-	HO366	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.	Yes	Yes
<b>Sharp &amp; Sons Timber / General Motors (Australia) / International Harvester</b>	171-193 & 195-205 City Road, Southbank	1926-1927, 1939	C	2	C	2	Significant	-	HO368	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 building context.	Yes	Yes
<b>State School No. 2686, South Melbourne Girls' School / J. H. Boyd Domestic College</b>	207-227 City Road, Southbank	1884-1885	C	No existing grading	A	2	Significant	-	HO369	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).	Yes	Yes
<b>Main Point Hotel</b>	235-239 City Road, Southbank	1903-1904	B	3	B	2	Significant	-	HO370	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO370 in Melbourne Planning Scheme.	Yes	No

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay	Recommendation	Schedule change	Map change
			Building	Streetscape	Building	Streetscape	Building	Streetscape				
<b>Bank of New South Wales</b>	269-283 City Road, Southbank	1932	B	3	B	2	Significant	-	HO371	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO371 in Melbourne Planning Scheme but revise mapping to include existing building outline only.	Yes	Yes
<b>Edward Murphy warehouse and workshop</b>	272 City Road, Southbank	1887-1902	B	2	B	2	Significant	-	HO374	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO374 in Melbourne Planning Scheme but adjust HO mapping to reflect splayed section of building at rear.	Yes	Yes
<b>Murphy's buildings</b>	276-282 City Road, Southbank	1885	C	2	C	2	Significant	-	HO375	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO375 in Melbourne Planning Scheme but adjust HO map to include only existing heritage place.	Yes	Yes
<b>White &amp; Hancock's warehouse</b>	300 City Road, Southbank	1916	C	2	C	2	Significant	-	HO376	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Maintain as HO376 in Melbourne Planning Scheme.	Yes	Yes
<b>Fergus &amp; Mitchell, later Robur Tea warehouse</b>	28 Clarendon Street, Southbank	1888	A	No existing grading	A	3	Significant	-	HO765	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO765 in Melbourne Planning Scheme.	Yes	No
<b>Queen's Bridge over Yarra River</b>	Queens Bridge Street, Melbourne & Southbank	1887-1890	A	No existing grading	A	1	Significant	-	HO791	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO761 in Melbourne Planning Scheme.	Yes	No



Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay	Recommendation	Schedule change	Map change
			Building	Streetscape	Building	Streetscape	Building	Streetscape				
<b>Sandridge Rail Bridge over Yarra River, Queens Bridge Square</b>	1A Queens Bridge Street, Southbank	1886-1888	A	1	A	1	Significant	-	HO762	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO762 in Melbourne Planning Scheme.	Yes	No
<b>Jones Bond store</b>	1 Riverside Avenue Quay, Southbank	1888	A	No existing grading	A	3	Significant	-	HO763	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.	Yes	Yes
<b>Duke &amp; Orr's dry dock &amp; cargo sheds numbers 4,5,6,7,8 and 9, and adjoining Melbourne Convention and Exhibition Centre</b>	1-27 & 29-65 South Wharf Promenade & 2 Clarendon Street, South Wharf	1888, 1891, 1929-1931	B & C	No existing grading	A	2	Significant	-	HO764	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 & Orr dry dock pump house, now part of Melbourne Convention and Exhibition Centre, 1 Convention Centre Place, cargo shed 2 and former Wright Orr & 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.	Yes	Yes

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (C258)		Heritage Overlay	Recommendation	Schedule change	Map change
			Building	Streetscape	Building	Streetscape	Building	Streetscape				
<b>Hamer Hall &amp; Arts Centre Melbourne</b>	100 St Kilda Road, Southbank	1982-1984	No existing grading	No existing grading	A	1	Significant	Significant	HO760	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).	Yes	No
<b>National Gallery of Victoria</b>	180 St Kilda Road, Southbank	1968	A	1	A	1	Significant	Significant	HO792	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Add to Heritage Places Inventory 2016. 4. Review Victorian Heritage Register Statement of Significance to clarify contributory elements (i.e. external sculpture, major interiors such as Great Hall).	Yes	No
<b>Victoria Police Mounted Branch stables complex, police hospital</b>	234 St Kilda Road & 13-39 Dodds Street, Southbank	1912-1914, 1925-1926	A/B	2	A	1	Significant	Significant	HO910	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Retain as HO910 in Melbourne Planning Scheme.	Yes	No
<b>Castlemaine Brewery Malthouse / Malthouse Theatre</b>	113 Sturt Street, Southbank	1892	B	3	B	3	Significant	-	HO390	1. Revise Heritage Places Inventory address. 2. Amend 43.01s HO description and address. 3. Amend HO390 mapping to cover correct land parcel.	Yes	Yes

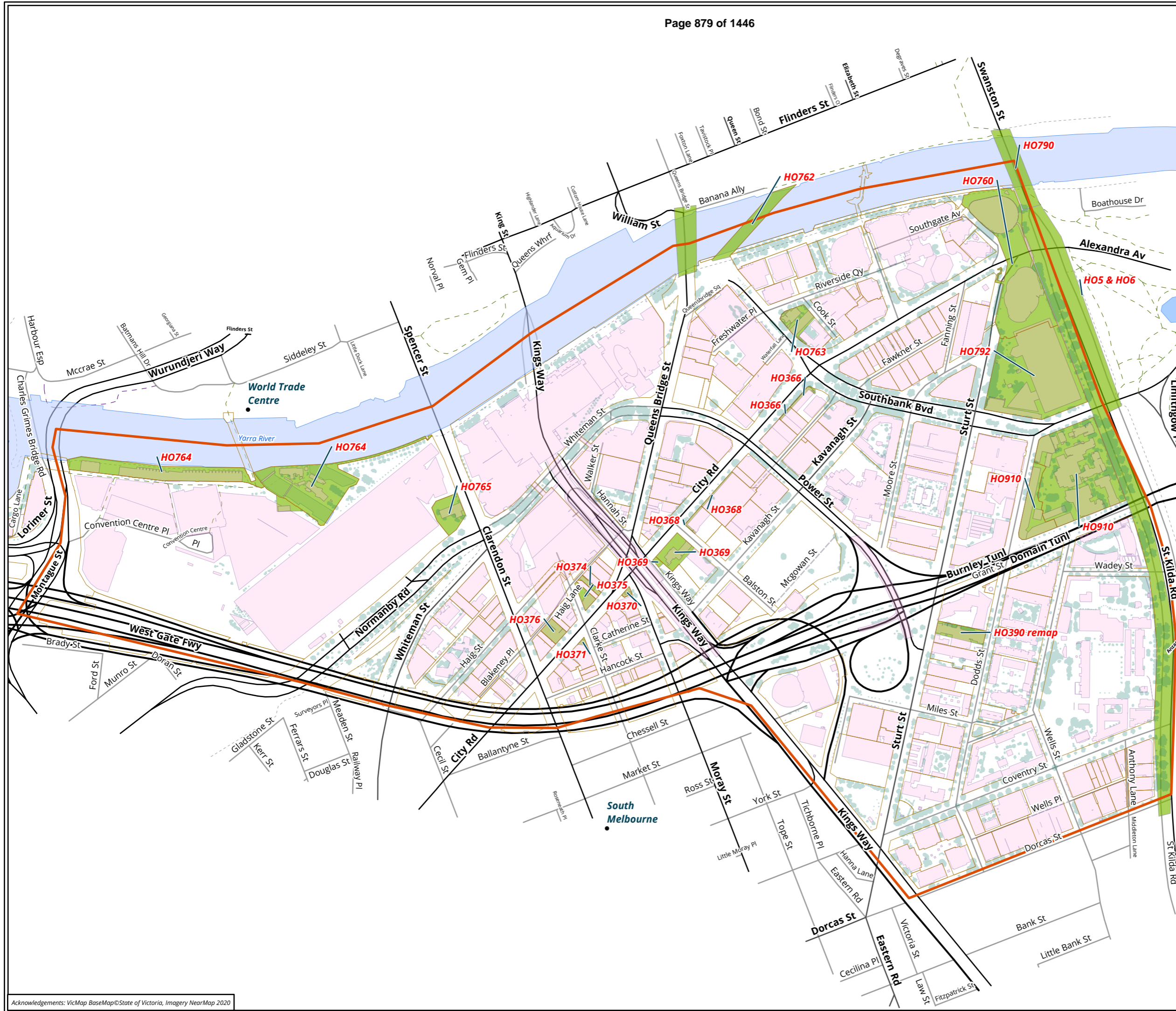
Figure 42 Existing places to be retained as heritage overlays











**Legend**

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

**Heritage overlay evaluation**

- Existing places to be retained in the Heritage Overlay

**Figure 42 Existing places to be retained as heritage overlays**



0 100 200 300  
Metres

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









Matter: 34085,  
Date: 20 November 2020,  
Prepared for: GV, Prepared by: LDM, Last edited by: Imline  
Layout: 34085\_F42\_Existing  
Project: P:\34000s\34085\Mapping\34085\_SthBank\_FishermansBend\_HeritageStudy.aprx

**Table 10 Places to be removed as heritage overlays**

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Stewarts & Lloyds	157-165 City Road, South Melbourne	1939	-	-	HO367	Remove from HO Map and 43.01s, demolished.	
Southern Cross Service Station, later Ampol Service Station	109-117 Clarendon Street, Southbank	1926	-	-	HO377	Remove from HO Map and 43.01s, demolished.	



Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
<b>Clarendon Street rail-over-road bridge</b>	Clarendon Street, South Melbourne	1880s	-	-	HO378	Remove from HO Map and 43.01s, bridge demolished and HO mapped in error.	
<b>Former cider factory and Tiara Apartments</b>	46-50 Haig Street, Southbank	1910	C	2	HO380	Remove from HO Map and 43.01s, demolished.	
<b>Former Halford Timber, Southside Business Park</b>	93-119 Kavanagh Street, Southbank		-	-	HO381	Remove from HO Map and 43.01s, demolished.	

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
<b>Former Thomas Warburton &amp; Co., Yarra Condos Apartments, Southbank Condos Apartments</b>	34-52 Kavanagh Street & 88-98 Southbank Boulevard, Southbank		-	-	HO384	Remove from HO Map and 43.01s, demolished.	
<b>Alcock's Billiard Tables</b>	23-31 Sturt Street, Southbank		C	2	HO388	Remove from HO Map and 43.01s, demolished.	
<b>Victorian College of the Arts</b>	43 Sturt Street, Southbank		C	3	HO389	Remove from HO Map and 43.01s and replace with new HO for GPO workshops.	

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
<b>Former Melford Motors</b>	102-118 Sturt Street, Southbank	1936	C	3	HO391	Remove from HO Map and 43.01s, demolished.	
<b>Buchanan &amp; Brock</b>	20 Convention Centre Place (formerly Lorimer Street), South Wharf	1872	-	-	HO913	Remove place from HO map, demolished. (Note: not listed on schedule 43.01s.)	
<b>Former Commonwealth Aircraft Corporation hangar</b>	344-370 Lorimer Street, Port Melbourne & 231-249 Todd Road, Port Melbourne	1936	-	-	HO934	Remove from HO Map and 43.01s, hangar relocated to Tyabb Airfield under Heritage Victoria permit.	



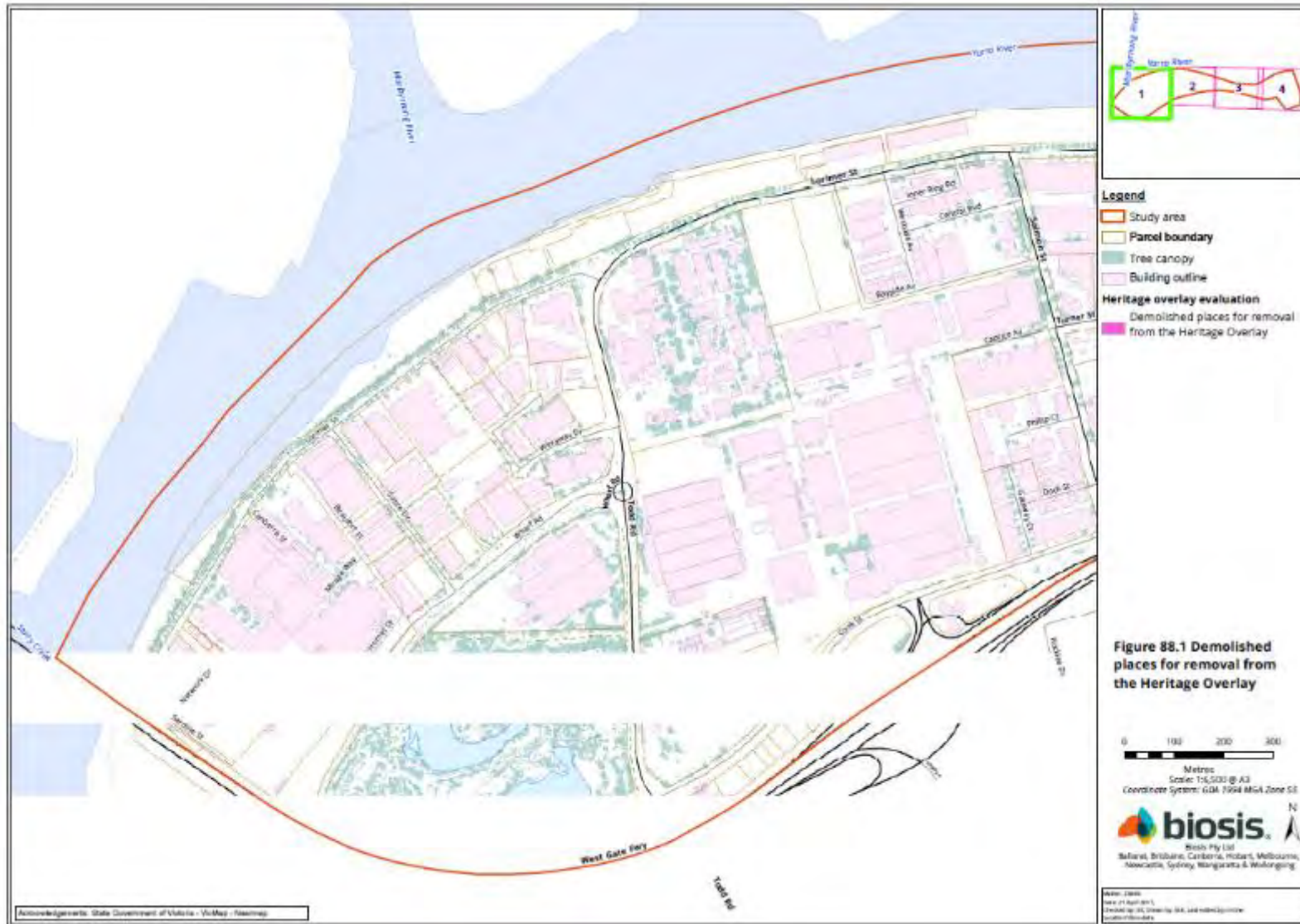
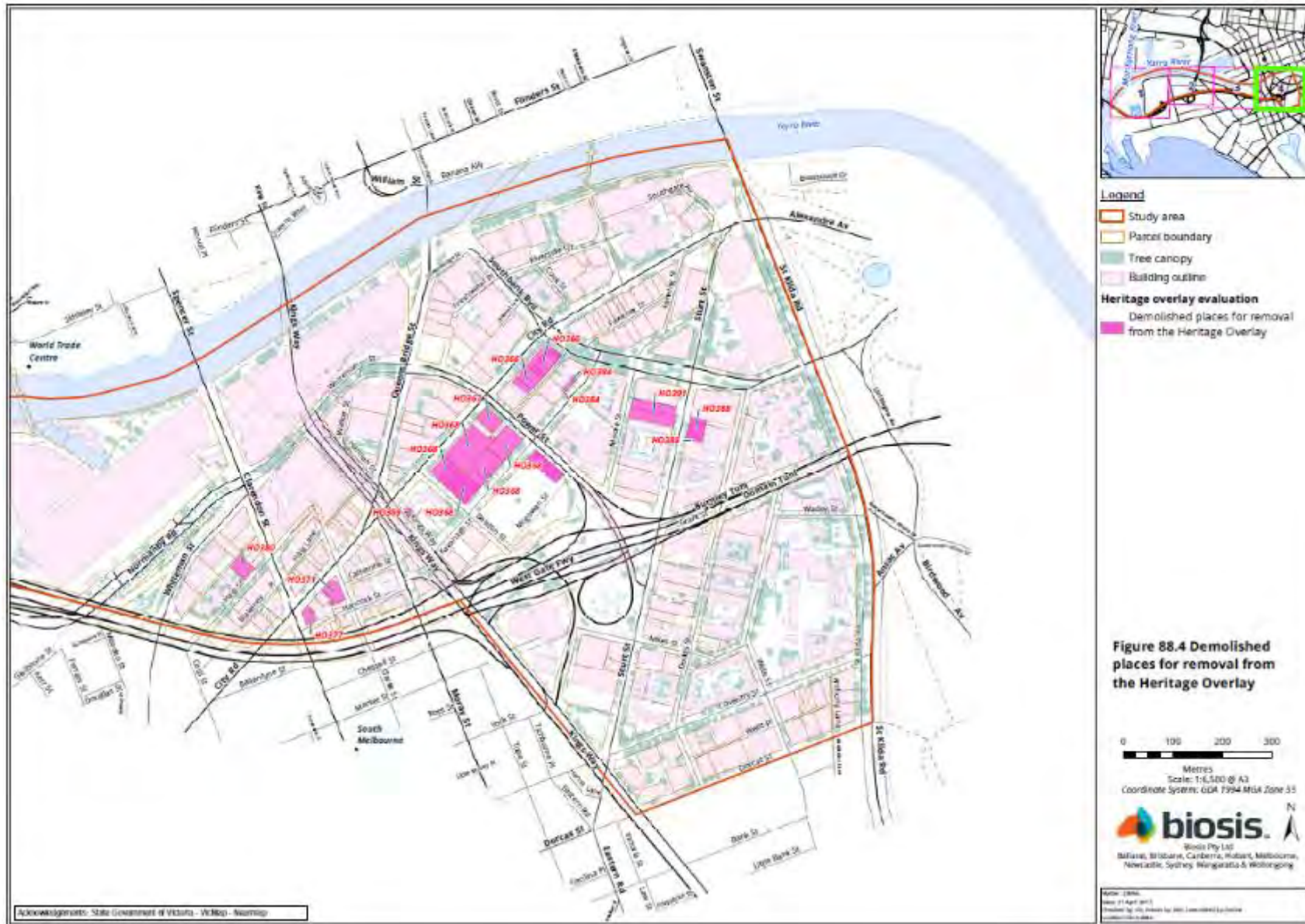
Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
<b>Tram shelter</b>	St Kilda Road, Southbank	1916	A	1	HO899	Remove from HO Map and 43.01s, mapped in error.  See HO460 in City of Port Phillip Planning Scheme.	
<b>Former South Melbourne streets and Commonwealth Clothing Factory</b>	62-104 Coventry Street, Southbank	1993	-	-	HO5	Remove from HO Map and 43.01s, place demolished, streets not significant.  See St Kilda Road Boulevard proposed HO.	
<b>Duplicate of HO910</b>	234-254 St Kilda Road, South Melbourne				HO387	Remove from 43.01s, HO387 does not exist on planning maps and appears to be a duplication of HO910.	

Figure 43 Places for removal from the Heritage Overlay Plan

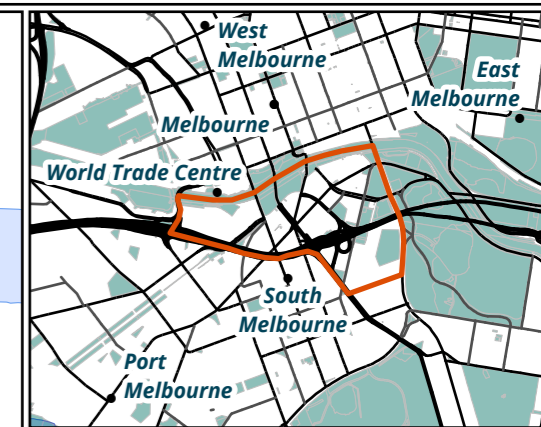
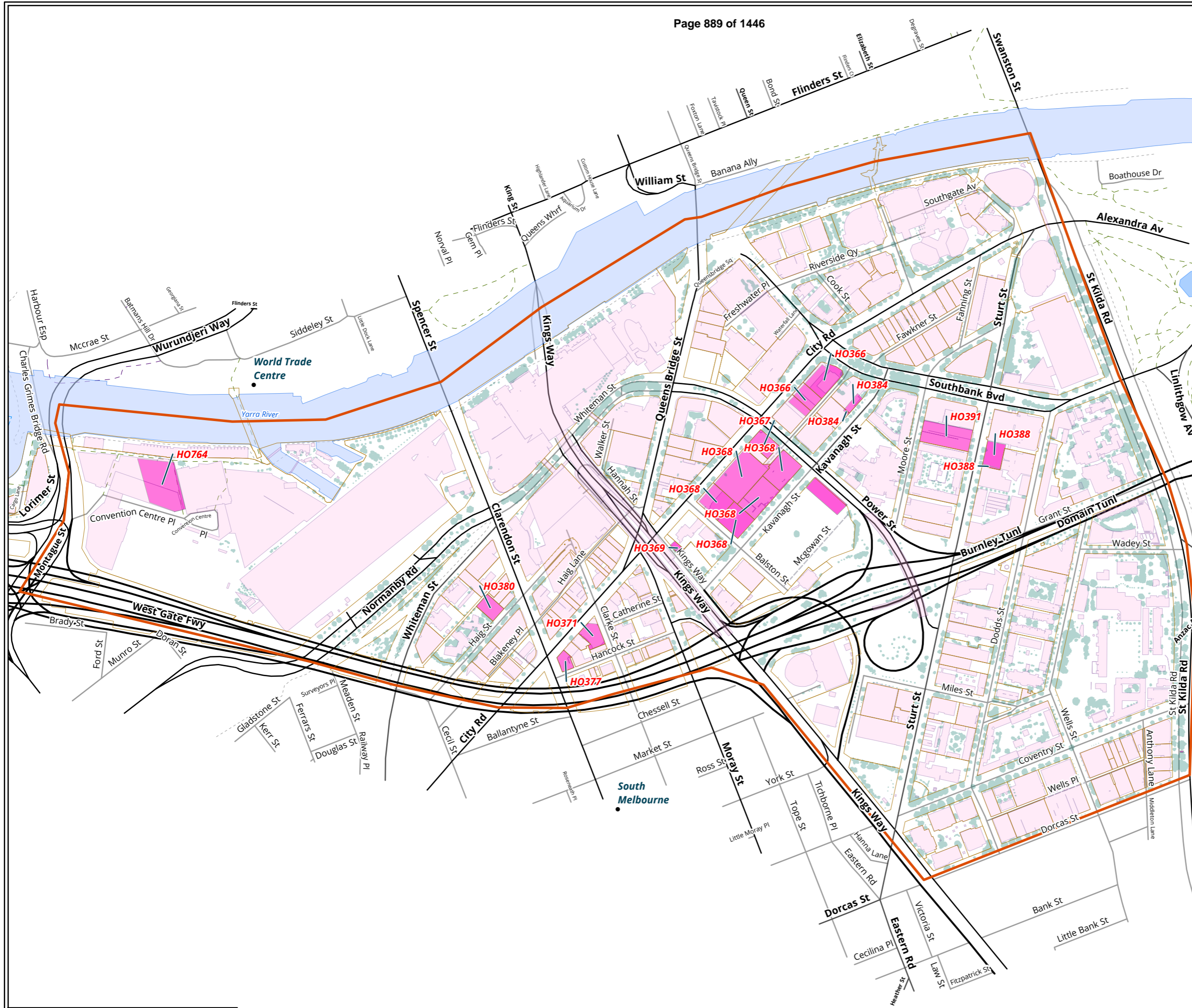












**Legend**

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

**Heritage overlay evaluation**

- Demolished places for removal from the Heritage Overlay

**Figure 43 Places for removal from the Heritage Overlay Plan**

0 100 200 300  
Metres

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



Matter: 34085,  
Date: 20 November 2020,  
Prepared for: GV, Prepared by: LDM, Last edited by: Imline  
Layout: 34085\_F43\_Remove  
Project: P:\34000s\34085\Mapping\34085\_SthBank\_FishermansBend\_HeritageStudy.aprx

Table 11 Proposed new heritage overlays

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>Bolte Bridge</b>	City Link Freeway, Docklands	1996-1999	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Bolte Bridge.
<b>New St John's Lutheran Church</b>	20 City Road, Southbank	1992	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as New St John's Lutheran Church, 20 City Road, Southbank.
<b>G. P. Motors Pty Ltd</b>	35-41 City Road, Southbank	1939-1940	C	2	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1202 (also part of precinct). Priority assessment, now part of C280 permanent HO.
<b>Crown Chemicals, Anderson &amp; Sons printing works</b>	63-65 City Road, Southbank	1915	B	2	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO12030 (also part of precinct). Priority assessment, now part of C280 permanent HO.
<b>Kosky Bros. Pty Ltd furriers</b>	67-69 City Road, Southbank	1923-1924	No existing grading	No existing grading	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kosky Bros. Pty Ltd furriers, 67-69 City Road, Southbank.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>Maurice Artaud &amp; Co. (façade only)</b>	71-75 City Road, Southbank	1911	B	2	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Maurice Artaud, 71-75 City Road, Southbank.
<b>Spencer Street Bridge</b>	Clarendon & Spencer streets Southbank	1929-1930	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Spencer Street Bridge, Spencer Street Melbourne and Clarendon Street, Southbank.
<b>Eckersley &amp; Sons</b>	93-103 Clarendon Street, Southbank	1913	No existing grading	No existing grading	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Eckersley & Sons Soda Fountain Works.
<b>Tramway electricity substation</b>	67-69 Clarke Street, Southbank	1926	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Tramway Electricity Substation 'S', 67-69 Clark Street, Southbank.
<b>Thornycroft (Aust.) Ltd, later Herald Sun television studio</b>	49-61 Coventry Street & 50 Dorcas Street, Southbank	1930	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Herald Sun Television Studio, 50 Dorcas Street, Southbank.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>William M. &amp; Thomas Anderson factory, Lanes Motors</b>	52-66 Dorcas Street, Southbank	1912, 1930-1936	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Lanes Motors, 52-66 Dorcas Street, Southbank.
<b>Vault sculpture</b>	Grant Street & Dodds Street, Southbank	1980	No existing grading	No existing grading	A	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Vault Sculpture, Grant Street, Southbank.
<b>Austral Otis engineering works</b>	63 Kings Way & 127-129 Kavanagh Street, Southbank	1888	No existing grading	No existing grading	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Austral Otis, 127-129 Kavanagh Street, Southbank.
<b>Kings Way Bridge</b>	Kings Way Southbank	1959-1961	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kings Way Bridge.
<b>Government Aircraft Factory (GAF) Boeing</b>	226 Lorimer Street, Port Melbourne	1939	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Government Aircraft Factory, 226 Lorimer Street, Port Melbourne.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>Commonwealth Aircraft Corporation (CAC)</b>	226 Lorimer Street, Port Melbourne	1936	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Commonwealth Aircraft Corporation, 262-276, Lorimer Street, Port Melbourne.
<b>Aeronautical Research Laboratories Department of Defence</b>	502-550 Lorimer Street, Port Melbourne	1939	No existing grading	No existing grading	B	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed heritage overlay as Aeronautical Research Laboratories, 502-550 Lorimer Street, Port Melbourne.
<b>Queens Bridge Hotel</b>	1-7 Queens Bridge Street, Southbank	1927	C	3	C	3	Significant	-	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.
<b>Robur Tea Company factory_warehouse</b>	<u>Part</u> 107-127 Queens Bridge Street, Southbank	1910	D	1	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Robur Tea Company factory_warehouse, <u>part</u> 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.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>Former Castlemaine Brewery complex, adjoining brewing tower and bottling stores</b>	<a href="#">Part</a> 107-127, 129-131, & 133 Queens Bridge Street, Southbank	1888, 1892	A	1	A	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO12040 as <a href="#">Former</a> Castlemaine Brewery <del>complex</del> , <a href="#">part</a> 107-127, 129-131 & 133 Queens Bridge Street, Southbank. Priority assessment, now part of amendment C276 interim HO and c280 permanent HO.
<b>Kraft factory</b>	162 Salmon Street, Port Melbourne	1945, 1957	No existing grading	No existing grading	A	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Kraft factory, 158-222 Salmon Street & 91 Cook Street, Port Melbourne.
<b>SEC electricity substation</b>	224 Salmon Street, Port Melbourne	1936	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as SEC electricity substation, 224 Salmon Street, Port Melbourne.
<b>GMH factory, numbers 3 &amp; 5</b>	241 Salmon Street, Port Melbourne	1945	No existing grading	No existing grading	B	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as General Motors Holden factory, 241 Salmon Street, Port Melbourne.
<b>GMH factory engine and manufacturing plant</b>	241 Salmon Street & 61-85 Cook Street, Port Melbourne	1950	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as part of General Motors Holden factory precinct, Port Melbourne.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>GMH Social Centre</b>	241 Salmon Street, Port Melbourne	1945	No existing grading	No existing grading	A	3	Significant	-	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.
<b>GMH head office admin buildings</b>	251 Salmon Street, Port Melbourne	1935-1936	No existing grading	No existing grading	A	3	Significant	-	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.
<b>GMH Admin Buildings</b>	261 Salmon Street, Port Melbourne	1935-1936	No existing grading	No existing grading	A	3	Significant	-	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.
<b>St Kilda Road boulevard</b>	St Kilda Road, Southbank, Princes Bridge to St Kilda Junction	1860s	No existing grading	No existing grading	A	1	Significant	Significant	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

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>Repatriation Commission Outpatients Clinic, part of Victoria Barracks</b>	256-310 St Kilda Road, Southbank	1937	No existing grading	No existing grading	A	1	Significant	Significant	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed for HO despite existing exempt status, as `planning schemes can apply to all private and public land in Victoria'.
<b>Victoria Barracks</b>	256-310 St Kilda Road, Southbank	1860	A	1	A	1	Significant	Significant	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed for HO despite existing exempt status, as `planning schemes can apply to all private and public land in Victoria'.
<b><u>PMG Postal Workshops, Garage &amp; Stores complex</u> <u>General Post Office (GPO) garage, stores &amp; workshops</u></b>	<u>Part</u> 45-99 Sturt Street, Southbank	1930-1937, 1940-1944	C	3	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO12031 as <u>PMG Postal Workshops, Garage &amp; Stores complex</u> <u>GPO garage, stores &amp; workshops, part</u> 45-99 Sturt Street, Southbank. Priority assessment, now part of amendment C276 interim HO and C280 permanent HO.
<b>Commonwealth Artificial Limb Factory</b>	242-246 Sturt Street, Southbank	1918	No existing grading	No existing grading	C	3	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as Commonwealth Artificial Limb Factory, 246 Sturt Street, South Melbourne.
<b>West Gate Bridge</b>	<del>West Gate Freeway, Port Melbourne</del>	<del>1968-1978</del>	<del>No existing grading</del>	<del>No existing grading</del>	<del>A</del>	<del>3</del>	<del>Significant</del>	<del>-</del>	<del>Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO as West Gate Bridge, Fishermans Bend.</del>

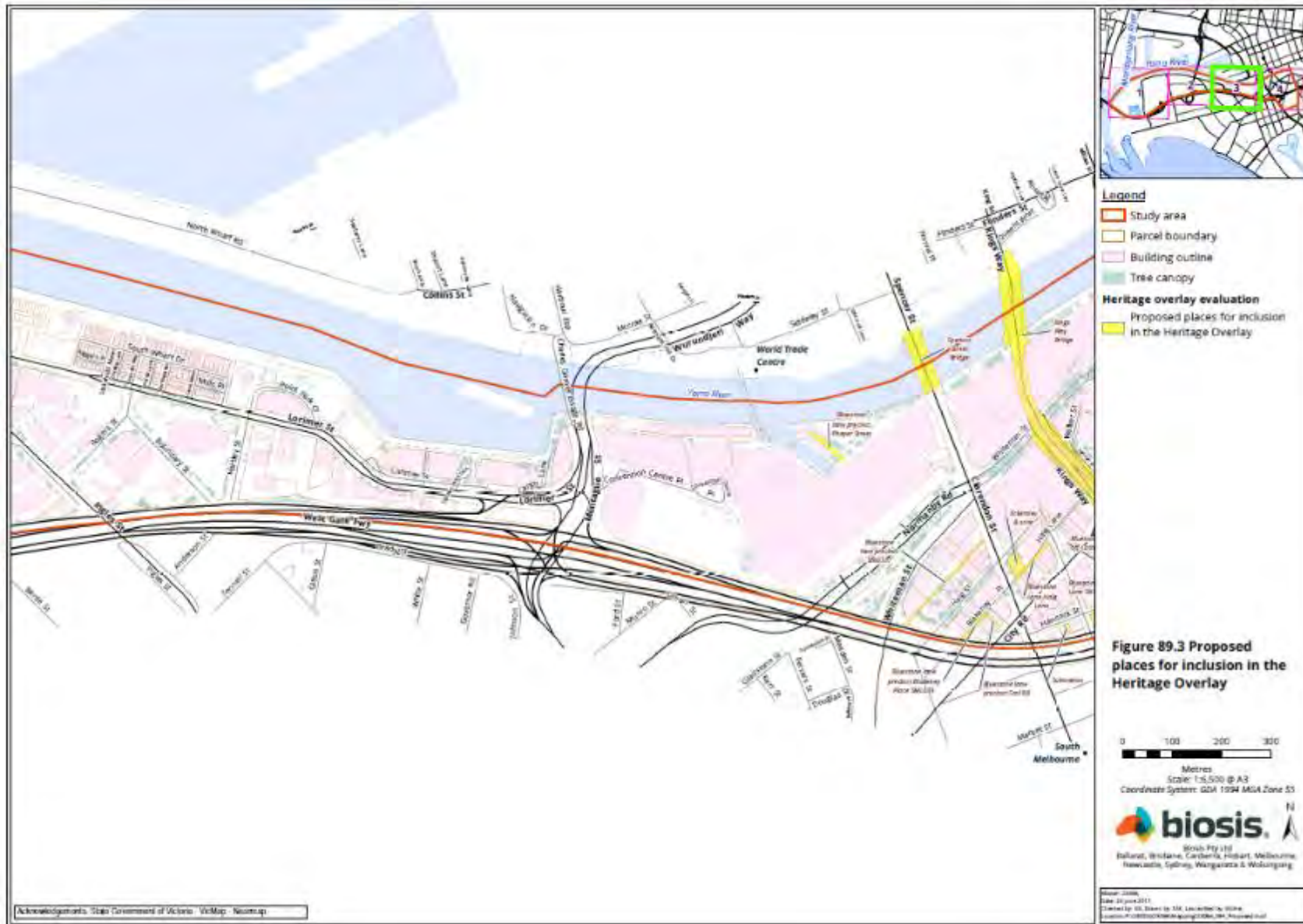


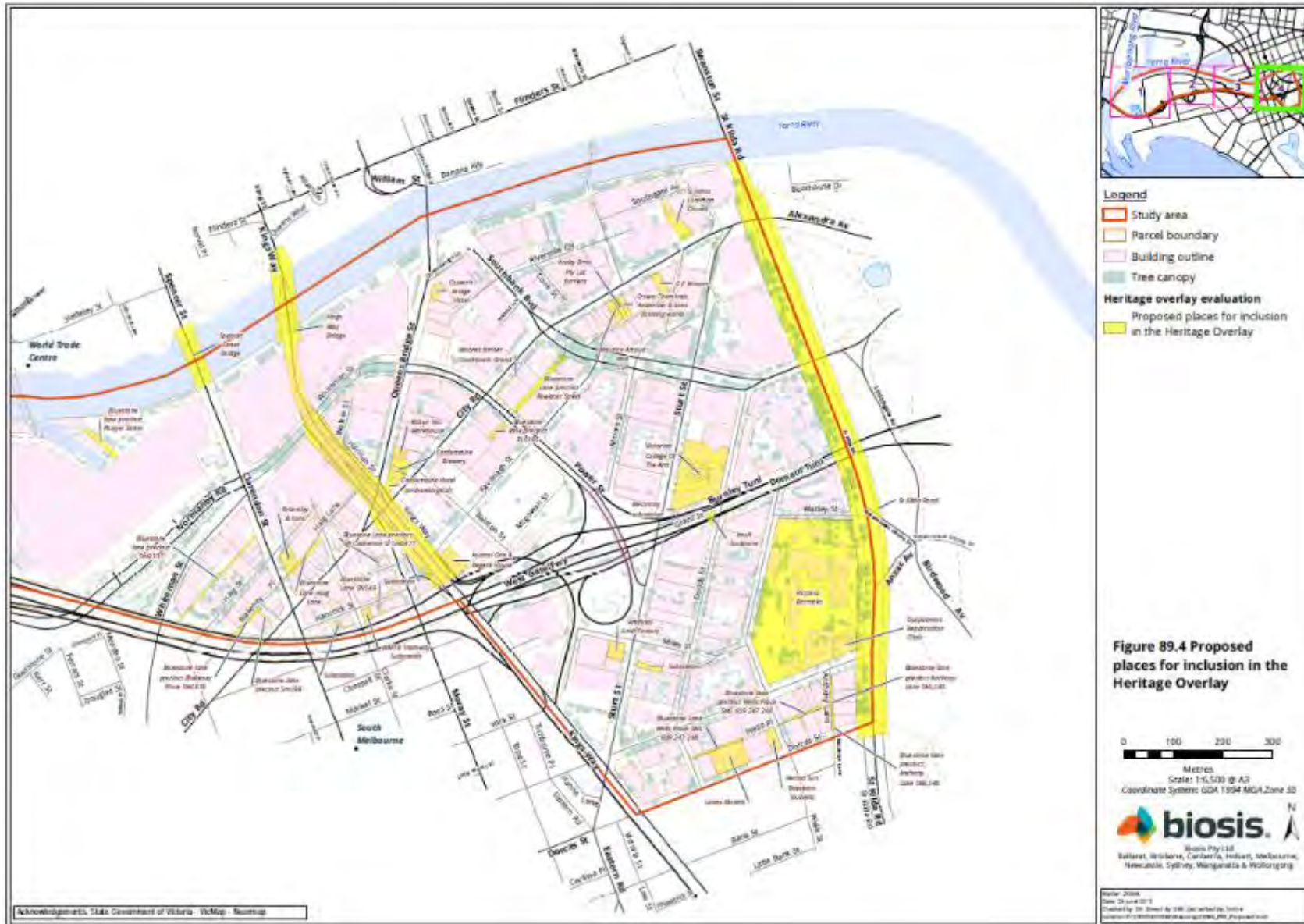
Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
<b>Electric substations - group</b>	Various locations, Southbank	1890s-1930s	No existing grading	No existing grading	D	3	Significant group	-	Add to Heritage Places Inventory, HO Map and 43.01.s Proposed thematic group/serial HO as Electric substations group.
<b>Bluestone lanes - group</b>	Various locations, Southbank	1870s	No existing grading	No existing grading	D	3	Significant group	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed thematic group/serial HO as Bluestone laneways group.

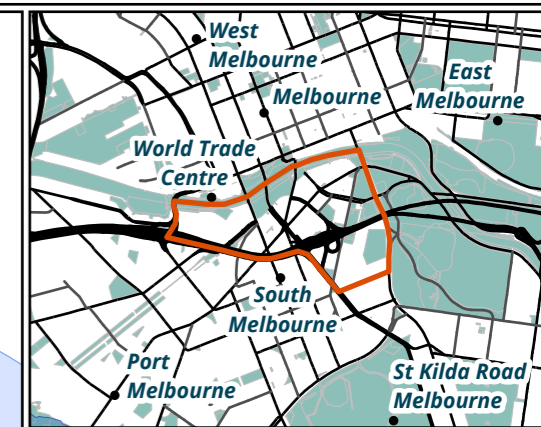
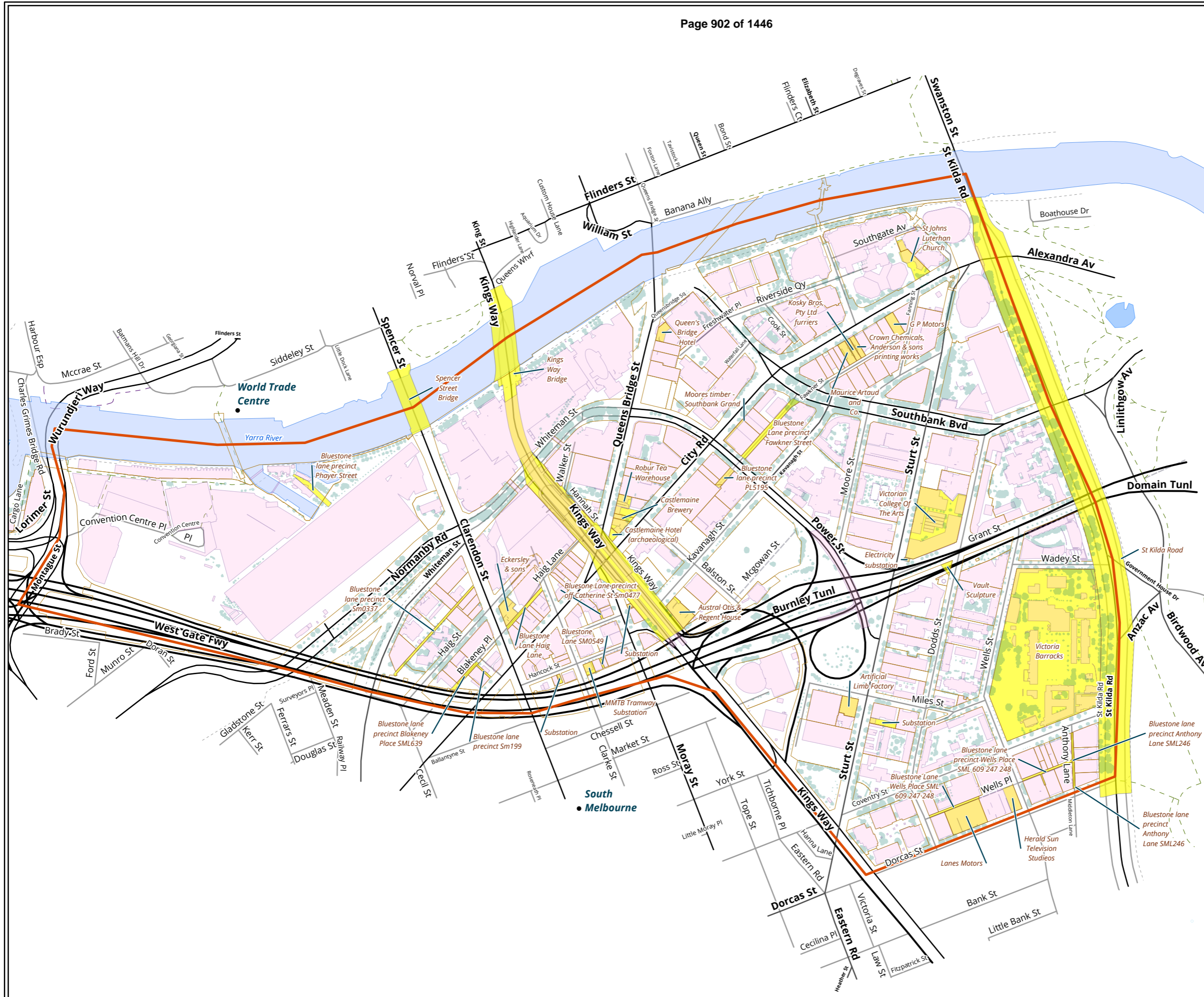
Figure 44 Proposed places for inclusion as heritage overlays











**Legend**

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

**Heritage overlay evaluation**

- Proposed places for inclusion in the Heritage Overlay

**Figure 44 Proposed places for inclusion as heritage overlays**

0 100 200 300  
Metres

Scale: 1:7,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 55



Matter: 34085,  
Date: 24 November 2020,  
Prepared for: GV, Prepared by: LDM, Last edited by: Imline  
Layout: 34085\_F44\_Proposed  
Project: P:\34000s\34085\Mapping\  
34085\_SthBank\_FishermansBend\_HeritageStudy.aprx

**Table 12 Archaeological places proposed for inclusion in the Victorian Heritage Inventory**

Name	Address	Date	Existing grading	Existing streetscape level	Recommended grading	Recommended streetscape level	New grading system	Recommendation
<b>South Melbourne Post Office site – archaeological</b>	229 City Road, South Melbourne	1884	No existing grading	No existing grading	D	2	Significant	Add to Heritage Places Inventory. Nominate to Victorian Heritage Inventory.
<b>City Road Park Castlemaine Hotel Archaeological Site</b>	135 Queens Bridge Street, Southbank	1882	No existing grading	No existing grading	D	3	Significant	Add to Heritage Places Inventory. Nominate to Victorian Heritage Inventory.

Table 13 Places for future heritage assessment

Name	Address	Date	Recommended grading	Recommended streetscape level
<b>Draffin Bros. Everhot Ltd factory</b>	43-47 City Road, Southbank	1928	D	2
<b>Melbourne Towing Service</b>	167-169 City Road, Southbank	1950	C-D	2
<b>W. J. Bush Ltd / Potter &amp; Moore, now Urban Central</b>	344 City Road, Southbank	1940	D	2
<b>Buckeye Harvester Co., Kelly &amp; Lewis, motor garage</b>	56-58 Clarendon Street, Southbank	1950	D	3
<b>Evan Walker Bridge</b>	Yarra River, Southbank	1992	C	3
<b>Melbourne Convention Centre</b>	Convention Centre Place, South Wharf	1996	C	2
<b>Melbourne Exhibition Centre</b>	Convention Centre Place, South Wharf	1996	B	2
<b>VCA Drama School</b>	30 Dodds Street, Southbank	2001-2004	C-D	2
<b>S &amp; K Motors</b>	35-37 Hancock Street, Southbank	1965	C	3
<del><b>Stewarts &amp; Lloyds</b></del>	<del>704-744 Lorimer Street, Port Melbourne</del>	<del>1945</del>	<del>D</del>	<del>3</del>
<del><b>International Harvester Factory</b></del>	<del>748-766 Lorimer Street, Port Melbourne</del>	<del>1961</del>	<del>D</del>	<del>3</del>
<b>Charles Grimes Bridge</b>	Montague Street, Southbank	1999-2001	D	3
<b>Southern Cross Windmills</b>	18-24 Moray Street, Southbank	1937	D	3
<b>MFB Station No 38</b>	26-40 Moray Street, Southbank	1991	C	3
<b>Royco Australia Pty Ltd / Children's Court</b>	9-15 Queens Bridge Street, Southbank	1930	D	3
<b>Crown Promenade Hotel</b>	40-56 Queens Bridge Street Southbank	2003	C	2
<b>Vacuum Oil Co. stores</b>	87-89 Queens Bridge Street, Southbank	1930	C	3
<b>Eureka Tower</b>	3-7 Riverside Quay, Southbank	2002-2006	C	3



Name	Address	Date	Recommended grading	Recommended streetscape level
Melbourne Theatre Company	140 Southbank Boulevard, Southbank	2009	C	2
Southgate	3 Southgate Avenue, Southbank	1990-1992	D	2
Vacuum Oil / Mobil / Southgate Apartments	28-32 Southgate Avenue, Southbank	1960/1996	D	3
Melbourne Recital Centre	31 Sturt Street, Southbank	2009	A	1
Malthouse Plaza / ACCA	111 Sturt Street, Southbank	2002	A	2
<del>SEC workshops / SP AusNet</del>	<del>90 Turner Street, Port Melbourne</del>	<del>1960</del>	<del>D</del>	<del>3</del>
<del>SEC electricity switching yard / SP AusNet</del>	<del>108-130 Turner Street, Port Melbourne</del>	<del>1960</del>	<del>D</del>	<del>3</del>
<del>Shell West Gate service centre</del>	<del>West Gate Freeway, Fishermans Bend</del>	<del>1990</del>	<del>D</del>	<del>3</del>
Southern Link elevated road	West Gate Freeway, Southbank	1987-1988	D	3
Crown Casino	2-68 Whiteman Street, Southbank	1997	C	2

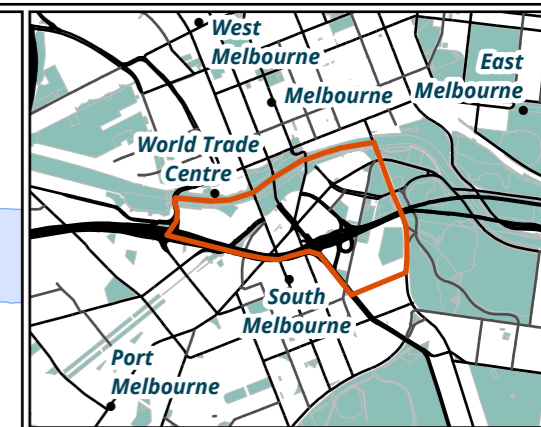
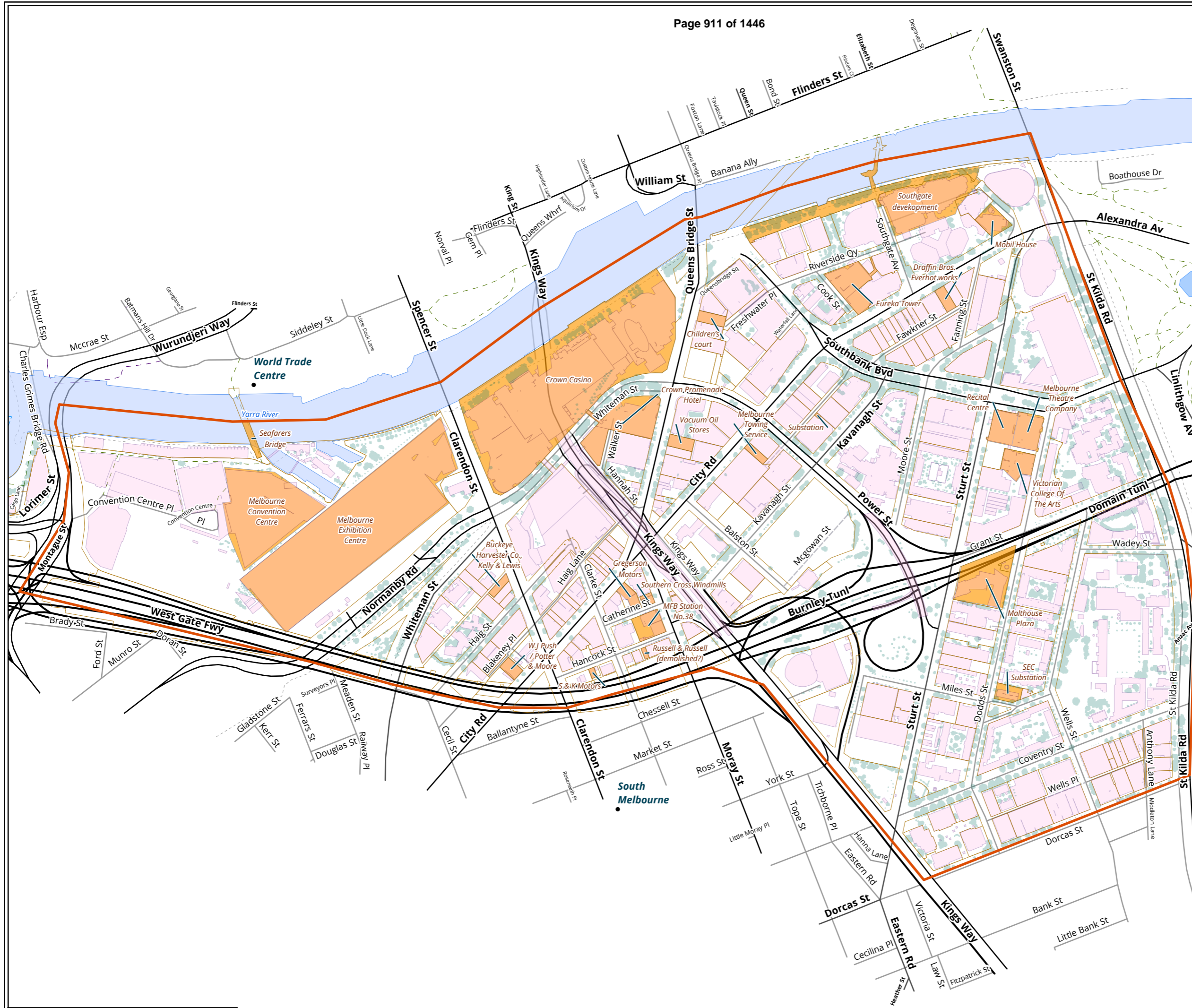
**Figure 45** Places with future potential for heritage assessment











**Legend**

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

**Heritage overlay evaluation**

- Further places with future potential for heritage assessment

**Figure 45 Places with future potential for heritage assessment**

0 100 200 300  
Metres

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



Matter: 34085,  
Date: 20 November 2020,  
Prepared for: GV, Prepared by: LDM, Last edited by: Imline  
Layout: 34085\_F45\_Potential  
Project: P:\34000s\34085\Mapping\34085\_SthBank\_FishermansBend\_HeritageStudy.aprx

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## Appendices

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## Appendix 1 Citations for proposed new precinct heritage overlays

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## A1.1 City Road industrial and warehouse precinct

<b>Place Name:</b> City Road industrial and warehouse precinct		<b>Heritage Overlay:</b>	HO
			
<b>Address:</b>	City Road, Queens Bridge Street, Southbank		
<b>Constructed:</b>	1880s-1930s	<b>Heritage precinct overlay:</b>	Proposed
<b>Integrity:</b>	Good	<b>Heritage overlay(s):</b>	Proposed
<b>Condition:</b>	Good	<b>Proposed grading:</b>	Significant precinct
<b>Significance:</b>	Historic, Aesthetic, Social		
<b>Thematic Context:</b>	Victoria's framework of historical themes	5.3 – Marketing and retailing, 5.2 – Developing a manufacturing capacity	
	City of Melbourne thematic environmental history	5.3 – Developing a large, city-based economy, 5.5 – Building a manufacturing industry	

### 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 19<sup>th</sup> 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 Best House for all Building Requirements*



**John Sharp & Sons Ltd.,** — Timber Merchants —  
City Rd., South Melbourne

Good Stocks of all Imported  
and Colonial Timbers :: ::

Joinery made to order  
Central 8380 — (5 lines)

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 pavers. Other services essential to the operation of these businesses 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-20<sup>th</sup> century, these had been replaced by more industrial organisation.

In the early-20<sup>th</sup> 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-19<sup>th</sup> 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-20<sup>th</sup> 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-storey 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 19<sup>th</sup> 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**

Name	Address	Individually significant or contributory
Stone-pitched lane	Blakeney Place, Sml639	Contributory
Stone-pitched lane	Lane off Sm0477, Catherine Street	Contributory
Stone-pitched lane	Sm0199 off City Road	Contributory
G. P. Motors Pty Ltd	35-41 City Road	Individually Significant
Draffin Bros. Everhot factory	43-47 City Road	Contributory
Crown Chemicals, Anderson & Sons printing works	63-65 City Road	Individually Significant
Kosky Bros. Pty Ltd furriers	67-69 City Road	Individually Significant
Maurice Artaud & Co.	71-75 City Road	Individually Significant
James Moore timber yard facade	133-139 141-155 City Road	Individually Significant
Melbourne Towing Service	167-169 City Road	Contributory
Sharps & Sons Timber, General Motors (Australia), International House	171-193, 195-205, City Road	Individually Significant
Boyd Community Hub State School No 2686, later J. H. Boyd Domestic College	207-227 City Road	Individually Significant
South Melbourne Post Office site – archaeological	229 City Road	Contributory
Main Point Hotel	235-239 City Road	Individually Significant
Gregerson Motor Garage	245-261 City Road	Contributory
Bank of New South Wales	269-283 City Road	Individually Significant
Edward Murphy warehouse and workshop	272 City Road	Individually Significant
Murphy's Building, Australian Chemicals / Scott Paint Works	276-282 City Road	Individually Significant
White & Hancock, Malcolm Moore	296-306 City Road	Individually Significant
W. J. Bush Ltd / Potter & Moore	344 City Road	Contributory
Stone-pitched lane	Lane Sm0337 adjacent to 54 Clarendon Street	Contributory
Buckeye Harvester Co., Kelly & Lewis motor garage	56-58 Clarendon Street	Contributory
Eckersley & Sons soda fountain works	93-103 Clarendon Street	Individually Significant

Name	Address	Individually significant or contributory
Tramway electricity substation 'S'	67-69 Clarke Street	Individually Significant
Electricity substation	79 Fawkner Street	Contributory
Stone-pitched lane	Fawkner Street <a href="#">off Southbank Blvd</a> adjacent to 11-13 Hancock St	Contributory
Stone-pitched lane	Haig Lane	Contributory
Stone-pitched lane	Lane SN549 off Hancock St	Contributory
Electricity substation	33 Hancock Street	Contributory
S & K Motors	35-37 Hancock Street	Contributory
Austral Otis engineering works, later Regent House	127-129 Kavanaugh St, 63-83 Kings Way	Individually Significant
Jones Bond store	1 Riverside Avenue & Southbank Boulevard	Individually Significant
Electricity substation	7 Moray Street	Contributory
Southern Cross Windmills	18-24 Moray Street	Contributory
MFB Station No 38	26-40 Moray Street	Contributory
Stone-pitched lane	Lane PL5195, southeast of 76-80 Power Street	Contributory
Vacuum Oil Co. stores	87-89 Queens Bridge Street	Contributory
Robur Tea Company factory & warehouse	<a href="#">Part</a> 107-127 Queens Bridge Street	Individually Significant
<a href="#">Former</a> Castlemaine Brewery <a href="#">complex with brewing tower and bottling stores adjoining</a>	<a href="#">Part 107-127</a> , 129-131 <a href="#">and 133</a> Queens Bridge Street	Individually Significant
City Road Park / Castlemaine Hotel - archaeological	135 Queens Bridge Street	Contributory

### Comparative analysis

The precinct retains the last substantial group of original late-19<sup>th</sup> and early-20<sup>th</sup> 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.

### 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 20<sup>th</sup> 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-19<sup>th</sup> 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:

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

Criterion	Description	Application
	characteristics.	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

Port Phillip Heritage Review, Version 14, 2009 93 Prepared for the City of Port Phillip by Andrew Ward, Architectural Historian.

#### Other heritage studies

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#### Maps

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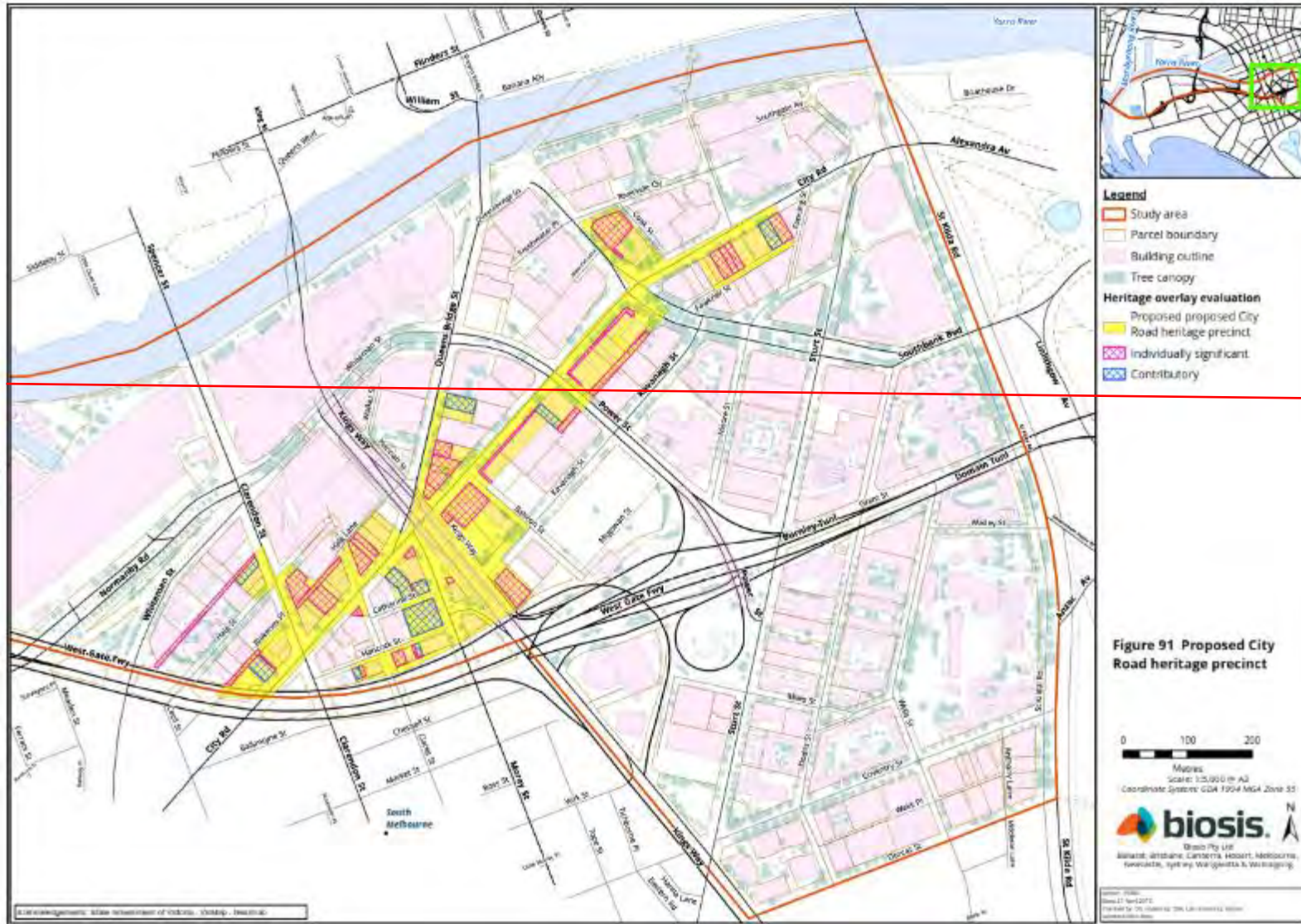
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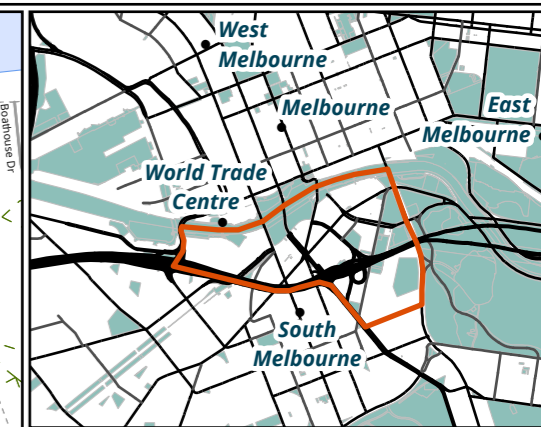
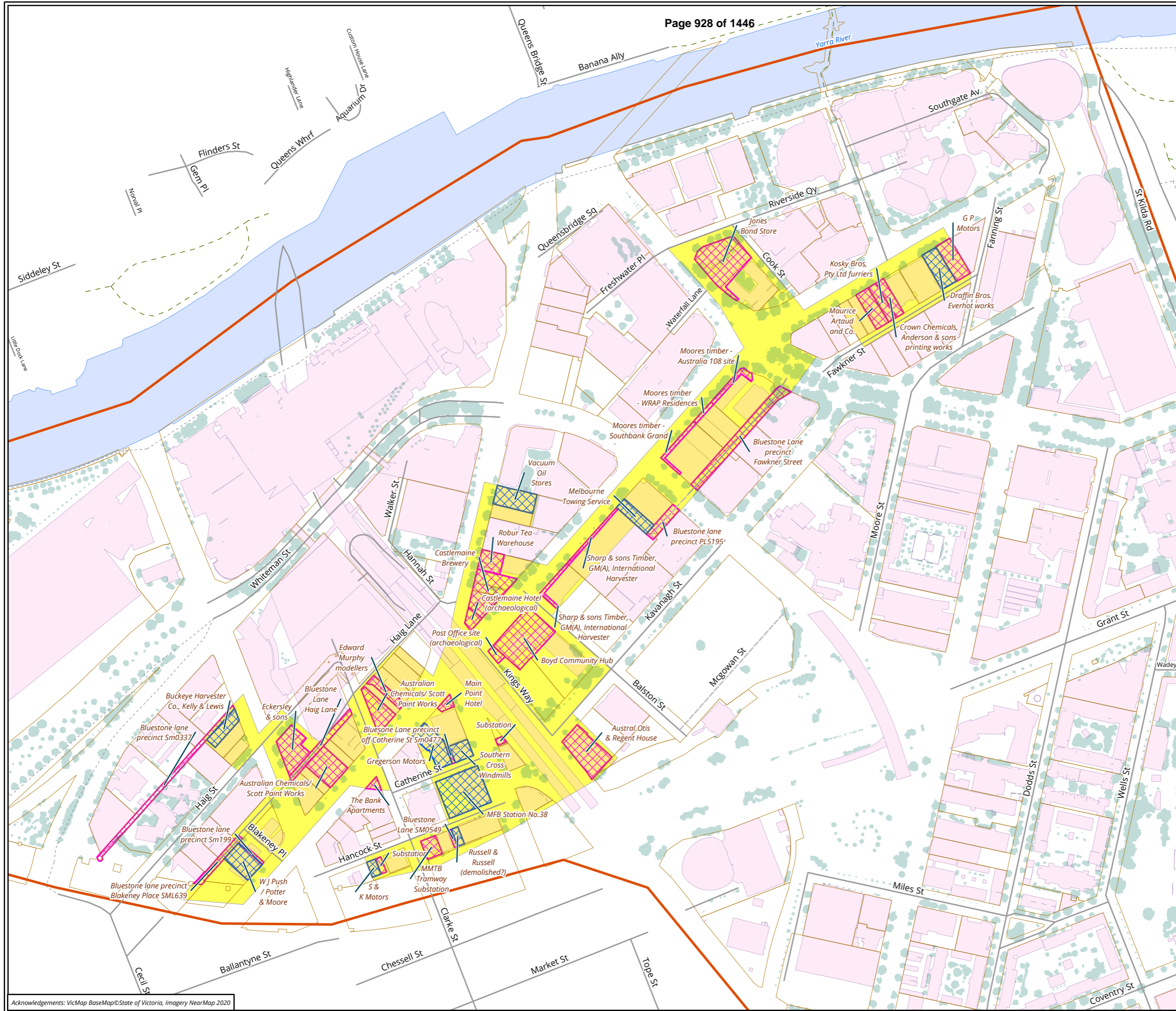
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Figure 46 Proposed City Road heritage precinct





**Legend**

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

**Heritage overlay evaluation**

- Proposed proposed City Road heritage precinct
- Individually significant
- Contributory

**Figure 46 Proposed City Road heritage precinct**

0 50 100 150  
Metres


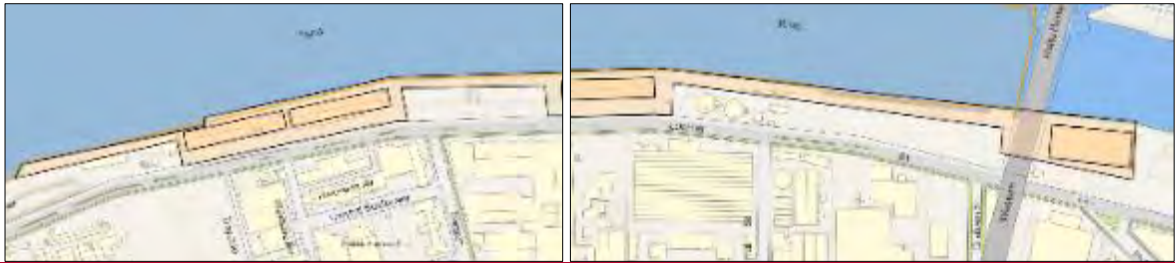
Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 55



Matter: 34085,  
Date: 24 November 2020,  
Prepared for: GV, Prepared by: LDM, Last edited by: Imline  
Layout: 34085\_F46\_CityRdPrecinct  
Project: P:\34000s\34085\Mapping\34085\_StBank\_FishermansBend\_HeritageStudy.aprx



## A1.2 Lower South Wharf shipping sheds and berths precinct

<b>Place Name:</b> Lower South Wharf shipping sheds and berths heritage precinct		<b>Citation No:</b>		0
		<b>Heritage overlay:</b>		HQ
				
				
<b>Address:</b>	208, 641-713, 593-629 & 593-611 Lorimer Street, Port Melbourne			
<b>Category:</b>	wharf	<b>Heritage precinct overlay:</b>	Proposed	
<b>Constructed:</b>	1950s	<b>Heritage overlay(s):</b>	Proposed	
<b>Builder</b>	Melbourne Harbour Trust	<b>Proposed grading:</b>	Significant precinct	
<b>First owner:</b>	Melbourne Harbour Trust	<b>Victorian Heritage Register:</b>	No	
<b>Integrity:</b>	Good	<b>Significance:</b>	Historic, social	
<b>Condition:</b>	Good			
<b>Thematic Context:</b>	Victoria's framework of historical themes	3.1 – Establishing pathways.		
	City of Melbourne thematic environmental history	9.1 – A working class, 5.2 – Melbourne as a trading port		

### 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 berthage. 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 berthage, 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 reclad in zincalume 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.**

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



**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, 20 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

## 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:

Criterion	Description	Application
A:	Importance to the course, or pattern, of our cultural or natural history.	Characteristic of former shipping and goods handling systems prior to containerisation.
B:	Possession of uncommon, rare or endangered aspects of our cultural or natural history.	The sheds are the last examples of their type in the Melbourne Docks.
C:	Potential to yield information that will contribute to an understanding of our cultural or natural history.	
D:	Importance in demonstrating the principal characteristics of a class of cultural or natural	The wharf sheds represent the former manual handling of goods prior to

Criterion	Description	Application
	places and objects.	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).

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#### Other references

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Olaf Ruhen, *Port of Melbourne, 1835-1976, 1976*.

Peter Milner, *The engineering of the Port of Melbourne*, 6th National Conference on Engineering Heritage 1992.

Andrew Ward, *Docklands Heritage Study* Andrew C Ward and Associates in conjunction with Dr Peter Milner Gary Vines Ron Greenaway, 1991.

Buckrich, Judith, 'Dockland's History'.

## Newspaper articles and advertising

Daily Commercial News and Shipping List (Sydney, NSW : 1891 - 1954), Wednesday 8 November 1950, p.1.

### 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 discharged 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 120-foot 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.

*The Argus*, Saturday 3 March 1956, page 21.

### A. C. LEITH BARTLETT & PARTNERS.

Architects & Engineers, 458 St Kilda Road, Melbourne.

On behalf of the Melbourne Harbour Trust Commissioners, invite TENDERS for the Erection of Steel Framed 2-storey Port Workers' Amenities and Office Buildings at 21 South Wharf, Port Melbourne.

Quantities by Crisp S. Wolferstan. Documents available at Architects' Office by appointment.

Tenders close noon, Monday 26th March.

*Canberra Times*, Tuesday 25 January 1972, page 1.

### "Arson" in dockland war

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

Firstly the office of the Victorian branch 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.

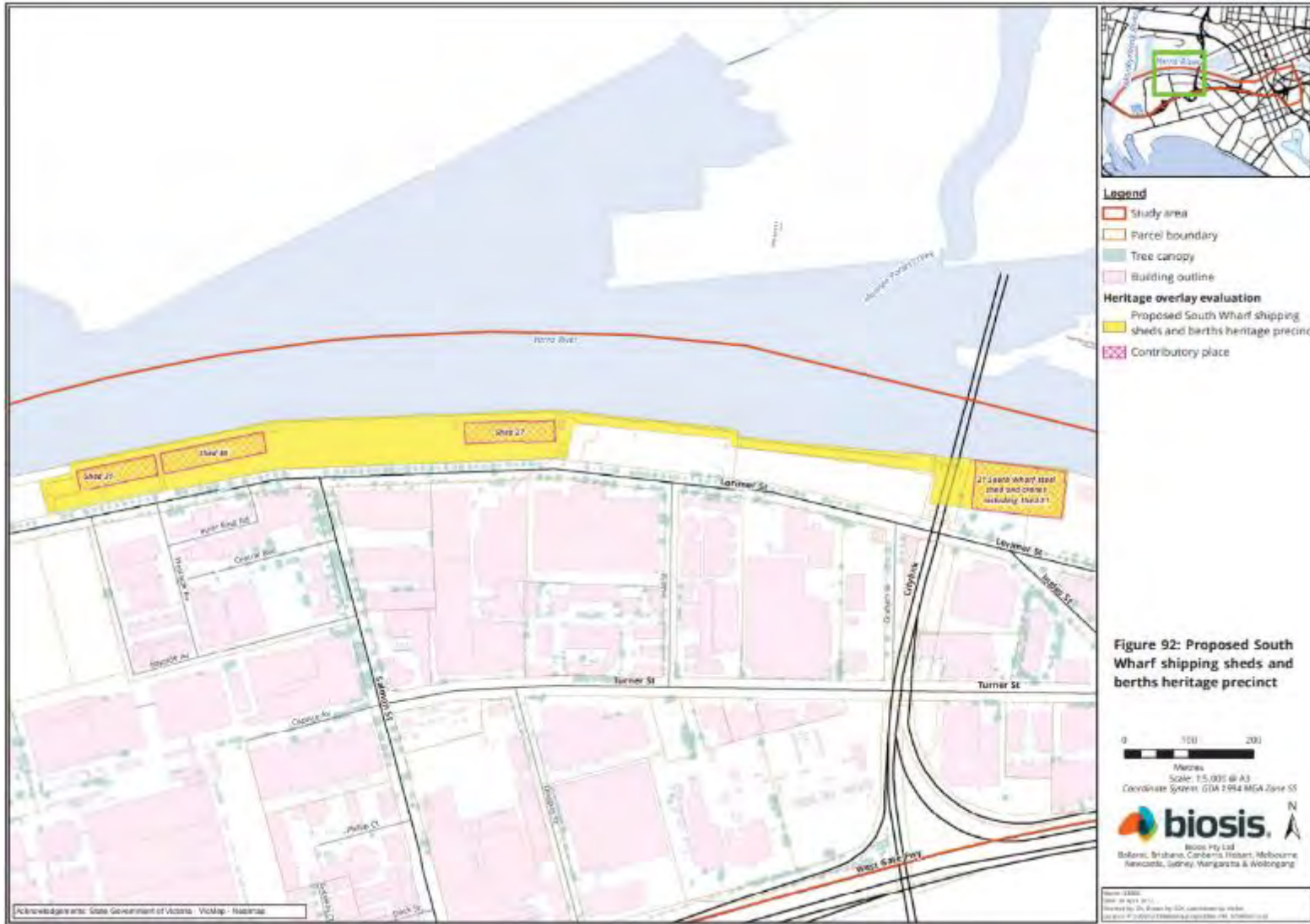
### **Maps**

MMBW Sewerage Plan, 1 inch to 160 feet, 1897.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, State Library of Victoria.

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

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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.



## Contents

James Moore timber yards and sawmills complex facade, 135 & 151 City Road, 68-82 Southbank Boulevard, Southbank .....	129
Sharp & Sons, later General Motors (Australia) Pty Ltd complex, later International Harvester facade (part) 171-193 & 199 City Road, Southbank .....	135
State School No. 2686, later South Melbourne Girls' School, J. H. Boyd Domestic College, 207 City Road, Southbank.....	142
Main Point Hotel, 235 City Road, Southbank .....	149
Bank of New South Wales, 269-283 City Road, Southbank .....	157
Edward Murphy warehouse and workshop, 272 City Road, Southbank .....	162
Murphy's buildings, 276-282 City Road, Southbank .....	171
White & Hancock's warehouse, later White, Hancock & Mills Pty Ltd, 300 City Road, Southbank	180
Fergus & Mitchell, later Robur Tea warehouse, 28 Clarendon Street, Southbank .....	186
Queen's Bridge, Queens Bridge Street, Southbank.....	191
Sandridge Rail Bridge, Queens Bridge Square, 1 Queens Bridge Street, Southbank .....	195
Jones Bond store, 1 Riverside Quay, Southbank.....	200
Duke & Orr's dry dock, South Wharf and Cargo Sheds 1-27 & 29-65, South Wharf Promenade, 2 Clarendon Street, South Wharf.....	204
Cargo sheds, berths 2, 4, 5, 6, 7, 8, 9 South Wharf, 29 South Wharf Promenade, South Wharf ...	209
Hamer Hall, part of the Arts Centre Melbourne, 100 St Kilda Road, Southbank .....	215
Arts Centre Melbourne precinct – Concert Hall, Theatre and Spire, 2 St Kilda Road, Southbank	219
National Gallery of Victoria, 180 St Kilda Road, Southbank .....	224
Victoria Police Barracks, later part of the Victorian College of the Arts 234, St Kilda Road, Southbank .....	228
Victoria Police Mounted Branch stables, part Victoria Police Depot complex, 234 St Kilda Road & 13 Dodds Street, Southbank .....	233
Police hospital, part Victorian Mounted Police Depot complex, 234 St Kilda Road, Southbank .	238
Castlemaine Brewery Malthouse, 113 Sturt Street, Southbank .....	243

## 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:

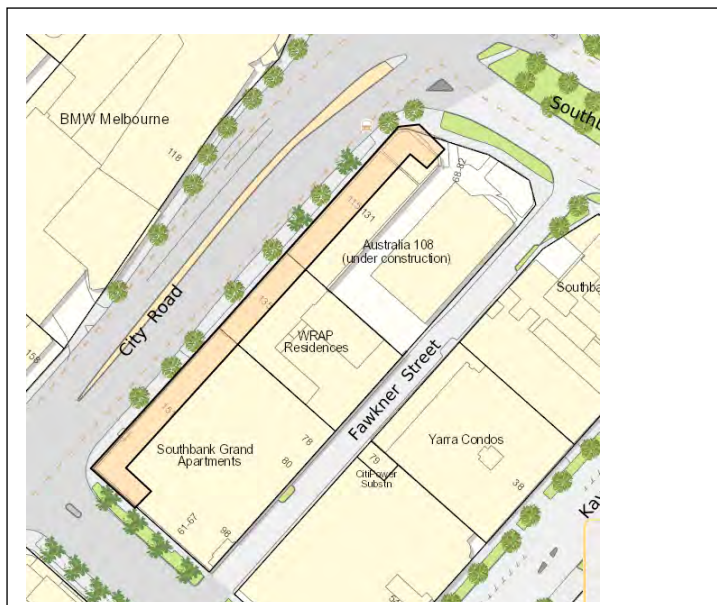
Heritage Overlay: HO366,

115-141 City Road, Southbank

#### Thematic context:

5.5 Building a manufacturing industry

5.3 Developing a large, city based economy



*Boundary of heritage place*

## 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. Whitelaw 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



Goldsbrough 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 façade;
- 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 façade that symbolises the extensive development created by the hardware/timber supplier and saw miller James Moore in the Victorian and Edwardian eras. Moore was also one of the colony's foremost contractors and served prominently in local government. The 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.

3. Streetscape, Factories, Warehouses and Offices, 115-39 City Rd.

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 of 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 of 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 stories 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 Rating Committee.

*Hamilton Spectator*, 13 September 1904.

James Moore's Timber 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 he 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 cases 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 industrial 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 patterns. 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 operatives 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 latter 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 rivaling 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 Industry. 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 heavy 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,  
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*

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## 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.

Contributory 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)



History and development of International Harvester Australia Limited / International Harvester Australia Limited, by International Harvester Australia. Published South Melbourne, Vic. International Harvester Australia Limited, 1977.

### **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 trucks 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**

*Industrial & Mining Standard* – Vol.78, p.332, 1927.

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 is 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



Boundary of heritage place

## 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 20<sup>th</sup> 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 19<sup>th</sup> 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 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 19<sup>th</sup> century. It was the only 19<sup>th</sup> 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 19<sup>th</sup> and 20<sup>th</sup> 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:

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, (MUA)

6. Burchell, loc.cit.

### 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 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.

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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 extant section of the original school is a most commanding 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. Sharpies 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 cortege, 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



*Boundary of heritage place*

## 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 parapet, 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 piated parapet;
- parapet piers-surmounted by acroteria;
- a deeply-bracketed cornice;
- rusticated pilasters and moulded strings;
- unusual upper-level doorway at the corner presumably leading to a wrought-iron balconette;
- brackets supporting hood moulds over the segment-arched window openings;
- double-hung timber-framed sash windows;
- a corner entry covered by a richly foliated bracketed hood;
- gas bracket base remnant under the foliated panel over the entry;
- two major bar windows 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:

SBCS, 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 / Allom 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 m<sup>2</sup>

#### Early History of the Parers by Bernard Parer, New Guinea. February 1973.

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 Rubina 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 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](http://skhs.org.au).

'Advertising'. *The Argus*. Melbourne, Victoria: National Library of Australia. 17 December 1869. p.8. Retrieved 30 December 2011.

'Advertising'. *The Argus*. Melbourne, Victoria: National Library of Australia. 2 December 1871. p.7. Retrieved 30 December 2011.

'MONDAY, JANUARY 8, 1872'. *The Argus*. Melbourne, Victoria: National Library of Australia. 8 January 1872. p.4. Retrieved 30 December 2011.

'Family Notices'. *The Argus*. Melbourne, Victoria: National Library of Australia. 5 November 1873. p.8. Retrieved 30 December 2011.

'Advertising.' *The Argus*. Melbourne, Victoria: National Library of Australia. 4 February 1899. p.3. Retrieved 30 December 2011.

'HOTEL LEASE SOLD.' *The Argus*. Melbourne, Victoria: National Library of Australia. 3 February 1927. p.8. Retrieved 31 December 2011.

'Advertising.' *The Argus*. Melbourne, Victoria: National Library of Australia. 28 September 1903. p.2. Retrieved 2 January 2012.

'CHARGE OF ASSAULT.' *The Argus*. Melbourne, Victoria: National Library of Australia. 12 February 1907. p.8. Retrieved 2 January 2012.



'DURING PROHIBITED HOURS'. *The Argus*. Melbourne, Victoria: National Library of Australia. 28 May 1921. p.11. Retrieved 2 January 2012.

'LICENSING ACT REDUCTION BOARD. EMERALD HILL DISTRICT.' *The Argus*. Melbourne, Victoria: National Library of Australia. 16 April 1908. p.9. Retrieved 1 January 2012.

'LICENSING COURT.' *The Argus*. Melbourne, Victoria: National Library of Australia. 10 February 1926. p.25. Retrieved 30 December 2011.

'LICENSING COURT.' *The Argus*. Melbourne, Victoria: National Library of Australia. 18 February 1926. p.14. Retrieved 30 December 2011.

'LICENCES DEPRIVATION.' *The Argus*. Melbourne, Victoria: National Library of Australia. 29 June 1926. p.5. Retrieved 30 December 2011.

'DELICENSED HOTELS.' *The Argus*. Melbourne, Victoria: National Library of Australia. 9 November 1926. p.7. Retrieved 30 December 2011.

'NEW INSOLVENTS.' *The Argus*. Melbourne, Victoria: National Library of Australia. 16 February 1928. p.14. Retrieved 30 December 2011.  
<http://www.skhs.org.au/SKHShotels/pdf%20Files/Map%20of%20Hotels%20in%20South%20Melbourne.pdf>

'ASSAULT ON WOMAN.' *The Argus*. Melbourne, Victoria: National Library of Australia. 19 January 1935. p.21. Retrieved 2 January 2012.

City of Melbourne. 'Southbank' (PDF).

Central Equity. 'Mainpoint'.

'The AIF Project'. AIF Project. Retrieved 30 December 2011.

### **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



*Boundary of heritage place*

## 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 19<sup>th</sup> and early-20<sup>th</sup> 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.

Contributory elements include:

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

(b) RB 1932 8582, seven rooms  
brick, NAV 332 pounds

3. Trethowan

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 Branch of Bank of NSW. Drawings shown at RVIA exhibition in 1908. *Royal Victorian Institute of Architects Journal*. January 1908, p.178.

Godfrey & Spowers, 34 Queen Street. Tenders accepted for erection of brick bank and residence for the Commissioners of Savings Banks, Warragul. *Building Engineering and Mining Journal*. 21 December 1901 supplement.

Godfrey & Spowers, 34 Queen Street. Tenders accepted for erection of brick & stone bank for the Bank of NSW at Kyneton, *Building Engineering and Mining Journal*. 15 September 1903, supplement 2.

Godfrey & Spowers. Banking Premises (Savings Bank), Malvern. W. E. Cooper, Garden Vale, 2,138. Building 12 December 1911, p.90.

Godfrey & Spowers. Banking and residential premises, Melbourne. T. Cockran. June Melbourne, 5,190. Building 12 December 1911, p.90.

Godfrey & Spowers, Melbourne Bank of New South Wales mentioned in advert. *Royal Victorian Institute of Architects Journal*. July 1930, p.xxii.

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

decoration. 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 19<sup>th</sup> and early-20<sup>th</sup> 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**

*The Argus*, 19 July 1932.

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 20<sup>th</sup> 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.

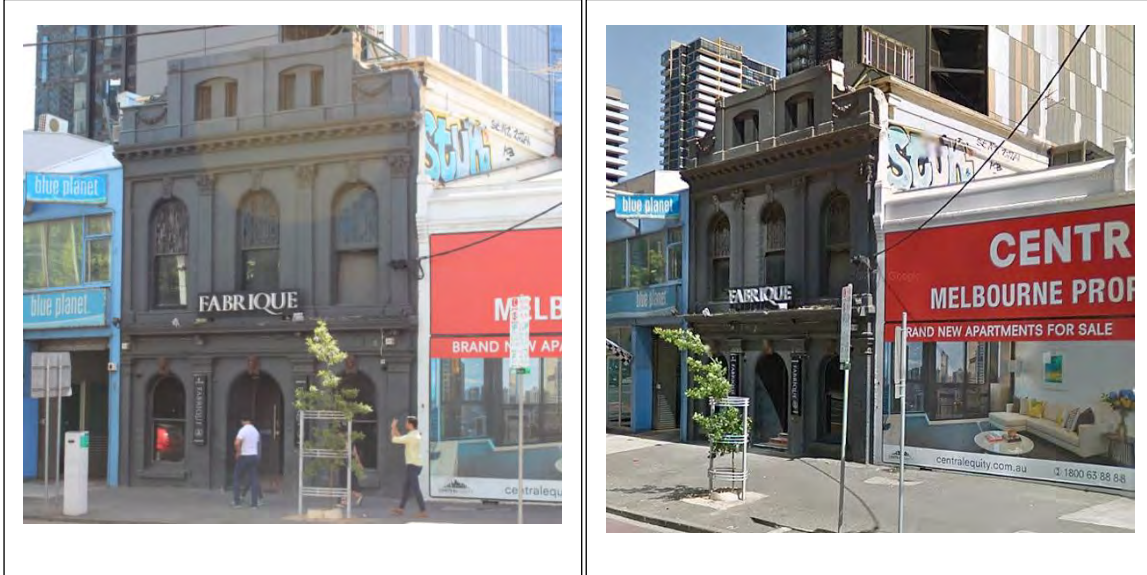
Apply external paint controls with policy to reintroduce original finishes and colour schemes.

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

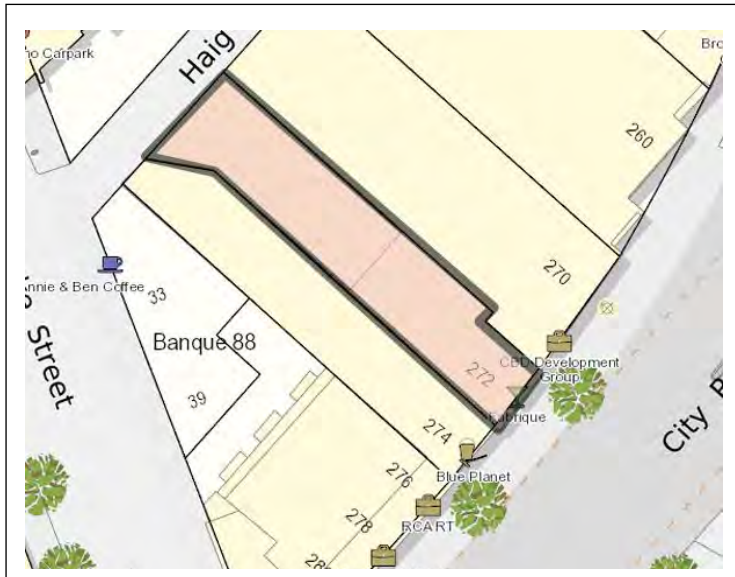
#### Thematic context:

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 20<sup>th</sup> 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 arcuated 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

Two-storey brick warehouse. Built 1880. Refurbished 1972-1973.

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, Edward, 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 / Allom 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.v.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. Lilburn (eds), *The Jubilee History of Victoria 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 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 Aarons, Win, Harrison, Johnson, Hicks, Thos. H. Thwaites, W. W. Wardell.

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 66<sup>th</sup> 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 1<sup>st</sup> 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 1<sup>st</sup> 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 furnished for all kinds of 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.

First Prize Medals — London, Paris and Philadelphia.

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 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 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 *Jarrahlend 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

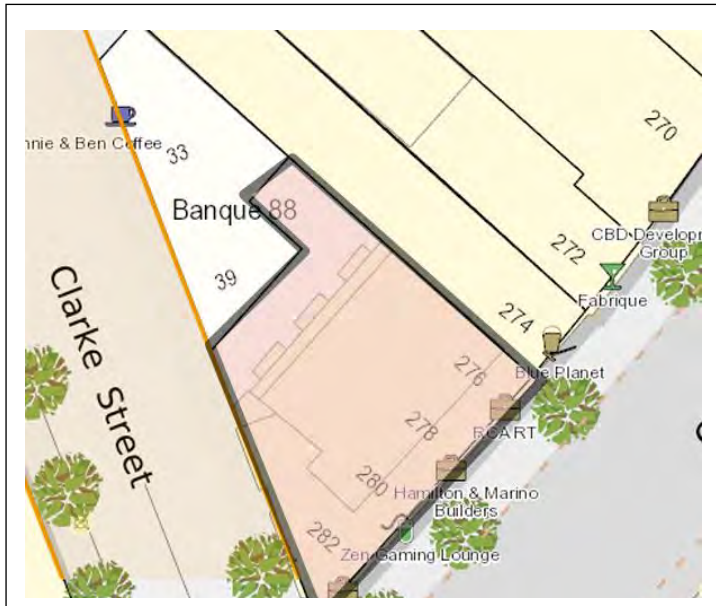
### Heritage status:

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.  
[http://planningschemes.dpcd.vic.gov.au/schemes/vpps/43\\_01.pdf](http://planningschemes.dpcd.vic.gov.au/schemes/vpps/43_01.pdf)

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

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; Lynas & 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 / Allom 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 Victoria 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:

DEPARTMENT XIV – WOOD AS MATERIAL. Experts: Mr. S. H. Roberts, chairman; Messrs. Joseph Aarons, Win, Harrison, Johnson, Hicks, Thos. H. Thwaites, W. W. Wardell.

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 28<sup>th</sup> 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 66<sup>th</sup> 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 1<sup>st</sup> 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.'

*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 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*, 16 Aug 1913.

GARDEN FOUNTAIN AND VASE WORKS

Designs and Estimates furnished for all kinds of 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.

First Prize Medals – London, Paris and Philadelphia.

#### **ADB**

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 *Jarrahlend 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

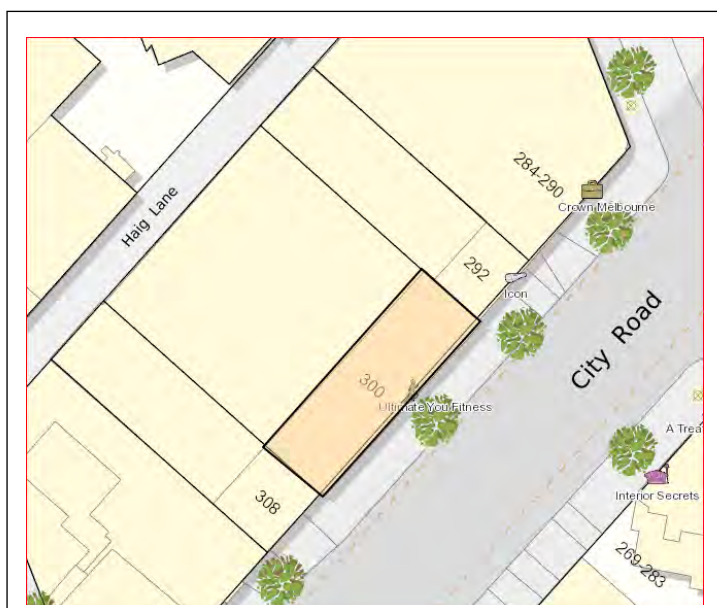
### Heritage status:

**Heritage Overlay:** HO376

#### Thematic context:

5.3 Developing a large, city-based economy

5.5 Building a manufacturing industry



*Boundary of heritage place*

## 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 arcuated 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 reclad 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 (CAs12-13), 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-19<sup>th</sup> Century. In the early-20<sup>th</sup> 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 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 three 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 merctr  
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:

Two-storey brick building. Designed in the Classical Revival style and built around 1900. Refurbished in 1994.

MMBW DP 505, 1895, shows most of site vacant with one building on east boundary numbering 105, next west is 91.

Parish Plan Block 79: lots 11-13: J Walker granted 11, W. Thistlewaite. 12-13. 22 April 1879.

### **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.

*The Age*, 26 August 1916, pg.14.

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.

*Weekly Times*, 29 November 1919, pg.14.

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 Specialty 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.

*Weekly Times*, 18 December 1920, pg.14.

Advert: 'Everything 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 it 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 await 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 tinder 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 Comer 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.

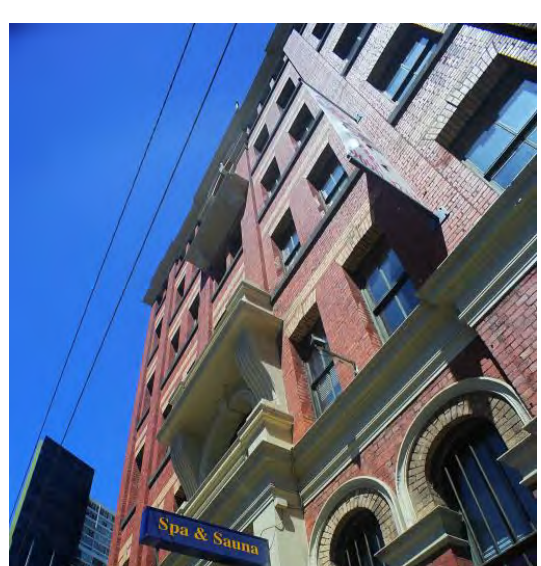
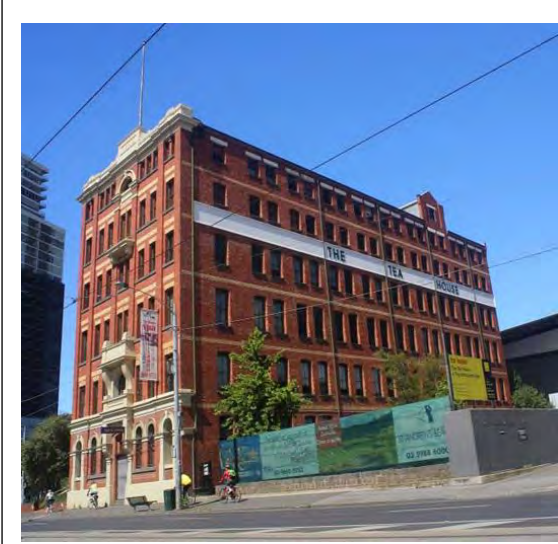
Apply external paint controls with policy to reintroduce original finishes and colour schemes.

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:

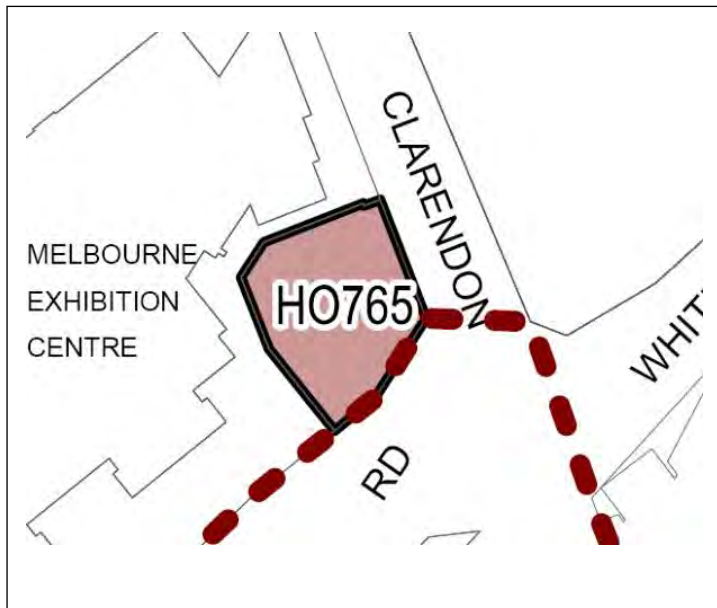
**Heritage overlay:** HO765, Robur Tea Building, 28 Clarendon Street, Southbank

**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 Languard'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 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?

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 19<sup>th</sup> 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. (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 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 19<sup>th</sup> 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-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'.

### 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 19<sup>th</sup> 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-19<sup>th</sup> 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.

Classified: 24 July 1989.

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

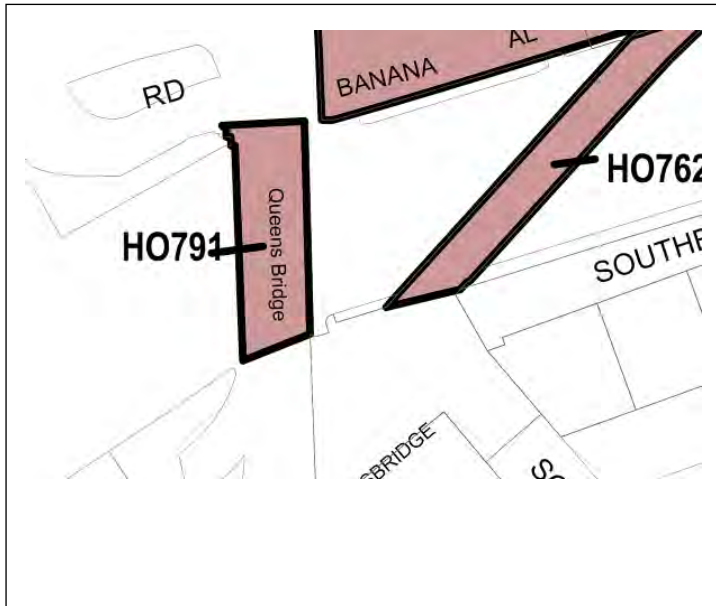
**Victorian Heritage Register:** H1448

**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

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## 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 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. (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)

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/786#sthash.G4ER1GnV.dpuf>

## 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.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/786#sthash.G4ER1GnV.dpuf>

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**

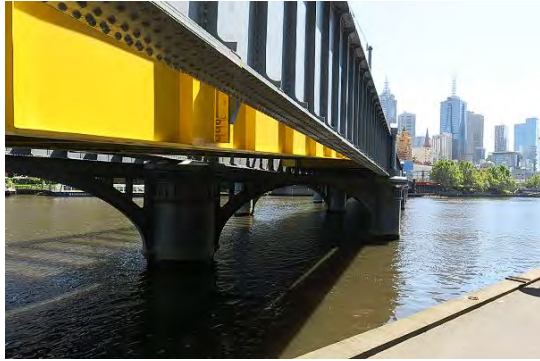
Revise Heritage Places Inventory and Heritage Overlay Schedule to show current street address.



## 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

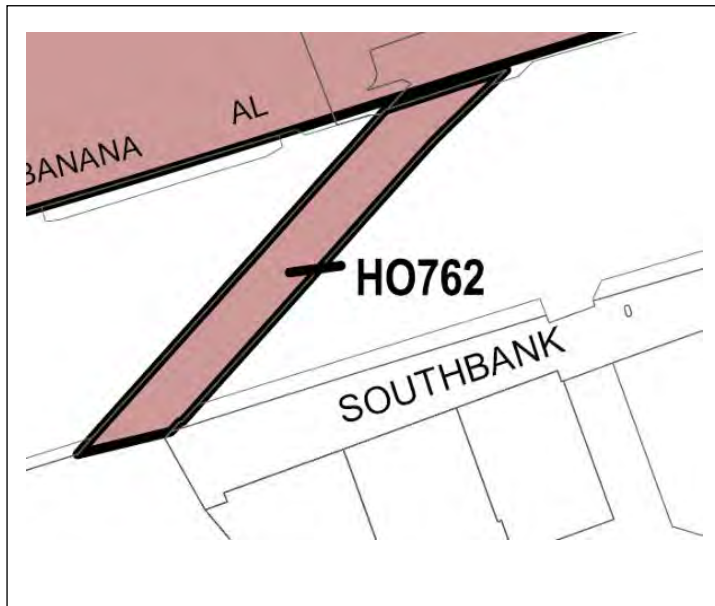
**Victorian Heritage Register:** H0994

**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)

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1301#sthash.S0opNmnf.dpuf>

## 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:

<http://vhd.heritagecouncil.vic.gov.au/places/1301#sthash.S0opNmnf.dpuf>

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 its 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

G. Butler, 'South Bank Architectural and Historical Study', Vol. 1, September 1982, p.55.

National Trust of Aust (Vic.), 'Research into the Sandridge Rail Bridge', 4 September 1985.

National Trust Register.

#### **Wikipedia,**

Robert Watson (engineer)

[https://en.wikipedia.org/wiki/Robert\\_Watson\\_\(engineer\)](https://en.wikipedia.org/wiki/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-instating 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:

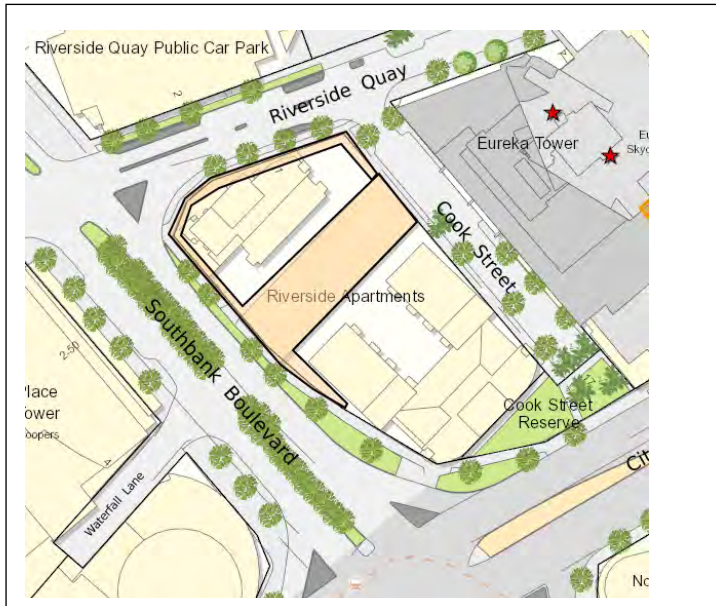
**Heritage overlay:** HO763, Jones Bond Store, 1 Riverside Quay, Southbank

**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

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## 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 Tayler called for tenders for a brick store in Maffra Street for W. B. Jones. In August 1888, Tayler accepted tenders for a five-storey brick store in South Melbourne. Tayler 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 19<sup>th</sup> 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-19<sup>th</sup> 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)

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1064#sthash.Gqv7o82w.dpuf>.

### **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)

2. Brearley, Adaptive Use and the Jones Bond Store, (RMIT thesis, 1978): abstract of rate descriptions.

3. RB 1868-9,3543-2

4. RB 1870-1,3951

5. RB 1873-4,4467f

6. Photo, RHSV

7. RB 1874-5,4582f

8. *Australian Building and Contractor's News*, 21.July.1888; *Building Engineering and Mining Journal*, 18 August 1888, Supp.pg.5 -7, 1888, supp.P7.



### **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 m<sup>2</sup>

### **Victorian Heritage Register 2017, H0828**

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1064#sthash.Gqv7o82w.dpuf>.

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 Council.) [*Victoria Government Gazette*, No. G7, 20 February 1991, p.331]

### **Trove images**

Collins, John T. (1973). South Melbourne. Jones Bond Stores. <http://nla.gov.au/anbd.bib-an49191816>

### **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:**

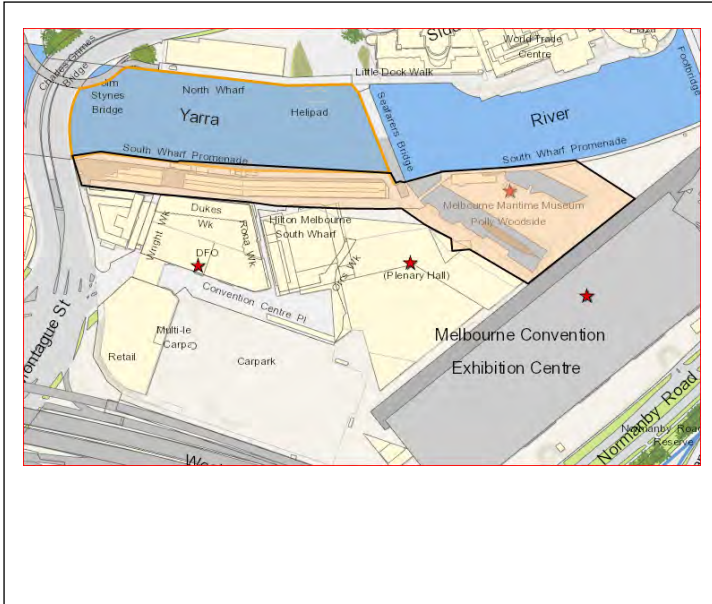
**Heritage overlay:** HO764, Duke & Orr's dry dock, 2A Clarendon Street, South Wharf, and Cargo Sheds, 4,5,6,7,8,9; 4-9 South Wharf Road, South Wharf

**Victorian Heritage Register:** H1096

**Thematic context:**

5.2 Melbourne as a trading port

5.3 Developing a large, city-based economy



Boundary of heritage place

## 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

Victorian Heritage Register H1096 2017.

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'.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/2309#sthash.DLZjHScI.dpuf>.

## 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

Victorian Heritage Register H1096 2017.

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.DLZjHScI.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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 20<sup>th</sup> 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

<https://www.engineersaustralia.org.au/portal/news/pump-house-duke-orr-dry-dock-%E2%80%93-anything-dry>

### **National Trust of Australia (Vic)**

Last updated on May 30, 2008.

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  
<http://vhd.heritagecouncil.vic.gov.au/places/65584#sthash.gfHhZajv.dpuf>

### **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



*Images of place 2016-2017*

### 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

**Alphanumerical system (building A-E streetscape 1-3):**

Existing: A, Proposed: A2

**Heritage values:**

### Heritage status:

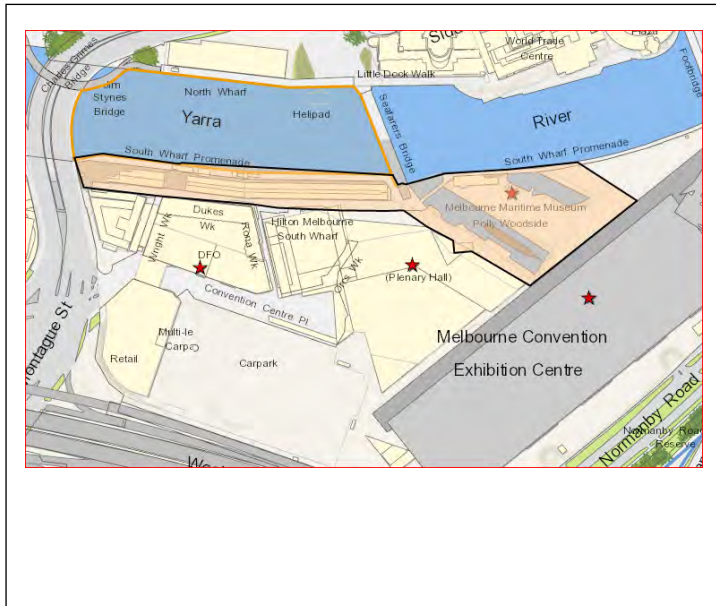
**Heritage overlay:** HO764, Cargo Sheds 4, 5, 6, 7, 8, 9, 4-9 South Wharf Road, South Wharf

**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 refocused 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 19<sup>th</sup> 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 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.
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 20<sup>th</sup> 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 19<sup>th</sup> 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.07NrVIB5.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.

*Victoria Government Gazette*, No.G18, 5 May 1994, pp.1101-1102.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/2339#sthash.07NrVIB5.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 chairmen 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 20<sup>th</sup> 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'  
Prepared by Lovell Chen for Places Victoria & City of Melbourne, 2012.

### **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 80 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, insitu, 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:

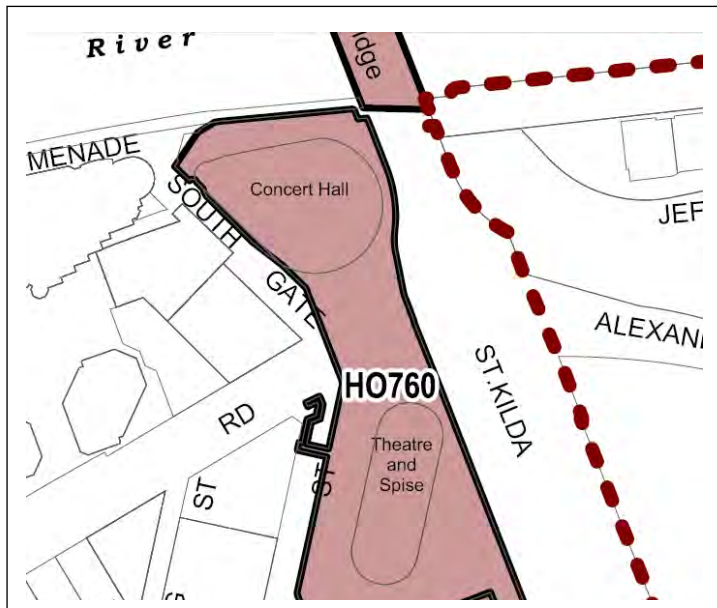
**Heritage overlay:** HO760, Victorian Arts Centre, 2-128 St Kilda Road, and 1-9 Sturt Street & 93-115 Southbank Road, Southbank

**Victorian Heritage Register:** H1500

**Thematic context:**

10.1 Arts and creative life in the city

3.2 Expressing an architectural style



*Boundary of heritage place*

## 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, Grounds' 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 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?

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 RAI 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)

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1067#sthash.XQ4BW9MC.dpuf>

## 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.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1067#sthash.XQ4BW9MC.dpuf>

## Recommendations

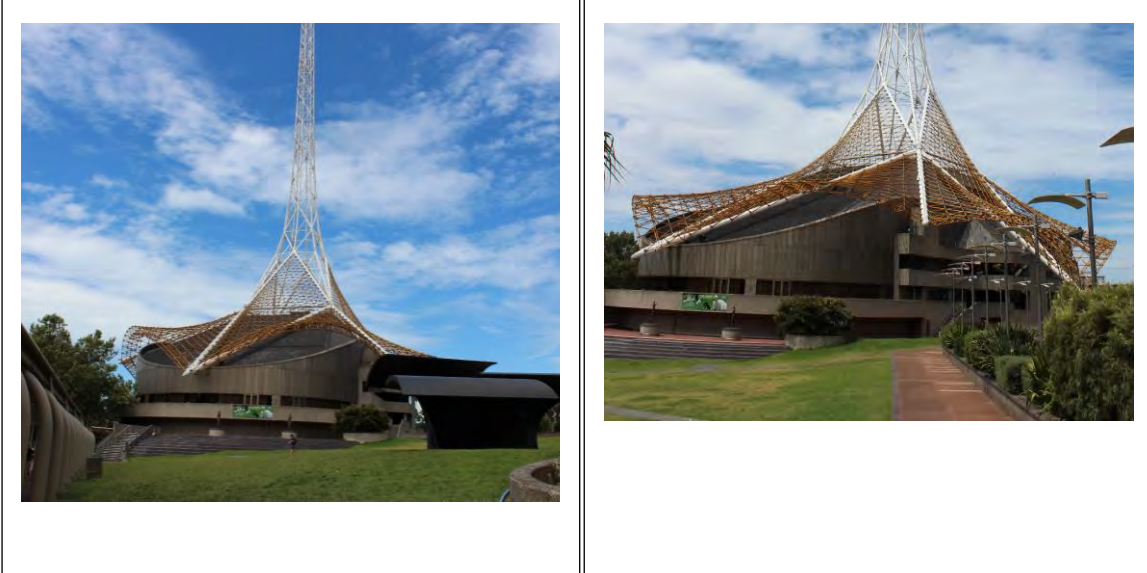
Add to Heritage Places Inventory 2017. Review Victorian Heritage Register Statement of Significance to clarify contributory elements - for example interiors and recent additions.



## 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:

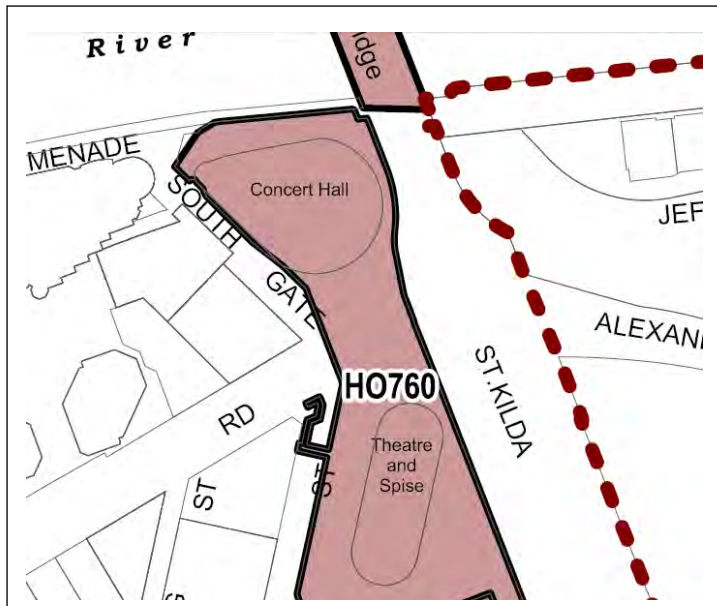
Heritage overlay: HO760, Victorian Arts Centre, 2-128 St Kilda Road, 1-9 Sturt Street & 93-115 Southbank Road, Southbank

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*

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## 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.

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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 flytower, 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.

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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. 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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How is it significant?

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

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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 RAI A 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)

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1067#sthash.XQ4BW9MC.dpuf>

## 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.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1067#sthash.XQ4BW9MC.dpuf>

Melbourne Planning Scheme

Map 08HO2

Shows as 'Concert Hall' and 'Theatre & Spise' (sic)

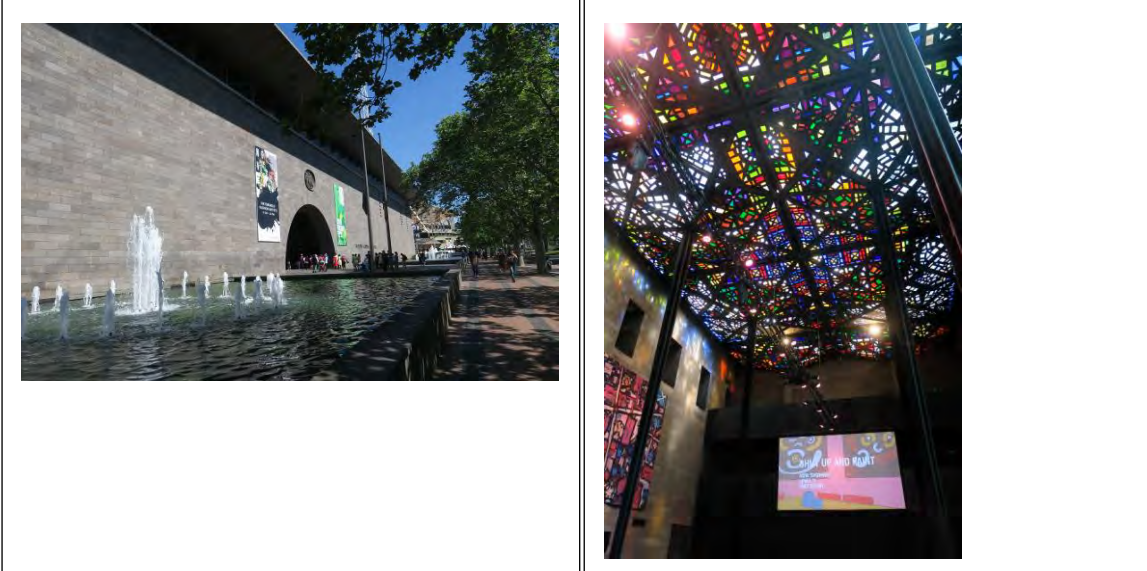
### **Recommendations**

Add to Heritage Places Inventory 2017. Review Victorian Heritage Register Statement of Significance to clarify contributory elements.

## 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:

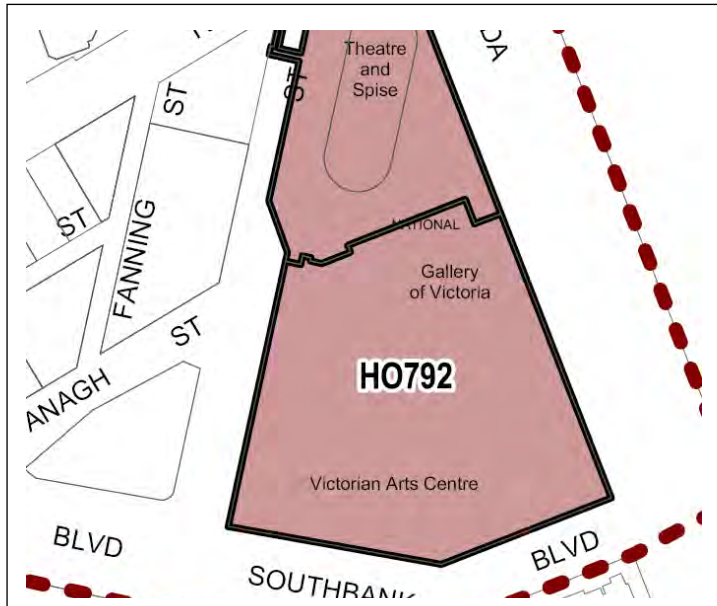
**Heritage overlay:** HO792, National Gallery of Victoria, 130-200 St. Kilda Road & 93-115 Southbank Road, Southbank

**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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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)

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1067#sthash.XQ4BW9MC.dpuf>



## 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.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1067#sthash.XQ4BW9MC.dpuf>

### 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

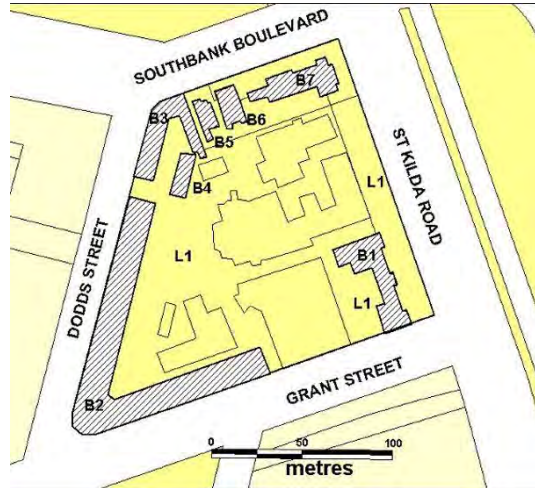
Add to Heritage Places Inventory 2017.

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:

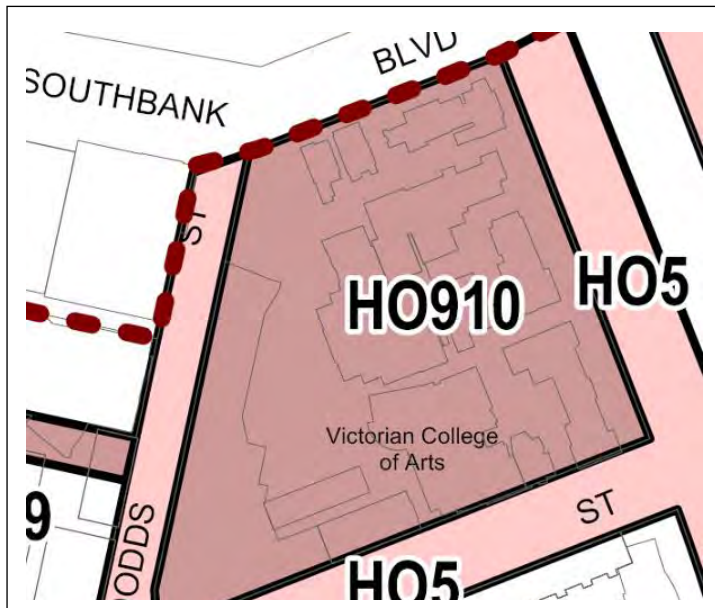
**Heritage overlay:** HO910, Former Victoria Police Depot, 234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank

**Victorian Heritage Register:** H1541

**Thematic context:**

3.2 Expressing an architectural style

4.7 Policing the city



Boundary of heritage place

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## 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-20<sup>th</sup> 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-19<sup>th</sup> and early-20<sup>th</sup> 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-20<sup>th</sup> 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 20<sup>th</sup> 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-20<sup>th</sup> 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.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1065#sthash.Kg5biVyx.dpuf>

## 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

1. C. Kellaway, NT File No. 3824: quotes PWD summary of contracts (PRO) Argus 25/1/1912, Argus 27 July 1912, contract drawings (PRO)

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.

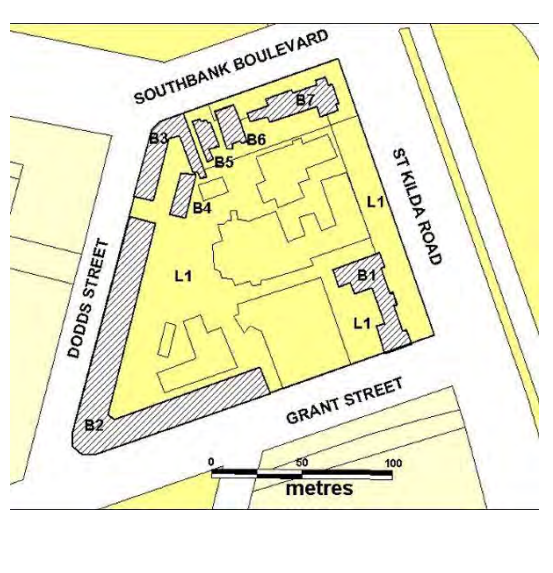
#### Recommendations

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:

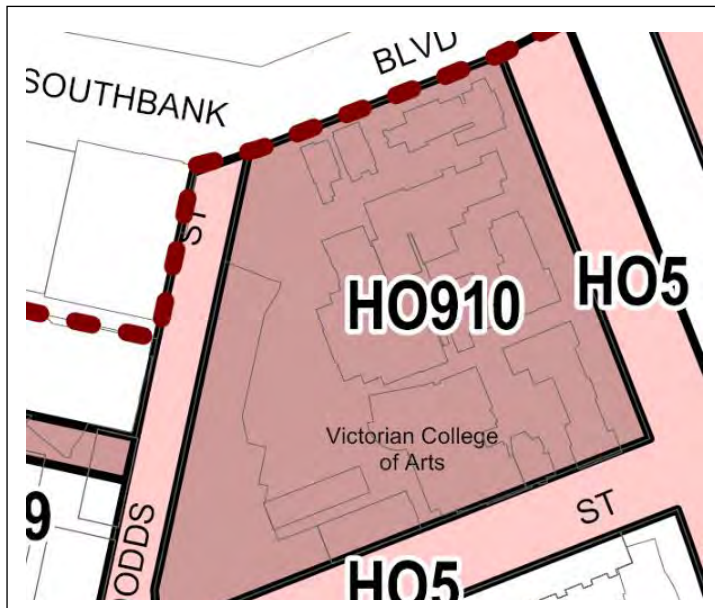
**Heritage overlay:** HO910, Former Victoria Police Depot, 234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank

**Victorian Heritage Register:** H1541

**Thematic context:**

4.1 Governing the Colony and State of Victoria

4.6 Administering justice



Boundary of heritage place

## 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

Victorian Heritage Register 2017 H1541, 2017.

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 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-20<sup>th</sup> 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-19<sup>th</sup> and early-20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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-20<sup>th</sup> 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.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1065#sthash.Kg5biVyx.dpuf>

## 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

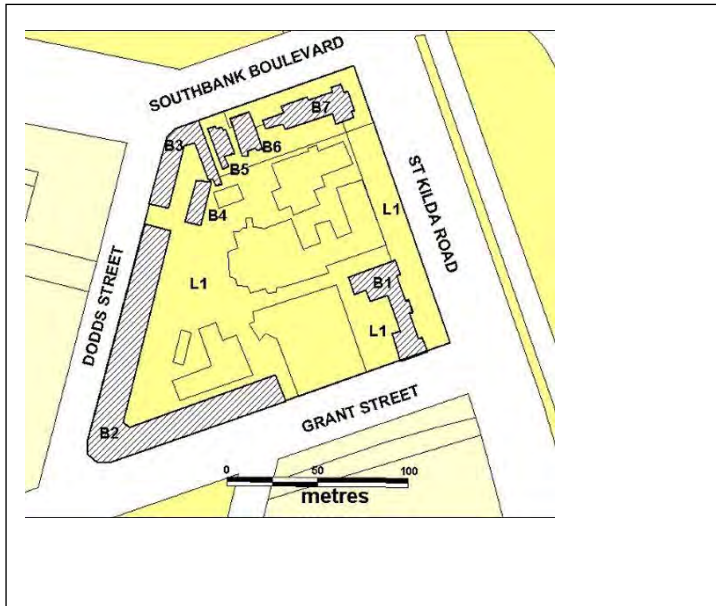
**Heritage status:**

**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*

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## 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

Victorian Heritage Register 2017 H1541, 2017.

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-20<sup>th</sup> 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-19<sup>th</sup> and early-20<sup>th</sup> 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-20<sup>th</sup> 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 20<sup>th</sup> 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-20<sup>th</sup> 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.

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1065#sthash.Kg5biVyx.dpuf>

## 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>

### SBCS V1 FOOTNOTES

23. Former Mounted Police Stables and Victoria Police Hospital, Police Depot

1. C. Kellaway, NT File No. 3824: quotes PWD summary of contracts (PRO) *Argus* 25 January 1912, *Argus* 27 July 1912, contract drawings (PRO)

### 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/ Malthouse Theatre, 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



*Boundary of heritage place*

## Description

This three-storey malt house 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 arcading 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 malt house 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 malt house 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 20<sup>th</sup> century until 1986 when Carlton and United Breweries donated the building to the then independent Playbox Theatre Company State Government of Victoria to become their new home for the Playbox Theatre Company, which had previously been located in Russell Exhibition Street under Founding Director, Carrillo Gantner. Gantner, Graeme Blundell and Garrie Hutchinson had formed the Hoopla Theatre Foundation in 1976 with the intention of providing a counterpoint to mainstream theatre, Hoopla transitioned into the Playbox Theatre Company in 1980. The Exhibition Street venue burnt down in 1984, leaving the theatre company without a permanent venue for several years (Malthouse website, 2020).

The malthouse 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. The new theatre was opened on 23 February 1990 and was initially known as the Playbox at Malthouse. In 2004, Michael Kantor, the Artistic Director of the theatre from 2004 to 2010, -reimagined Playbox as Malthouse Theatre, named after the venue. It was renamed The Coopers Malthouse in 2014 as part of a sponsorship arrangement, but reverted to The Malthouse in 2020 (Malthouse website, 2020).

## 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 maltster firms such as Barrett Bros. (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 then independent Playbox theatre company in 1986 and opened as the new home of the Playbox Theatre on 23 February 1990. Initially known as the Playbox at Malthouse, then the Malthouse from 2004 it was renamed The Coopers Malthouse in 2014 but reverted to the Malthouse in 2020. The building # is now known as The Malthouse.

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?

[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~~, as the home of important live theatre productions since the 1980s as 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. The establishment of the theatres complex in what was still an industrial area was a bold move which helped instigate the development of the Southbank Boulevard / Sturt Street area as an 'Arts Precinct' (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 arcading 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 Works detailed plan 1895 shows as 'Malting House' on similar plan with pitched row from Sturt Street leading to small, pitched yard.

#### Malthouse website, [2017-2020](#).

#### 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 Merlyn 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.

<http://malthousetheatre.com.au/about-us/about-malthouse-theatre>

**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: Fowler, Lyle 1891-1969 photographer.

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. & Burston 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 20<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 20<sup>th</sup> century. Only a handful of traditional malting floors are still in use.

[https://en.wikipedia.org/wiki/Malt\\_house](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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## Contents

New St John's Lutheran Church, 20 City Road, Southbank .....	258
G. P. Motors, Pty Ltd, 35-41 City Road, Southbank .....	263
Crown Chemicals, Anderson & Sons printing works, 63-65 City Road, Southbank .....	270
Kosky Bros. Pty Ltd, furriers, 67-69 City Road, Southbank .....	277
Maurice Artaud & Co. facade, 71-75 City Road, Southbank .....	283
Spencer Street Bridge, Clarendon Street, Southbank .....	288
Eckersley & Sons soda fountain works, 93-103 Clarendon Street, Southbank .....	297
Melbourne and Metropolitan Tramways Board electricity substation 'S', 67-69 Clarke Street, Southbank .....	302
Thornycroft (Aust) Ltd, later Herald Sun television studio, 49-61 Coventry Street, Southbank .	306
William, M. & Thomas Anderson Factory, later Lanes Motors service department, 52-66 Dorcas Street, Southbank .....	312
Vault sculpture, Grant & Dodds streets, Southbank .....	318
Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank .....	323
Kings Bridge & Kings Way, Southbank .....	328
Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank .....	355
Robur Tea Company factory-warehouse, part 107-127 Queens Bridge Street, Southbank. ....	360
Former Castlemaine Brewery, part 107-127, 129-131 and 133 Queens Bridge Street, Southbank .....	368
St Kilda Road Boulevard .....	417
Repatriation Commission Outpatients Clinic, part of Victoria Barracks, 256-310 St Kilda Road, Southbank .....	423
Victoria Barracks, 256-310 St Kilda Road, Southbank .....	430
PMG Postal Workshops, Garage & Stores complex, part 45-99 Sturt Street, Southbank .....	439
Commonwealth Artificial Limb Factory, 242-246 Sturt Street, Southbank .....	451
Electricity substations group, Southbank .....	467
Bluestone-pitched laneways group, Southbank .....	475

## 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:**

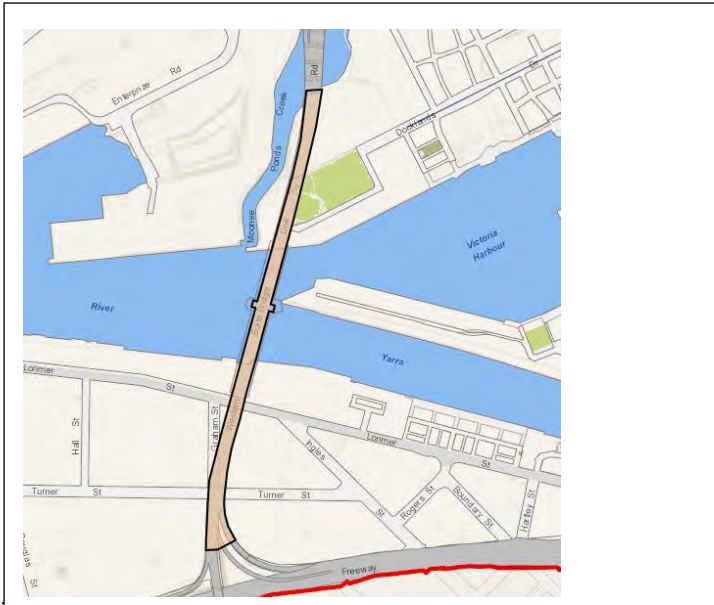
**Heritage Overlay:** Proposed

**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:

Vines, G., 'Concrete Bridges Study', VicRoads 2009 (revised 2010).

'Citylink', Melbourne City Link Authority, Information Brochures, 2000.

'Newslink', Melbourne City Link Transfield-Obayashi Joint Venture newsletters, 1996-1999.

Melbourne and Metropolitan Strategy Plan, MMBW, 1954.

Fox, Peter D., 'Design & Construction of Yarra River Bridge', presented at Long Span Structures Workshop, Hanoi, Vietnam March 1999.

Wheeler, W. Ken, 'Design of the Yarra River Bridge, Melbourne City Link', in *Concrete in Australia*, December 1997 – February 1998.

Wheeler, W.K., 'The Bolte Bridge over the Yarra River, Melbourne', in *Structural Engineering International*, February 2002, no.1 v.12.

Laurie, J. B., FTSE, 'Melbourne City Link Project', Australian Academy of Technological Sciences and Engineering, 2000.

DCM, Melbourne Gateway / Sound Tube / Bolte Bridge Melbourne, Australia Transurban CityLink Project 1995-1999. <http://www.dentoncorkermarshall.com/experiences/product-design-sculpture/>

### **Recommendations**

Revise Heritage Places Inventory.

Proposed heritage overlay as Bolte Bridge

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

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## 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:**

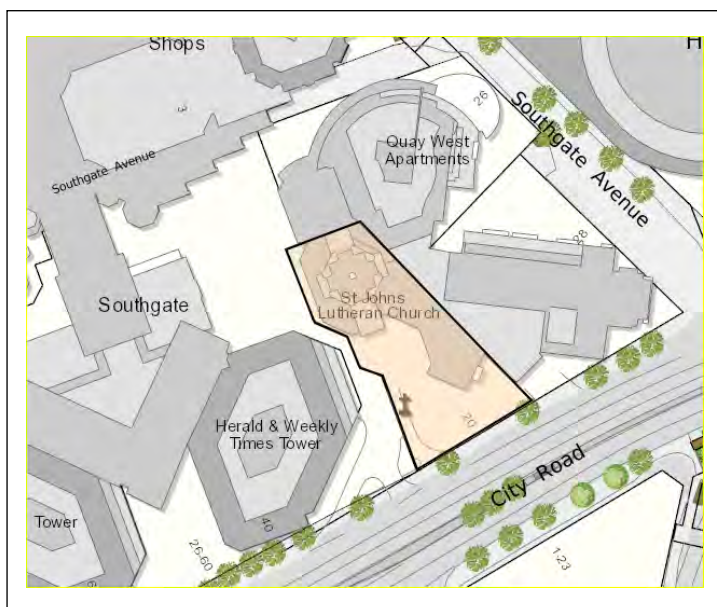
**Heritage Overlay:** Proposed



**Thematic context:**

10.2 Belonging to a religious denomination

15.1 Remembering the past



*Boundary of heritage place*

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**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

combined in the facade, with a hint of art deco, and to a lesser extent in the interior with its fine timber wagon vault roof. Classified: 16 February 1984. Demolished October 1989.

**St John's web site:** <http://www.stjohnssouthgate.com.au/index.php/about-st-johns/>

**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 150<sup>th</sup> 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 16<sup>th</sup> 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**

<http://www.ohta.org.au/organs/organs/Southgate.html>

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*

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## 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-20<sup>th</sup> 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;
- oyster 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

### **COMMAPS**

Opera Australia:

2-storey brick building with ground floor offices. Built 1938. Refurbished 1998.

### **MMBW 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.

*The Argus*, 31 Aug 1940. p.12.

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 Pty 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.

<http://www.gp-motors.com.au/about-us.html>

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.

<http://artdecobuildings.blogspot.com.au/2012/12/a-building-in-bairnsdale.html>

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*

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### 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 ,lona-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.

Another firm known as the Paperized Writing Ink Pty Ltd was registered at the same address in 1923, evidently representing a subsidiary of Anderson & Sons.

*Paperized Writing Ink Pty Ltd - Regd. 14.6.23. Authorised capital: £10,000 in £1 shares.  
Directors: Spencer Yates, William Alfred Anderson, George Sutton, and Samuel Percy Marks.  
Regd. Office: 63 City Road, South Melbourne,*

*- Daily Commercial News and Shipping List, 4 July 1923. p.5.*

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.

Pills and Patent Medicine Factory.

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

Anderson's Printing and Publishing Co., Pty Ltd, 63 City Road, South Melbourne, S.C4.

<http://nla.gov.au/nla.news-article167785403>

Paperized Writing Ink Pty Ltd — Regd. 14.6.23. Authorised capital: £10,000 in £1 shares.

Directors: Spencer Yates, William Alfred Anderson, George Sutton, and Samuel Percy Marks.

Regd Office: 63 City Road, South Melbourne.

<http://nla.gov.au/nla.news-article159919355>).

#### **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.

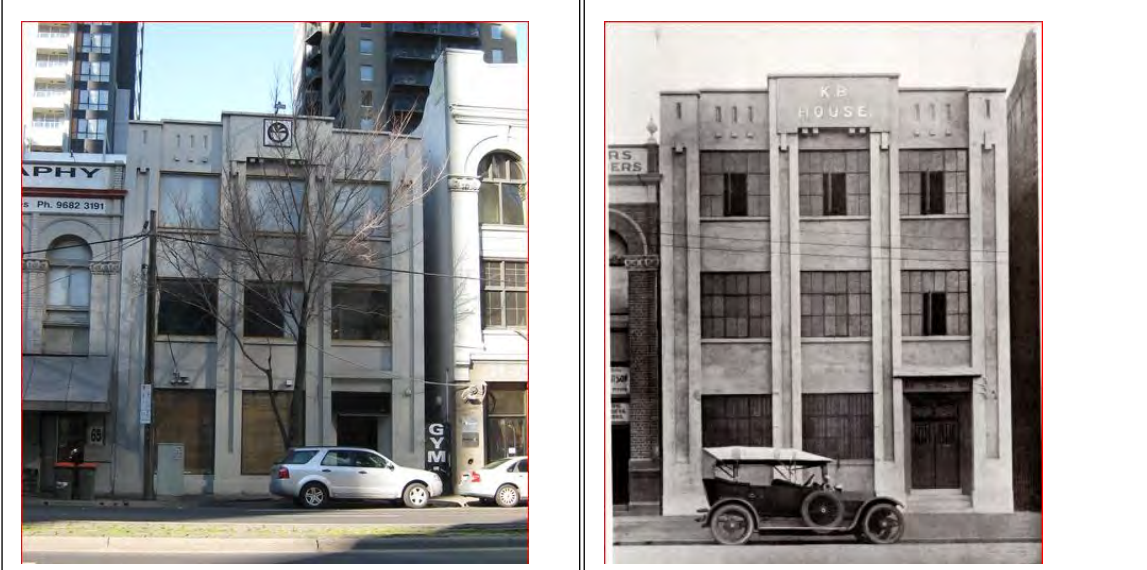
Proposed heritage overlay as Anderson's Printing & Publishing Co. Pty Ltd, 63-65 City Road, Southbank.

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



Images of place 2016-2017

### 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*

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**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-inforced 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 20<sup>th</sup> 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.

Frank Cain, *The Australian Security Intelligence Organization: An Unofficial History*, Routledge, 12 November 2012.

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.

[http://www.stonefamilyinaustralia.com.au/uploads/document/file/1135/History\\_ARC\\_Smorgon.pdf](http://www.stonefamilyinaustralia.com.au/uploads/document/file/1135/History_ARC_Smorgon.pdf)

Australian Reinforced Concrete Engineering Company. Applications of the B.R.C. system of reinforced concrete construction, The Australian Reinforced Concrete Engineering Company Pty. Limited, The Company, Melbourne, 1928.

### Rate Books

Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)

1923 9309 Vacant land Kosky Brothers Ltd 377 Chapel St., South Yarra Allotment 41 £91 £11.76

1924 9335 Kosky Brothers Pty Ltd (65-67 City Road, next address is 71/73, there is no 69 City Road) Merchants Same Brick factory £400 £50

### 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

*The Advertiser*, 24 July 1954, p.1.

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, D11, 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 five 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. **facade**, 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*

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### 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~~ All but the façade and sections of side walls near the front were demolished in 2020.

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). Maurice'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; ~~and~~
- ~~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-19<sup>th</sup> and early-20<sup>th</sup> 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.

DEFRAUDING THE CUSTOMS, *The Argus*, 15 September, p.7.

Viewed 5 March 2017, <http://nla.gov.au/nla.news-article8651042>

*The Age*, 6 May 1911, p.3; 21 June 1923.

*Sydney Morning Herald*, 21 March 1925, p.2.

SOUTH MELBOURNE FIRE. *The Argus*, 19 February 1926, p.9. Viewed 5 March 2017.

<http://nla.gov.au/nla.news-article3735646>.

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.

*The Argus*, 24 December 1908, p.5; 6 September 1936, p.5.

**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



*Boundary of heritage place*

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### 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 similar-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-20<sup>th</sup> 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.

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## **Newspapers**

### *VICTORIA BUILDING*

Construction Official Organ of the Master Builders' Association of Melbourne. Victoria. No.572, Vol.20. 12 December 1925.

### 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



*Boundary of heritage place*

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### 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-20<sup>th</sup> 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-20<sup>th</sup> 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 Department of Planning, 1983.

Milner, P. 'Some significant industrial sites in South Melbourne'. National Trust of Australia (Victoria), 1986.

### **CoMMap**

Building Details: Single-storey brick warehouse and office building. Built 1913 and 1955.  
Primary land use: Warehouse/Store.

### **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:**

'Advertising' *The Age*, 15 October 1913, p.6. Accessed online 3 Mar 2017, from <http://nla.gov.au/nla.news-article196240174>.

Royal Victorian Institute of Architects, *Journal of the Royal Victorian Institute of Architects*: 1940. <http://hdl.handle.net/11343/108591>

GABR, Guide to Australian Business Records Coldstream Refrigeration Ltd. <http://www.gabr.net.au/biogs/ABE1726b.htm>

### **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



*Boundary of heritage place*

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## 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 gridded 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.  
[http://www.dtpli.vic.gov.au/\\_\\_data/assets/pdf\\_file/0005/218417/Tram-Heritage-Places\\_Part2.pdf](http://www.dtpli.vic.gov.au/__data/assets/pdf_file/0005/218417/Tram-Heritage-Places_Part2.pdf)

Russell Jones. From rotary converters to solid-state: tramway substation architecture in Melbourne, 2014. <http://www.hawthorntramdepot.org.au/papers/substations.htm>

### **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.

Clarke, Robin. Demolition and construction of the *Herald Sun Television* studios and transmitter tower. 1955. <http://nla.gov.au/anbd.bib-an52214791>.

Turner Hughes Architects, Fox Sports Studios, Melbourne. 2012. <http://www.turnerhughes.com.au/fox-sports-studio/>

'Australian Television: the first 24 years'. Melbourne, Nelsen/Cinema Papers. 1980.

## 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 not 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 axles 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.

'How Seven trumped Nine'. *The Age*. Melbourne. 14 June 2007. Archived from the original on 17 June 2007, retrieved 27 June 2007.

## **Recommendations**

Revise Heritage Places Inventory.

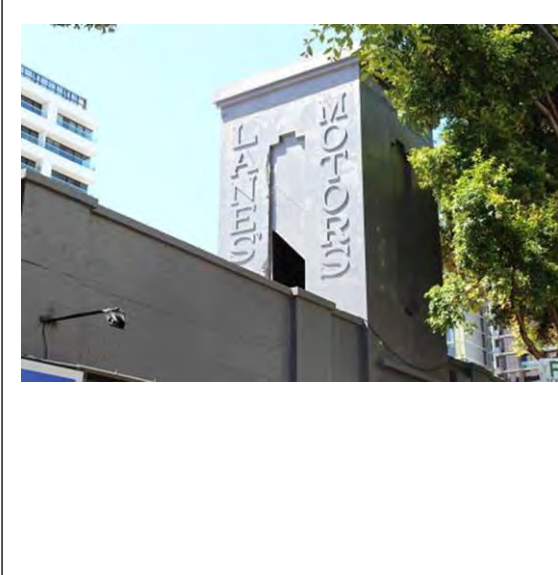
Proposed heritage overlay as Herald Sun television studio, 50 Dorcas Street, Southbank.

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

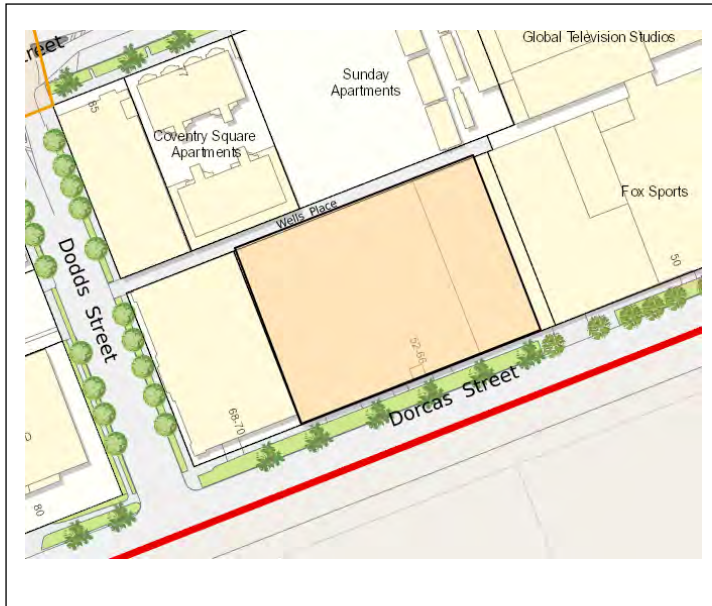
### Heritage status:

**Heritage Overlay:** Proposed

**Thematic context:**

5.5 Building a manufacturing industry

## 6.7 Transport



*Boundary of heritage place*

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### 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.

State Library Picture Collection, Exterior, Lane's Motors, cnr Queensberry & Leicester streets, Carlton. Commercial Vehicle Division. Lyle Fowler, 1891-1969.

### 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

Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail  
(N.A.V.) Rate Detail (Paid)

1911 All of the Land within Section 101A is Vacant Land

1912 8929 Anderson, William M. & Thomas Manufacturer Same Iron Factory and Allotment 25  
£75 £7.10

1913 9004 Anderson Manufacturer same Iron Factory £100 £10.10

Note: street numbering appears to have changed in Dorcas Street, so confirmation needed of the rate records.

### Newspapers

'Display Advertising' *The Argus*, 21 June 1926, p.7. Accessed online 2 March 2017,  
<http://nla.gov.au/nla.news-article3790193>.

'COLLAPSE AT WHEEL' *The Argus*, 13 July 1939, p.1. Accessed online 2 Mar 2017,  
<http://nla.gov.au/nla.news-article11235034>.

MG Car Club Archives.

<http://prewar.mgcc.info/Archives/archives%201.htm>

The Commercial, Abe Nathan. The Furniture King. By Richard Lee, Albury & District Historical Society Bulletin #564. <https://alburyhistory.org.au/wp-content/uploads/2017/01/ADHS-Bulletin-564.pdf>

### 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, service 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



*Boundary of heritage place*

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## Description

'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 [is a prominent Australian Artist who studied under Lyndon Dadswell studied in Sydney. He also studied in ~~and~~ London, and worked as Henry Moore's assistant from 1965 until his return to Australia in 1968. He was Head of Sculpture at the National Art School and artistic adviser to the Sculpture by the Sea exhibition. He was a founding member of the Visual Arts Board of the Australia Council and has won numerous awards including the Comalco Invitational Sculpture Award, the Transfield Prize and the Alice Prize. Vault is his best known work.](#)

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.

Contributory elements include:

- painted yellow steel folded into abstract geometric forms; and
- a 360° view to the sculpture.

How is it significant?

'Vault' is historically ~~and~~ aesthetically and associatively significant to Southbank and to the city 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 associative significance for its association with the prominent Australian abstract artist Ron Robertson-Swann. Robertson-Swann is a prominent Australian Artist who studied under Lyndon Dadswell and was assistant to Henry Moore. He was Head of Sculpture at the National Art School and artistic adviser to the Sculpture by the Sea exhibition. He was a founding member of the Visual Arts Board of the Australia Council and has won numerous awards including the Comalco Invitational Sculpture Award, the Transfield Prize and the Alice Prize. Vault is his best known work. (Criterion H)

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:

Geoffrey J. Wallis, PERIL IN THE SQUARE: THE SCULPTURE THAT CHALLENGED A CITY, Indra Publishing, 2014.

Engberg, J. 'Vault', Australian Centre for Contemporary Art. Accessed 4 December 2014.  
<https://www.accaonline.org.au/about/vault>

Courtney Pedersen, Art and the Anxious City: public art, public interest and the public good, Queensland University of Technology, 2015.

RBA Architects, The Vault Sculpture – Relocation.  
<http://rbaarchitects.com.au/projects/monuments/the-vault-sculpture/>

### 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*

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### 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'Ebros, 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-19<sup>th</sup> 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:

Milner, P. Cnr. Kavanagh Street and Kings Way, South Melbourne. University of Melbourne, Dept. of Mechanical and Manufacturing Engineering, Parkville, Victoria, 1989.

eMelbourne School of Historical Studies Department of History, University of Melbourne, July 2008.

Latreille, Anne. 'The ups and downs in the world of lifts'. *The Age*, 3 March 1981.

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:

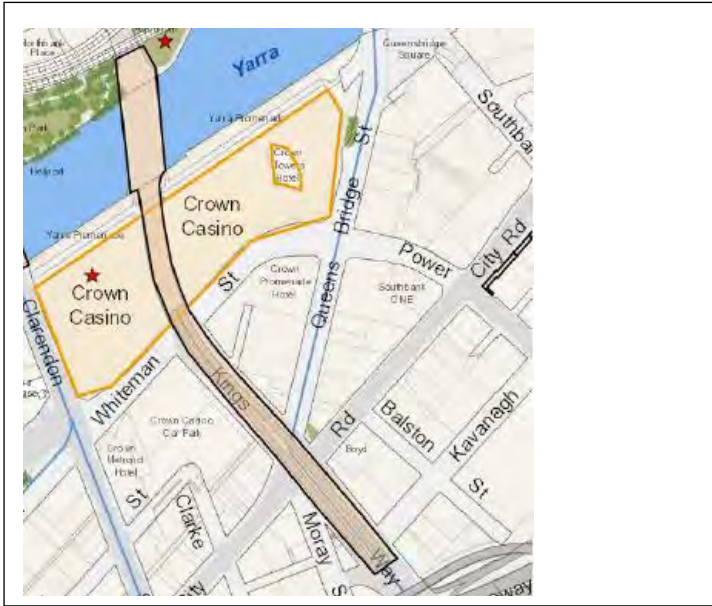
Aesthetic, Historical, Scientific, Social

### 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 19<sup>th</sup> and early-20<sup>th</sup> 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-20<sup>th</sup> 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 at 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 Gunnensen Nosworthy's plywood store, Taubman's Paints, H. T. Parker, Caldwell's 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 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 Review*, 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)

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### **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.

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## 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*

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### 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 to 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)

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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.

The Commonwealth Aircraft Corporation, 1999-2007 CTIE.  
[http://www.ctie.monash.edu.au/hargrave/MEGGS\\_CAC.html](http://www.ctie.monash.edu.au/hargrave/MEGGS_CAC.html)

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.

Government Aircraft Factories (GAF), Aerospace Technologies of Australia (ASTA).  
<http://www.globalsecurity.org/military/world/australia/gaf.htm>

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 out-dated, 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*

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### 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.

State Library of South Australia Commonwealth Aircraft Corporation factory PRG 247/143/1. <http://collections.slsa.sa.gov.au/resource/PRG+247/143/1>

National Trust classification report, 'Butler and Bellman Hangars at Commonwealth Aircraft Corporation Fishermans Bend'. <http://vhd.heritagecouncil.vic.gov.au/places/12650/download-report>

The Story Of The Commonwealth Aircraft Corporation. <http://www.beaufortrestoration.com.au/Pages/ProductionChild/Manufacturers/CAC.html>

Alex Post, 'Wackett, Sir Lawrence James (1896–1982)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University. Published first in hardcopy 2012, accessed online 16 September 2016. <http://adb.anu.edu.au/biography/wackett-sir-lawrence-james-15887/text27088>

Geoff Goodall Collection, 114112c6800-121R. <http://www.goodall.com.au/australian-aviation/tugan-gannet/tugan-gannet.htm>

CAC Australia – 25 years of construction in the aircraft industry, Commonwealth Aircraft Corporation Pty Ltd. The Corporation, 1962.

Commonwealth Aircraft Corporation Pty Ltd. Commonwealth Aircraft Corporation Pty Ltd, Port Melbourne.

Prime Minister's Department, 'Immigration Artisans. Commonwealth Aircraft Corporation', 23 pages, 1938.

Excerpt from *Research Guide: Immigration to Australia 1901-39*. Chapter 8, Vocational Immigration A461, N349/1/6.

### National Archives

[http://www.naa.gov.au/Publications/research\\_guides/guides/immig/chapt08.htm](http://www.naa.gov.au/Publications/research_guides/guides/immig/chapt08.htm)

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.

The Commonwealth Aircraft Corporation, 1999-2007, CTIE. [http://www.ctie.monash.edu.au/hargrave/MEGGS\\_CAC.html](http://www.ctie.monash.edu.au/hargrave/MEGGS_CAC.html)

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.

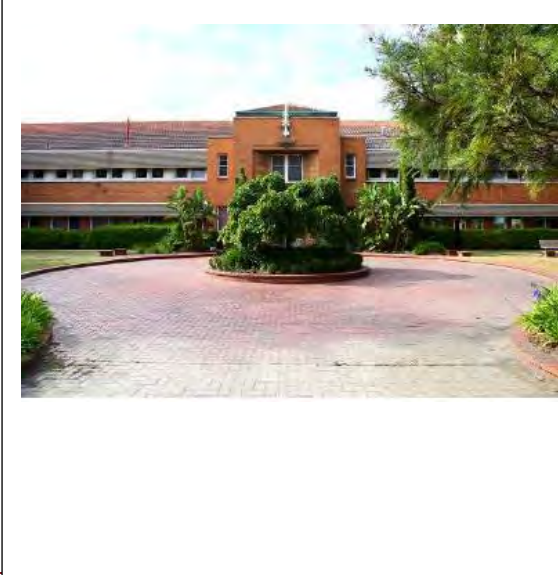
Proposed heritage overlay as Commonwealth Aircraft Corporation (CAC), 226 Lorimer Street, Port Melbourne.

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:

Long, G., *The leading edge: sixty years of aeronautical research and development for Australia's defence 1939–1999*, Aeronautical & Maritime Research Laboratory, Melbourne, 1999.

Keper, J. L., *Fishermans Bend – A Centre Of Australian Aviation* Department Of Defence, Defence Science and Technology Organisation, Aeronautical Research Laboratory, Melbourne, Victoria.

Museum Victoria Collection. <http://collections.museumvictoria.com.au/items/405748>

## **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 & Kempster

### 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*

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### 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 Balbirnie's 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 a 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.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, 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 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.

'Advertising', *The Age*, 4 November 1929, p.16. Accessed online 9 February 2017.

<http://nla.gov.au/nla.news-article203256733>

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, part 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:** between 1904, and 1905 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



*Boundary of heritage place*

### 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.~~ comprises five storeys with giant arches to the third level and small narrow windows on the top two levels. Part of the upper two floors was demolished following a fire in 1907 (Melbourne Leader 14 Dec. 1907, p.35).- 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-19<sup>th</sup> 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 on Moray Street North (which was later renamed Queens Bridge Street) in 1881 in an area of the south of Melbourne that had yet to be developed, relocating their mantelpiece manufacturing business from their previous site in City Road that they occupied from about 1872 (Lovell Chen 2018). The firm constructed an elaborate two storey warehouse possibly designed by architect Frederick De Garis and Sons, on Queens Bridge Street in 1887 (Alexandra and Yea Standard 29 July 1887; Miles Lewis Architectural Index). By the 1890s, both sides of Queens Bridge Street were densely developed, with foundries, timberworks, stores, warehouses and the Castlemaine Brewery (Sands & McDougal Directory; MMBW Plan 1895).

Train had vacated the premises by about 1890 and the site was occupied by various tenants until 1900.

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, however, in the mid-1890s, when articles began to appear in the papers. In June 1900, new owners of the site, James Service & Co acquired the Robur brand and embarked upon an aggressive advertising campaign, expanding the firm's sales considerably. A photo dated 1905 (Lovell Chen 2018) shows a glimpse of the current building adjacent to the Castlemaine Brewery, indicating it was then a five storey structure. Therefore, it was between 1900 and 1905 that the extra storeys were added and alterations to the façade were undertaken. The 1890s MMBW plan shows a stepped form to the rear that is the same as the present building indicating the 1887 building formed the basis of the 1900-1905 reconstruction (Lovell Chen 2018).

~~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.

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 mostly 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. This fire destroyed stock and the northern part of the top two floors of the building occupied by Anderson's furniture warehouse and Halls Perambulator Co. James Service's southern part of the building was uninjured apart from water damage to stock (Melbourne Leader 14 Dec. 1907, p.35). Another 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). Yet another fire occurred in 1935, gutting the second floor of the northern three-storey section of the building occupied by Disher & McBrien and Eclipse Radio (*The Age*, 3 Oct 1935, p.13).~~

~~By 1909<sup>10</sup>, however, C. Hall, C. 3., perambulator manufacturers, we are still listed 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 1910<sup>09</sup> 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 section of the building at 107-109, with Eclipse Radio Pty Ltd in the five-storey building section at 111-115, as well as in the two-storey section and rear yard behind.~~

~~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 Clarendon St. 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 as a separate entity in 1928 and became 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.~~

~~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, part 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 20<sup>th</sup> century, and as such, is representative of the major industrial development that occurred in the Victorian-era and Inter-war Edwardian 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.

Milner, P. 107-113 Queens Bridge Street, South Melbourne. University of Melbourne, Dept. of Mechanical and Industrial Engineering, 1989.

Geoffrey Serle, 'Service, James (1823–1899)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, published first in hardcopy in 1976, accessed online 7 March 2017. <http://adb.anu.edu.au/biography/service-james-4561/text7483>

Robur Tea Company Limited (1928 - 1974). Guide to Australian Business Records.  
<http://www.gabr.net.au/biogs/ABE2323b.htm>

State Library of South Australia, D. & J. Fowler archives.  
[http://www.slsa.sa.gov.au/archivaldocs/brg/BRG14\\_DandJFowler\\_serieslist.pdf](http://www.slsa.sa.gov.au/archivaldocs/brg/BRG14_DandJFowler_serieslist.pdf)

[Miles Lewis 'Architectural Index', De Garis are noted as the architects of premises for William Train & Company in Moray \(Queens Bridge\) Street in an article in Australasian Builder & Contractor News, 21 January 1888](#)

[Lovell Chen, Memorandum Nos 107-117 and 127-133 Queensbridge Street & no. 216 City Road, evidence to Panel 2018.](#)

### **Alexandra and Yea Standard**

[PROGRESSIVE MELBOURNE. \(1887, July 29\). Alexandra and Yea Standard, Gobur, Thornton and Acheron Express \(Vic. : 1877 - 1908\), p. 6. Retrieved November 17, 2020, from http://nla.gov.au/nla.news-article57170407](#)

"The large and handsome factory and show-rooms of Messrs. Train' and Co., in Moray street, South Melbourne, opposite the premises of the Castlemaine Brewery Company, are most agreeable evidences of the progress of the City both in manufacture and in the blending with it of high artistic taste."

### **Building Identification Form 1997 (BIF)**

Graded D/1

Built c1910, has 'elaboration/high standard design of cement rendered surfaces.'

### **COMMAP 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.

### **MMBW 1895**

Melbourne Metropolitan Board of Works. (1895). Melbourne and Metropolitan Board of Works detail plan, 504, 506, 507, South Melbourne [cartographic material]. (1:480 scale plans (detail plans) 40 feet to 1 inch ; 504, 506, 507). [Melbourne]: MMBW. State Library Victoria

### **Rate books**

107-127 Queens Bridge Street

Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)

1902 7275 James Ormond Randall Alcock 107/109 Queens Bridge Street Tea Merchants The Australian Deposit and Mortgage Bank Ltd. Brick store £213 £21.6

1902 7276 James Ormond Randall Alcock 111/113 Queens Bridge Street Tea Merchants The Australian Deposit and Mortgage Bank Ltd. Brick store £127 £12.14

### **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 wrehs

1915

107 Hall. C. J.. perambulator, etc. mfr

111 Robur Tea Store —Service. Jas. &

115 Ordnance store, Defence Dept

117 McIntyre Bros. tea wrehs

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:**

'ROBUR TEA COMPANY.' Albury Banner and Wodonga Express (NSW : 1896 - 1938) 11 September 1896: 35. Web. 7 Mar 2017 <<http://nla.gov.au/nla.news-article99434684>>.

'TEA CULTURE IN VICTORIA.' The Age (Melbourne, Vic. : 1854 - 1954) 29 November 1900: 8. Web. 7 Mar 2017 <<http://nla.gov.au/nla.news-article188637803>>

'Advertising' The Brisbane Courier (Qld. : 1864 - 1933) 1 August 1903: 13. Web. 7 Mar 2017. <<http://nla.gov.au/nla.news-article19234474>>

SOUTH MELBOURNE CITY COUNCIL' Record (Emerald Hill, Vic. : 1881 - 1954) 7 October 1905: 3. Web. 7 Mar 2017 <<http://nla.gov.au/nla.news-article162258899>>

OUTBREAK AT SOUTH MELBOURNE. The Age (Melbourne, Vic. : 1854 - 1954) 13 April 1908: 8. Web. 7 Mar 2017 <<http://nla.gov.au/nla.news-article196107025>>.

Record (Emerald Hill, Vic. : 1881 - 1954) Sat 13 Feb 1904 Page 2.  
About Robur warehouse in Queens Bridge St.

Geraldton Express (WA : 1906 - 1919) Wed 1 Apr 1908 Page 4.  
Detailed account of operations at Clarendon St warehouse

Record (Emerald Hill, Vic. : 1881 - 1954) Sat 12 Oct 1901.  
Robur complains of footpath in Queens Bridge St to Council.

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 Age (Melbourne, Vic. : 1854 - 1954) Tue 17 Oct 1933.  
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 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 on 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 design, an unusually large number of windows, taking up about half the area of the walls, and a well 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.

**Former Castlemaine Brewery complex with brewing tower and bottling stores adjoining, part 107-127, 129-131 and 133 Queens Bridge Street, Southbank**

City of Melbourne property number: 108051

Type of place: brewery



Images of place 2016-2017

**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

**Alphanumeric 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



*Boundary of heritage place*

## Description

The Castlemaine Brewery complex comprises a five-storey brew tower flanked by identical two-storey storage warehouses. The tower is a prominent landmark in the area, designed in the round, able to be seen for some distance from all the surrounding streets. 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 Coode 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 ovetop 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-19<sup>th</sup> 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 & McDougal 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, McCracken'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 & McDougal 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 19<sup>th</sup> 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 19<sup>th</sup> 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 McCracken's 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-

19<sup>th</sup> 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 being a prominent landmark in the area, a tower designed in the round, able to be seen for some distance from all the surrounding streets 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-20<sup>th</sup> 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 Brewery 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-World War II period, and new arched openings similar to the originals were reinstated in 2003. The former yard at the rear has been built over. It's said that the building retains the cast-iron columns and riveted beams that support the first floor, as well as the original timber-lined ceiling.

The central five-storey brewing tower is constructed of polychrome brickwork surmounted by a Mansard roof with dormer windows and 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.

Contributory elements include:

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

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

- arched windows divided by brick pilasters.

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

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

- polychrome brickwork external walls;
- four facades are of red brick with quoins, window heads and string courses, at each floor
- level, in contrasting cream brick;
- a decorative giant arcade motif, five stories in height, relieves the front façade;
- timber lined top floor interior and exposed riveted wrought iron girders on each floor;
- remnant machinery including line shafting; and
- surmounted by a mansard form roof with dormer windows, which was once surmounted by
- a cast-iron widow's walk balustrade to the roof;
- internal<sup>1</sup> cast iron columns and riveted wrought iron girders;
- internal<sup>2</sup> exposed brick walls; and
- internal<sup>3</sup> timber floors.

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

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:

<sup>1</sup> Internal controls apply to the uppermost two storeys only

<sup>2</sup> Internal controls apply to the uppermost two storeys only

<sup>3</sup> Internal controls apply to the uppermost two storeys only

- representative of the boom in Melbourne's brewing history during the late-19<sup>th</sup> 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 as~~ part of a wider brewing group that includes the significant Castlemaine Brewery Malt House (113 Sturt Street, Southbank, designed by Richard Buckley Whitaker and built in 1892), also a rare and large architectural landmark in the area;
- ~~being an architectural landmark in the area;~~
- ~~having for the a~~ multi-storey brewing tower form, which represents an innovation in local brewing technology ~~which and~~ greatly enhanced the company's prosperity, ~~but even though it is not so a rare form for breweries in Victoria; and~~
- as one of three Victorian-era brewing towers in the City of Melbourne (towers associated with the Melbourne Brewery in Stanley Street, West Melbourne and the Victoria Brewery, East Melbourne are not publicly visible);
- as a well-preserved example of a 19<sup>th</sup>-nineteenth century brewing complex, including a brew tower and bottling stores, distinguished by its symmetrical composition and prominence in views across the Yarra River from Melbourne's Central Activities District; CBD; and
- as a three dimensional architectural expression with four equally elaborate elevations visible from all directions as a prominent landmark in the area, a tower designed in the round, and able to be seen for some distance from all the surrounding streets. (Criterion E)

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

## 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.

### 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

'Conservation Management Plan', 133 Queens bridge Street, Southbank, Part of the Former Castlemaine Brewery, McDonald Coleman Architects Pty Ltd., Architects, 2005.

Allom Lovell & Associates. Conservation Management Plan for the former Yorkshire Brewery, 88 Wellington Street, Collingwood, 2001.

Allom Lovell & Associates. Conservation Plan Review for the Victoria Brewery, Victoria Parade, East Melbourne, 1997.

Butler, G., 'Southbank Architectural and Historical Study.' Vol.1, September 1982, p 46.

'Garryowen' (Edmund Finn), *The Chronicles of Early Melbourne 1835-1852*, p 754.

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**

*The Argus*, 24 December 1874, p.2.

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.  
Web. 28 Nov 2016 <http://nla.gov.au/nla.news-article111968423>.

*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 extent 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 at 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 hhd's 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 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.

*The Argus*, 25 October 1929, p.4.

#### 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 consist 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

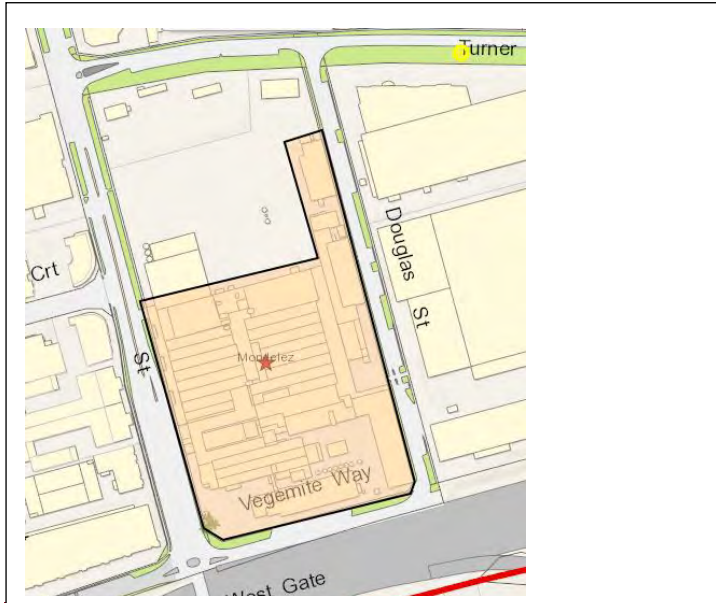
**Heritage status:**

**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.

Kraft Walker Cheese Co (1957). The Kraft story : Commemorating the opening of the Kraft Port Melbourne Factory, Tuesday March 19th, 1957. Kraft Walker Cheese Co, Melbourne.

K. T. H. Farrer, 'Walker, Fred (1884–1935)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/walker-fred-8953/text15747>, published first in hardcopy 1990, accessed online 1 March 2017.

Australian War Memorial Collection, item 111138.

National Archives, Image no. A1200, L22720, photo Neil Murray.

## 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:

Pratt, C. D. & Airspy (1940). [General Motors Holden (GMH) factory at Fishermans Bend, looking towards Port Melbourne in distance]. <http://nla.gov.au/anbd.bib-an49221412>.

"STATE'S ELECTRICITY RESOURCES" *The Age*, 15 June 1939, p.12. Web. 1 Mar 2017 <http://nla.gov.au/nla.news-article205636004>.

~~"FISHERMAN'S BEND SITE." *The Age*, 4 November 1936, p.12. Web. 1 Mar 2017  
<http://nla.gov.au/nla.news-article205945943>.~~

~~"PLANE TESTING GROUND" *The Age*, 18 June 1938, p.18. Web. 1 Mar 2017  
<http://nla.gov.au/nla.news-article206945366>.~~

### **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:**

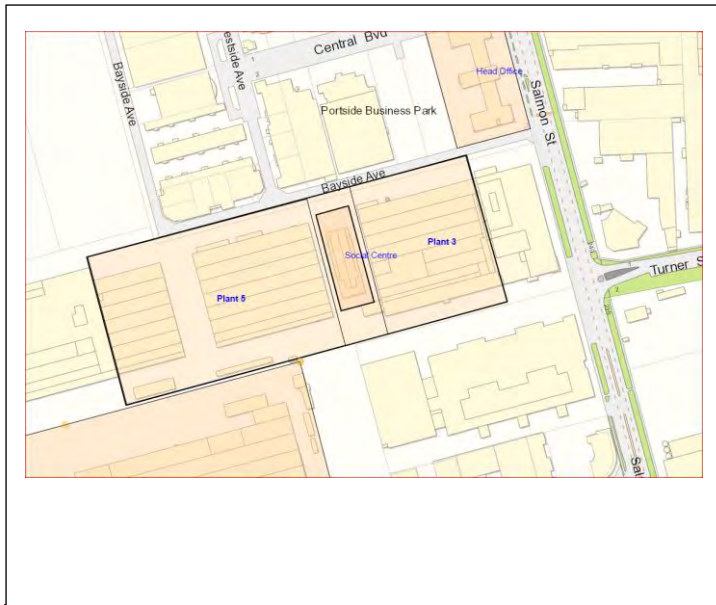
Historical

**Heritage status:**

**Heritage Overlay** Proposed

**Thematic context:**

### 5.3 Developing a large, city-based economy



*Boundary of heritage place*

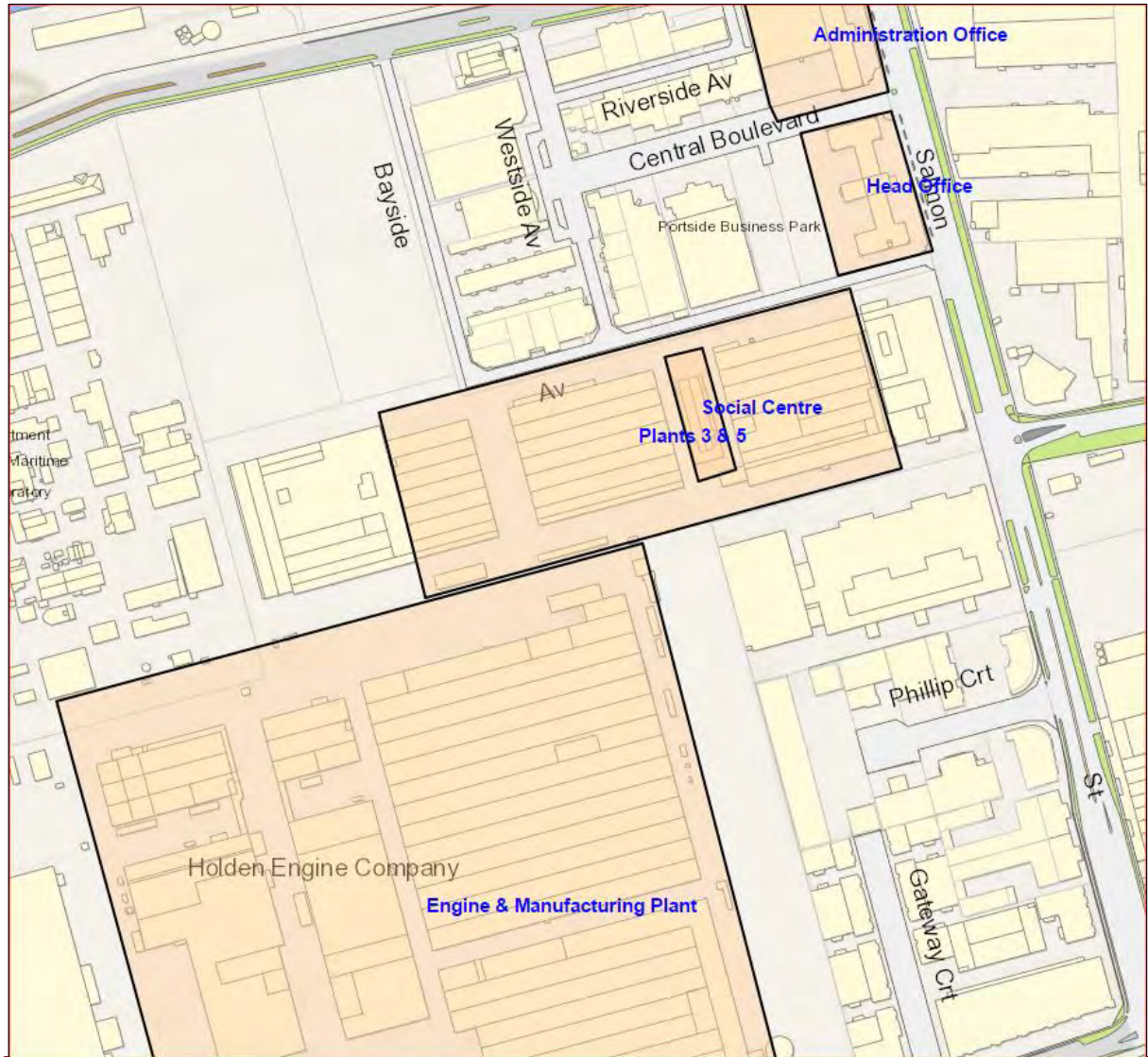
#### Description

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 plant 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 50<sup>th</sup> 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:

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N, 1983, *The History of Holden Since 1917* Melbourne: Gordon & Gotch ; History of Holden, Holden History In Brief, [http://history.gmheritagecenter.com/wiki/index.php/History\\_of\\_Holden](http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden).

Holden Retirees Club website, <http://www.hrc.org.au>.

Australia Builds a Motor Car, General Motors Australia Pty Ltd, 1948.

<http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf>

## **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



*Boundary of heritage place*

## Description

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 50<sup>th</sup> 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.

Contributory 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~~

~~Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.~~

~~Darwin, N, 1983, *The History of Holden Since 1917*, Melbourne: Gordon & Gotch ; History of Holden, Holden History In Brief,  
[http://history.gmheritagecenter.com/wiki/index.php/History\\_of\\_Holden](http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden).~~

~~Holden Retirees Club website, <http://www.hrc.org.au/>~~

~~Australia Builds a Motor Car, General Motors Australia Pty Ltd., 1948.~~

~~<http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf>~~

### **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

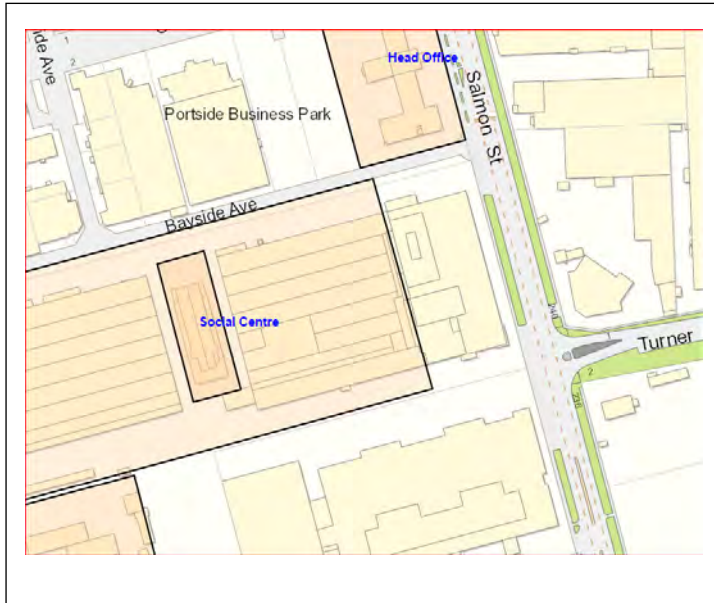
**Thematic context:**

5.5 Building a manufacturing industry



### 9.1 A working class

### 9.3 Working in the post-war city



*Boundary of heritage place*

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## 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 parquet 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-pannelled 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 plant 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 plant (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:

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N, 1983, *The History of Holden Since 1917 Melbourne: Gordon & Gotch*; History of Holden, Holden History In Brief, [http://history.gmheritagecenter.com/wiki/index.php/History\\_of\\_Holden](http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden).

Holden Retirees Club website, <http://www.hrc.org.au/>

Australia Builds a Motor Car, General Motors Australia Pty Ltd, 1948.

<http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf>.

## 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

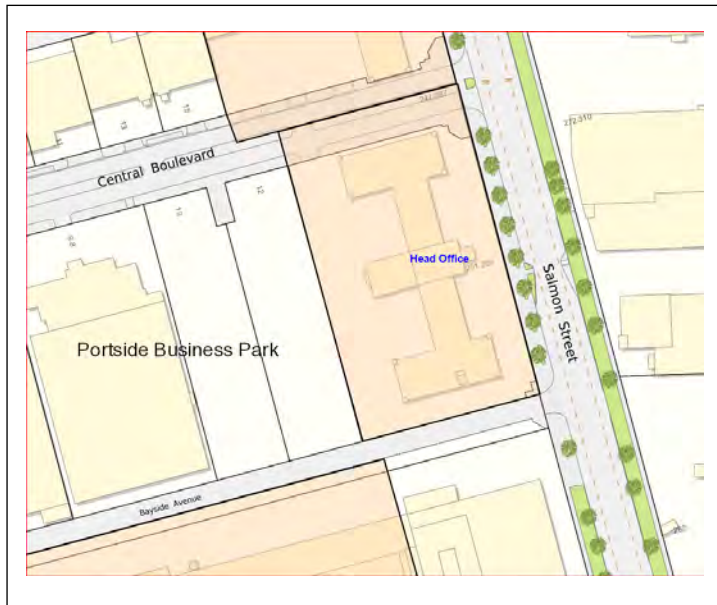
**Heritage status:**

**Heritage Overlay** Proposed

**Thematic context:**

3.2 Expressing an architectural style

### 5.3 Developing a large, city-based economy



*Boundary of heritage place*

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## 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 plant 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 plant (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:

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N, 1983. *The History of Holden Since 1917* Melbourne: Gordon & Gotch; History of Holden, Holden History In Brief, [http://history.gmheritagecenter.com/wiki/index.php/History\\_of\\_Holden](http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden).



Holden Retirees Club website. <http://www.hrc.org.au/>

Australia Builds a Motor Car, General Motors Australia Pty Ltd, 1948.

<http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf>.

### **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 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*

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#### 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 FX, with the second version the more famous FJ.

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Expansion of production saw Holden establish a second Victorian assembly plant 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 plant (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:

Davis, Tony; Kennedy, Ewan; Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

Darwin, N., 1983 *The History of Holden Since 1917*, Melbourne: Gordon & Gotch ; History of Holden, Holden History In Brief, [http://history.gmheritagecenter.com/wiki/index.php/History\\_of\\_Holden](http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden).

Holden Retirees Club website. <http://www.hrc.org.au/>.

Australia Builds a Motor Car, General Motors Australia Pty Ltd, 1948.

<http://www.hrc.org.au/files/GM%20Australia/GMA%20Aust%20builds%20a%20Motor%20car%20OPT.pdf>.

### **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 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.

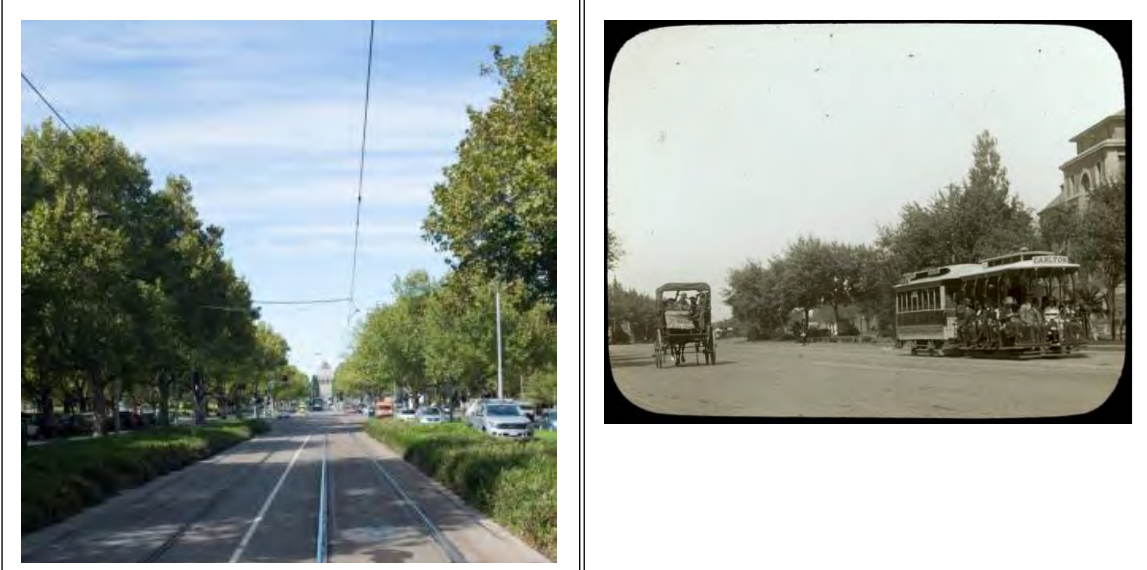
Apply tree controls to mature palms in front of building on Salmon Street.

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

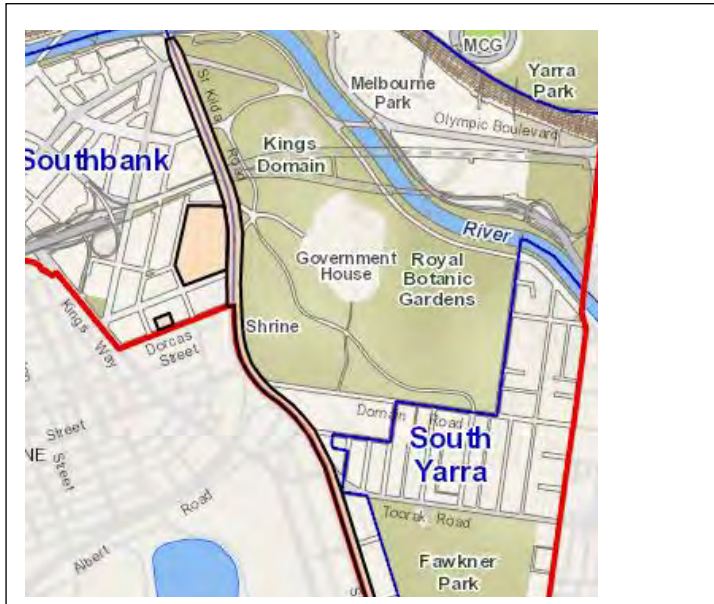
**Victorian Heritage Register:** H2359

**Thematic context:**

6.6 Street making, drainage and river works

## 6.7 Transport

### 7.2 Cultivating the 'Garden City' aesthetic



*Boundary of heritage place*

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## 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 x 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 x hollandica* (Dutch elms) and *Ulmus x 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 19<sup>th</sup> 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 20<sup>th</sup> 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-19<sup>th</sup> 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* — *acerifolia*). There are border plantings of Elms: *Ulmus procera* (English Elms), *Ulmus x hollandica* (Dutch Elms) and *Ulmus x 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?

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-19<sup>th</sup> 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-19<sup>th</sup> 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)

Building Identification Form 1997.

### **Other References**

Victorian Heritage Register:

<http://vhd.heritagecouncil.vic.gov.au/places/198047/download-report>

Buckrich, Judith Raphael, Birkenbeil, Antoinette, 1954- and State Library of Victoria, *Melbourne's grand boulevard : the story of St Kilda Road*. State Library of Victoria, Melbourne, 1996.

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.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, 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 parquet 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, 2011 a, 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. Mackenall 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;



- 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>.

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Godden Mackay Logan. (2011a). Victoria Barracks, Melbourne: Heritage Management Plan. Sydney: Unpublished report to the Australian Government Department of Defence.

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Pruszinski, J. (2007a). Victoria Barracks Melbourne, Victoria: Heritage Management Plan. Adelaide: Unpublished report to the Australian Government Department of Defence.

Pruszinski, J. (2007b). Victoria Barracks Melbourne, Victoria: Heritage Handbook. Adelaide: Unpublished report to the Australian Government Department of Defence.

Sax, S. (1984). *A Strife of Interests - politics and policies in Australian health services*. Sydney: George Allen & Unwin.

### **Newspapers**

*The Argus*. 1936, January 18, p.22.

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 the 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



*Boundary of heritage place*

## Description

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-cresting 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-20<sup>th</sup> 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 bluestone 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 12<sup>th</sup> and 40<sup>th</sup> 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 40<sup>th</sup> 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 facade 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.

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The following sources and data were used for this assessment:

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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.

Allom Lovell & Associates Pty Ltd, 'Victoria Barracks, Melbourne: Conservation Analysis and Management Plan – Review'. Prepared for the Department of Defence, 1999.

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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, as 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, the 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 ought 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 the 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

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 40<sup>th</sup> themselves. It was originally 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 Sick list. The percentage of sickness in the troops here 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 40<sup>th</sup> 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.

**PMG Postal Workshops, Garage & Stores complex, General Post Office (GPO) garage, stores & workshops, part 45-99 Sturt Street, Southbank**

**City of Melbourne property number:** 537125, 567774 and others

**Type of place:** factory



*Images of place 2016-2017*

**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 [PMG Postal Workshops, Garage & Stores 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 moderne 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 reclad.

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 ~~PMG Postal Workshops, Garage & Stores~~~~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 20<sup>th</sup> 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 stonecutting 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-20<sup>th</sup> 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'.

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 show 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 ~~PMG Postal Workshops, Garage & Stores complex~~ ~~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.

Elements that contribute to the significance of the complex comprise:

- Building 874 (1930 workshop)
- Building 874 (1937-40 workshop)
- Building 875 (workshop)
- Building 876 part (1937-1940 workshop, Sturt Street)
- Building part 877 (1937 garage façade and roof form)
- Building part 877 (1937 garage façade in front of modern addition)

Elements that do not contribute to the significance of the complex comprise:

- Building 876 part (1973 amenities unit)
- Building part 877 (1937 garage modern addition)

How is it Significant?

The former PMG Postal Workshops, Garage & Stores complex ~~PMG postal workshops are is~~ historically and aesthetically significant to South Melbourne as well as to the eCity of Melbourne.

Why is it Significant?

The former ~~PMG postal~~ PMG Postal Workshops, Garage & Stores complex workshops garage & stores ~~isare~~ historically significance 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 of the complex 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: Communication by Post, Telephones and Telegraph, 1800-1970.

Vines, G. 2007, Cross Street Electrical Substation, report to City of Maribyrnong (comparative analysis section).

### Newspaper Articles and Advertising

'STREET FATALITY' *The Ballarat Star*, 25 September 1923, p.7. Web. 9 Nov 2016.  
<http://nla.gov.au/nla.news-article213828042>.

'SOUTH MELBOURNE COUNCIL' *Record*, 25 December 1926, p.6. Web. 26 Nov 2016  
<http://nla.gov.au/nla.news-article164446441>.

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](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.

'POSTAL WORKSHOPS.' *The Argus*, 29 December 1928, p.14. Web. 9 Nov 2016.  
<http://nla.gov.au/nla.news-article3978113>

'REPLIES TO READERS.' *The Age*, 13 March 1936, p.2. Web. 9 Nov 2016. <http://nla.gov.au/nla.news-article205255342>.

'£16161 P.M.G. GARAGE FOR SOUTH MELBOURNE.' *The Independent*, 18 January 1937, p.6. Web. 9 Nov 2016. <http://nla.gov.au/nla.news-article130217704>.

### 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.

Year No. on Roll Occupier Occupation Owner Occupation Description of Property Rate Detail (N.A.V.) Rate Detail (Paid)

1936-1938 Fletcher, May Café Proprietor Sargood Gardiner Pty Ltd 40-78 Sturt Street-Front Shop £600 £15

1936-1938 Sargood Gardiner Pty Ltd 40-78 Sturt Street - Back Factory £13 £3, 15

1936-1938 Wilkin & Cain Pty Ltd Motor Engineers 80-84 Sturt Street Factory £240 £40

1936-1938 Leslie Jay & Oswald A. Bevan Motor Engineers Wilkin & Cain Pty Ltd 86-92 Sturt Street Factory £375 £46, 17

1936-1938 Leonard Dogmore & George Buchannan Pattern Maker Commonwealth Barbwire & Nails 94-100 Sturt Street - Front Works £20 £2, 10

1936-1938 Commonwealth Barbwire & Nails Commonwealth Barbwire & Nails 94-100 Sturt Street - Back Factory £300 £37, 10

### 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.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, 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**

Australia Post – our past. <http://auspost.com.au/education/ourpost/students/our-post/timeline.html>.

### **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.

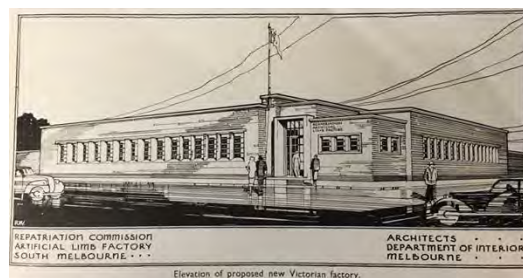
Apply external paint controls with policy to maintain original finishes and colour schemes.



## 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*

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## 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. Auger, 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:

ARTIFICIAL LIMBS FOR WOUNDED SOLDIERS. 1915, December 24. *Ringwood and Croydon Chronicle*, p.5. Retrieved March 1, 2017, from <http://nla.gov.au/nla.news-article92085491>.

'COMMONWEALTH ARTIFICIAL LIMB FACTORY.' *The Argus*, 24 January 1923, p.9. Web. 1 Mar 2017. <http://nla.gov.au/nla.news-article1870975>.

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.

1940, 'Advertising', *The Age*, 16 March, p.20. Viewed 1 Mar 2017, <http://nla.gov.au/nla.news-article204425402>.

ARTIFICIAL LIMB FACTORY. 1920, December 21. *Daily Telegraph*, p.4. Retrieved March 1, 2017, from <http://nla.gov.au/nla.news-article153019083>.

'...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



Section of box girder in Westgate Park.

*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:**

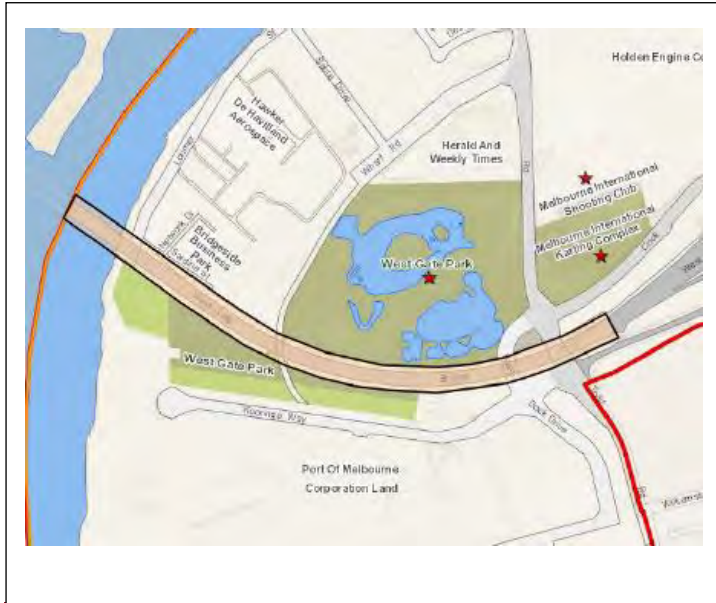
Aesthetic, Historical, Scientific, Social

**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
- 18 at 192
- 2 at 37

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 untried 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 3<sup>1/2</sup> inches to about 1<sup>1/8</sup> 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:

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Coles B., & Gourley T., 1990, *Occupational Health and Safety for Engineers*, Australia's National Occupational Health & Safety Commission.

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Smyth, Dacre, 1980, *The Bridges of the Yarra - A Book of Paintings, Poetry and Prose*, Melbourne, 1979 (2nd. edition,).

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.

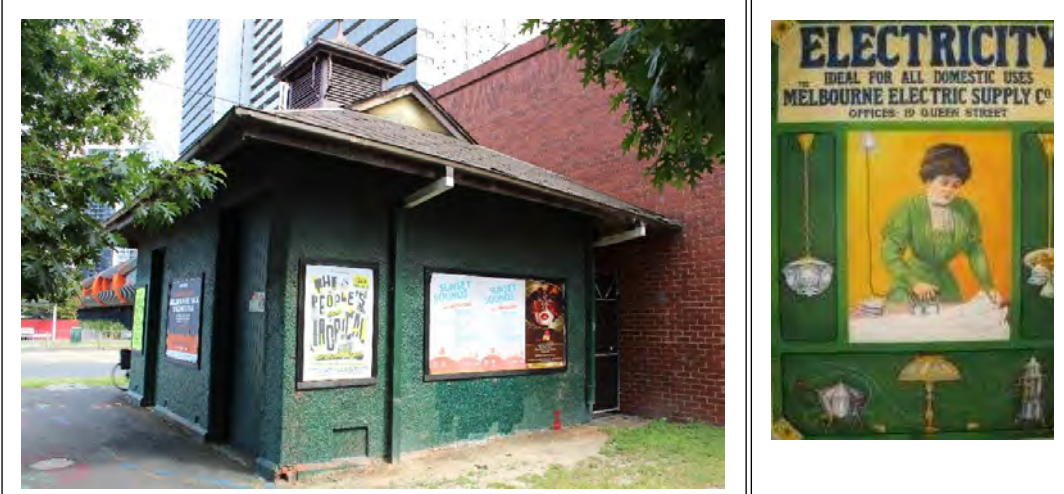
Apply external paint controls with policy to maintain original finishes and colour schemes.



## 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.<sup>4</sup>

### 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

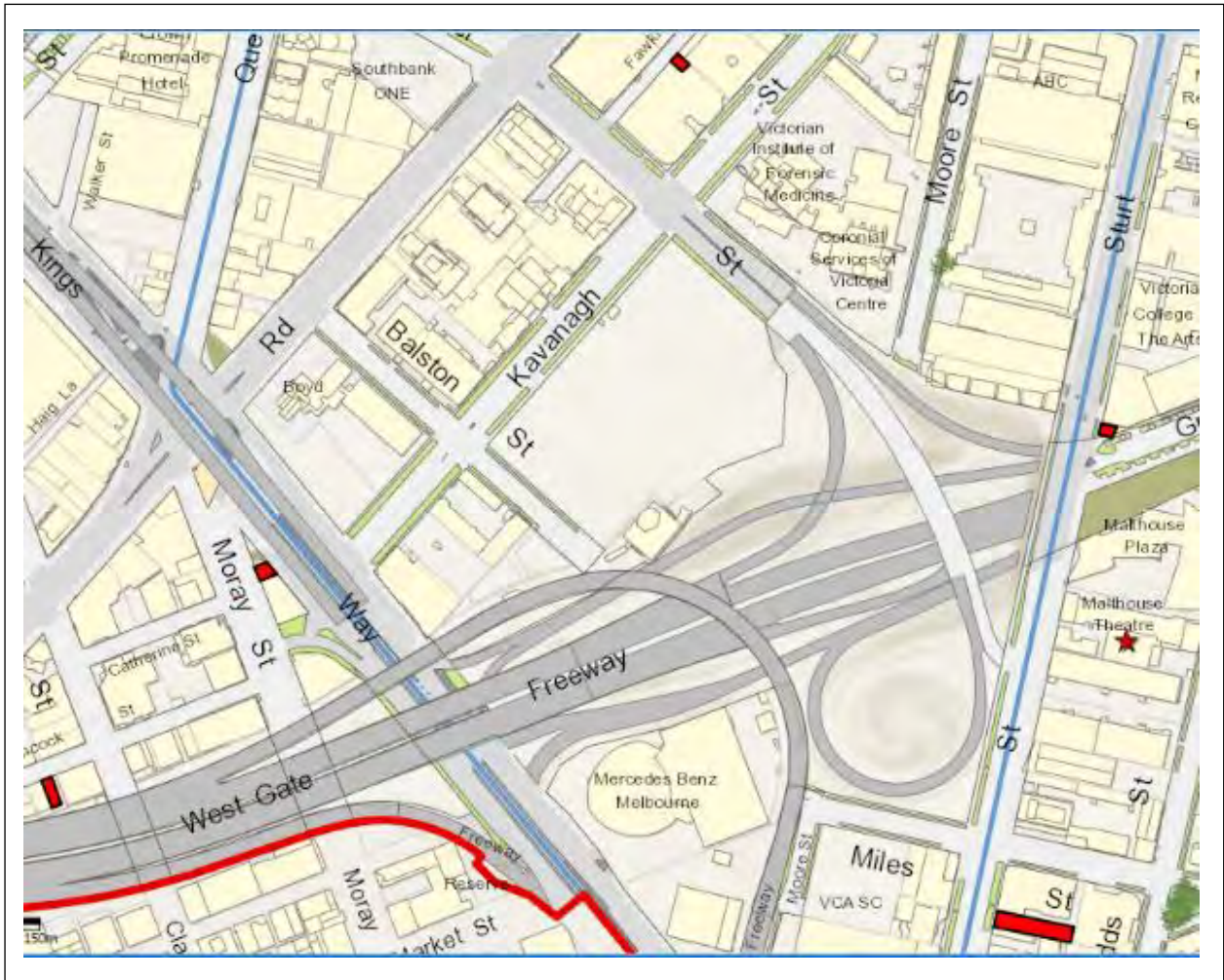
### Heritage status:

**Heritage Overlay** Proposed group

#### Thematic context:

6.3 Providing essential services

<sup>4</sup> <http://marvmelb.blogspot.com.au/2013/11/melbourne-history-in-posters.html>



Boundary of heritage place substations shown in red

## 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 pattern 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.

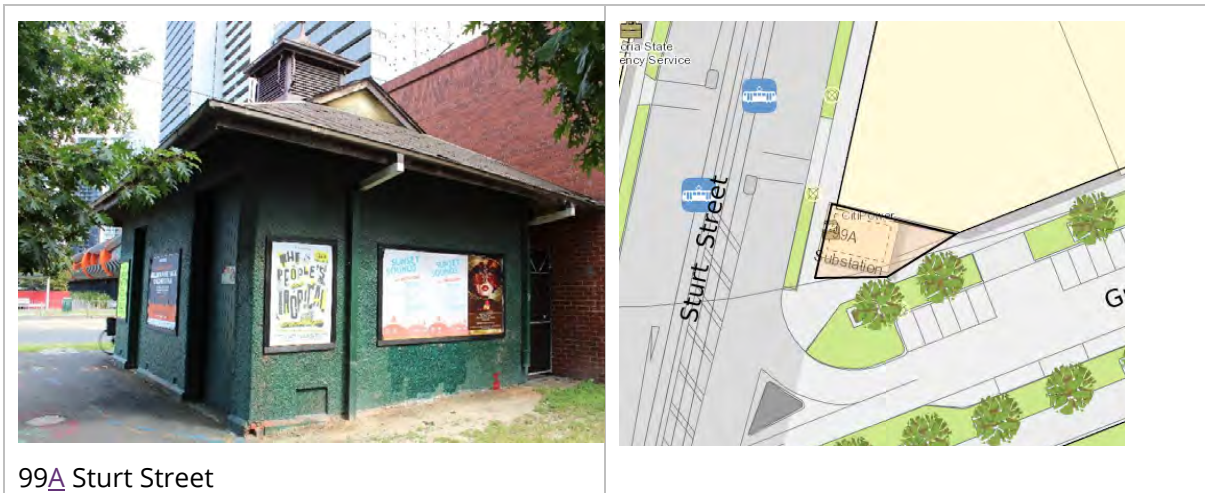
The Fawkner Street substation is a small, brick structure set between modern buildings and flush with lane frontage. A small pedestrian entrance with a segmental brick arch has been blocked in, while the larger entrance has been reformed with steel lintel. The original reinforced concrete lintel of a 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.

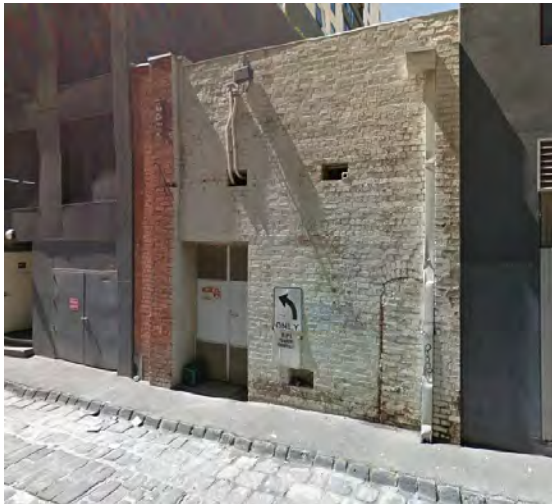
The substation at 7 Moray Street has a moderne style comprising a small, rectangular, brick building with pitched gambrel roof behind a parapet with a cement rendered band intersecting with the entrance door. Fittings include cast iron rain heads and down spots, crane rail, terracotta vents and timber doors.

The electricity substations thematic group includes the following places:

Name	Address	Date	Recommended Grading	Recommended Streetscape Level	Contributory
Electricity substation	99A Sturt Street, Southbank	1920s	C	2	Yes
Electricity substation	79 Fawkner Street, Southbank	1900	D	3	Yes
Electricity substation	33 Hancock Street, Southbank	1926	D	3	Yes
Electricity substation	7 Moray Street, Southbank	1930	D	3	Yes
Electricity substation	181 Sturt Street, Southbank	1925	D	3	Yes



99A Sturt Street



79 Fawkner Street



33 Hancock Street



7 Moray Street





181 Sturt 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-19<sup>th</sup> 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.

Although there are other substations elsewhere in Melbourne, and also in the City of Melbourne, the Southbank substations are more consistent in age and style, having been installed to facilitate the industrial and commercial development of the area in the period 1890s to 1930s.. The group listing is important because it comprises the substations which still exist in the Southbank area and the substations are among the only fabric remaining that relate to the period when Southbank was primarily an industrial district.

## 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 ~~181-175~~ Sturt Street, Southbank.

Contributory elements include:

- rectangular plans and parapeted forms;
- brick finishes with rendered lintels and brick drip moulds;
- fittings, including rain goods, terracotta vents and timber doors; 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-20<sup>th</sup> century as local engineering firms created a much-increased demand for electricity, and former Crown land reserves were sold for new development. The individual substations were generally connected to specific industrial developments in their local area, such as the 99A Sturt Street substation being 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

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### Other references

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<http://www.powercor.com.au/docs/pdf/Community%20and%20Environment/Fact%20Sheet%20-%20Electricity%20in%20early%20Victoria%20and%20through%20the%20years.pdf>

### Maps

MMBW Sewerage Plan, 1 inch to 160 feet, 1897.

MMBW map series. 40 feet to 1 inch. 1892. State Library of Victoria.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, State Library of Victoria.

The City of Melbourne CoMMap.

### Recommendations

Revise Heritage Places Inventory.

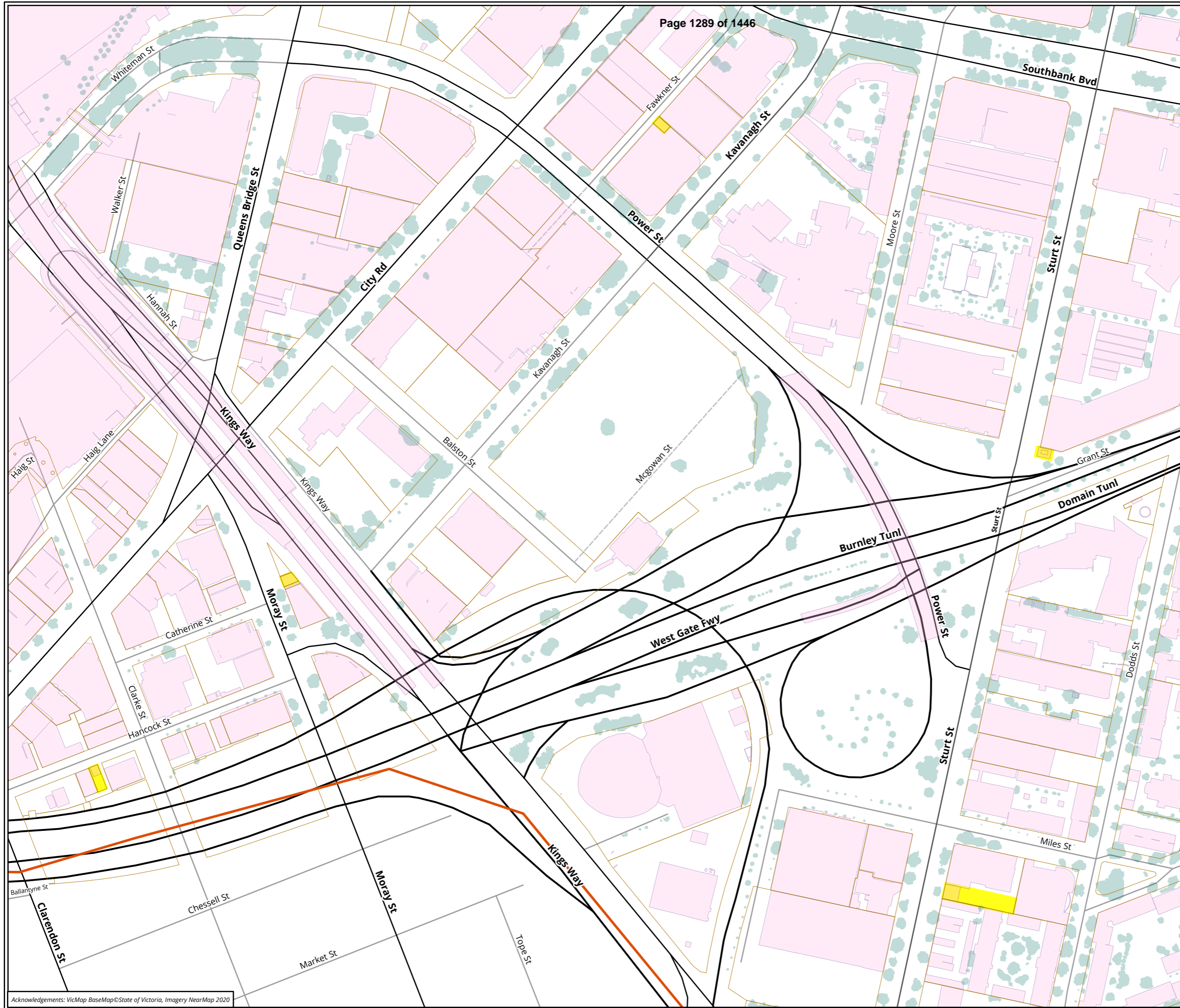
Include as a thematic group in the heritage overlay.

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

### Map of proposed electricity substation thematic group precinct







- Legend**
- Study area
  - Parcel boundary
  - Tree canopy
  - Building outline
  - Electricity substation

**Figure 47 Proposed electricity substations thematic group heritage overlay**

0 50 100  
Metres  
Scale: 1:2,500 @ A3  
Coordinate System: GDA 1994 MGA Zone 55

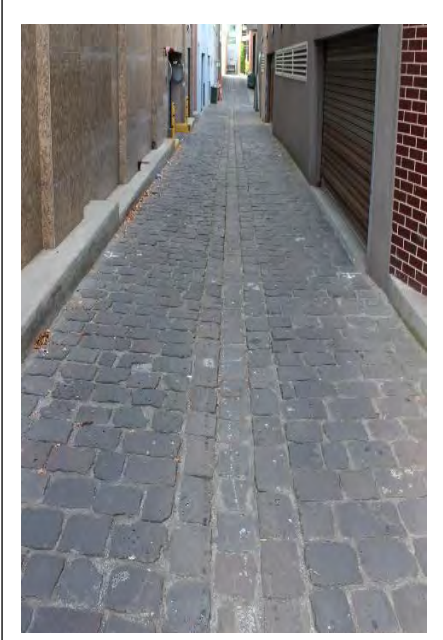


Matter: 34085,  
Date: 20 November 2020,  
Prepared for: GV, Prepared by: LDM, Last edited by: Imiline  
Layout: 34085\_F47\_ElecSubst  
Project: P:\34000s\34085\Mapping\34085\_SthBank\_FishermansBend\_HeritageStudy.aprx

## Bluestone-pitched laneways group, Southbank

City of Melbourne property number:

Type of place: laneways



*Images of place 2016-2017*

**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:**

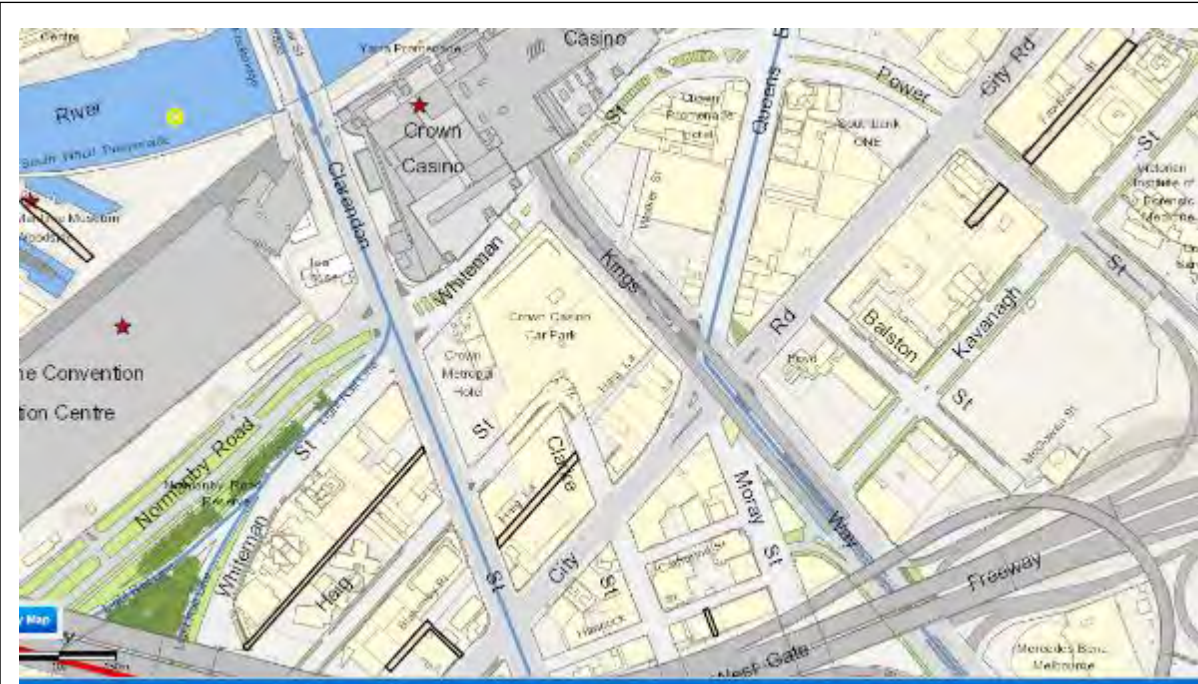
Aesthetic, Historical

**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 pavers, generally with a central surface drain formed from one or more lines of slightly depressed pavers. The sides of the lanes slope gently to this drain. In

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.

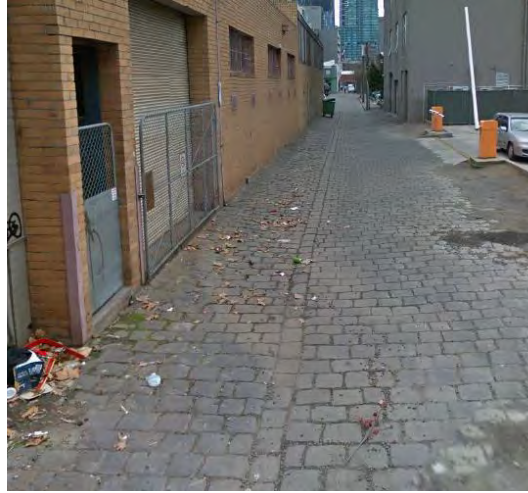
Stone pitchers are generally between 20 to 30 centimetres wide and 30 to 40 centimetres long, and 15 to 20 centimetres deep. They are formed with tapered sides so that the top surface can be fitted closely together, and the smaller base was originally set in sand. This was intentional, as it allowed water to soak through.

The Southbank bluestone-paved laneways group comprises the following sections of laneways:

Name	Address	Date	Recommended Grading	Recommended Streetscape Level	Contributory
<b>Stone-pitched lane, Anthony Lane</b>	Anthony Lane, between Coventry Street and Dorcas Street, Southbank	c1870	D	3	Yes
<b>Stone-pitched lane, Blakeney Place, SML639</b>	Blakeney Place, off Clarendon Street, Southbank	c1870	D	3	Yes
<b>Stone-pitched lane, off Catherine Street, Sm0477</b>	Between 4 and 8 Catherine Street, Southbank	c1870	D	3	Yes
<b>Stone-pitched lane, off City Road, Sm0199</b>	Off City Road, Southbank	c1870	D	3	Yes
<b>Stone-pitched lane, off Clarendon Street, Sm0337</b>	Adjacent to 54 Clarendon Street, Southbank	c1870	D	3	Yes
<b>Stone-pitched lane, Fawkner Street</b>	<a href="#">Adjacent to 11-13 Hancock Street, Southbank</a> <a href="#">Southbank Blvd to Power Street and west of Power Street, Southbank</a>	c1870	D	3	Yes
<b>Stone-pitched lane, Haig Lane</b>	Haig Lane between Kings Way and Clarke Street, Southbank	c1870	D	3	Yes
<b>Stone-pitched lane, off Hancock Street, SN549Sm0549</b>	off Hancock Street, Southbank <a href="#">(not including section south of 11-13 Hancock Street.)</a>	c1870	D	3	Yes
<b>Stone-pitched lane, off Power Street, PL5195</b>	Southeast of 76-80 Power Street, Southbank	c1870	D	3	Yes
<b>Stone-pitched lane, Wells Place, SMLm1609, SML247 &amp; Sm0248</b>	Wells Place, Southbank	c1870s	D	3	Yes



Anthony Lane



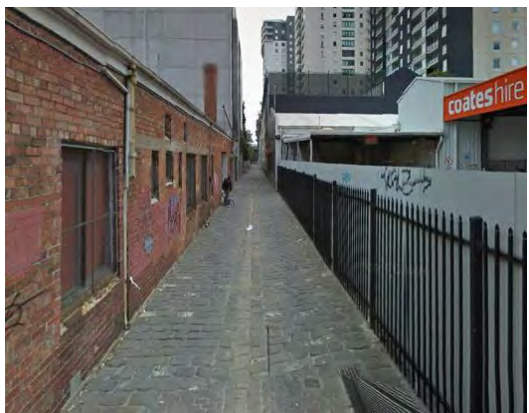
Blakeney Place



Lane SmQ477 off Catherine Street



Lane SmQ199 off City Road



Lane Sm0377 off Clarendon Street



Haig Lane



Fawkner Street

Lane [Sn459Sm0549](#) off Hancock Street

Lane PL5195 off Power Street



Wells Place

### 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 were 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) (CoMMMap).

### **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.

The Southbank blue-stone lanes are fragmentary remnants of an extensive laneway network which used to exist throughout the Southbank area. All the laneways included in the group listing are in highly original condition, whereas other Southbank laneways have been either re-paved in asphalt or concrete, re-laid, or resumed into new road alignments, road widening or adjoining private allotments. The Southbank laneways compare with the more extensive networks of laneways throughout Melbourne and the inner suburbs although the Southbank laneways are less intact than highly original residential areas.

Most lanes in comparable former industrial areas such as South Carlton, West Melbourne, parts of North Melbourne and Kensington, have been re-laid in asphalt, with only the kerb and channel, and sometimes a central drain remaining in bluestone.

### **Statement of Significance**

What is significant?



The Southbank bluestone-paved laneways are located at Anthony Lane (SML246), Blakeney Place (SML639), Fawcner Street, Haig Lane, off Catherine Street (Sm0477), off City Road (Sm0199), off Clarendon Street (Sm0337), off Hancock Street on the west side of No 11-13 Hancock Street (SN549Sm0549), off Power Street (PL5195), ~~Street~~ and Wells Place (SMLs-609, SML247 & Sm0248).

(Note that 'Sm', '~~SMLm~~' 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 19<sup>th</sup> and early-20<sup>th</sup> 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-19<sup>th</sup> 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

Bate, Weston & Melbourne (Vic.) & State Library of Victoria (1994). *Essential but unplanned: the story of Melbourne's lanes*. City of Melbourne: State Library of Victoria, Melbourne.

MMBW Sewerage Plan, 1 inch to 160 feet, 1897.

City of Port Phillip, Heritage kerbs, channels & laneways history, significance & guidelines, no date. [http://www.portphillip.vic.gov.au/Heritage\\_Kerbs\\_Channels\\_and\\_Laneways.pdf](http://www.portphillip.vic.gov.au/Heritage_Kerbs_Channels_and_Laneways.pdf)

City of Melbourne operating procedure: Bluestone in Melbourne's streets and lanes, January 2017. <https://www.melbourne.vic.gov.au/SiteCollectionDocuments/operating-procedure-bluestone.pdf>

### **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.

Mahlstedt Fire Insurance Plans, South Melbourne, c1920, c1930, c1950, State Library Vic.

The City of Melbourne CoMMap.

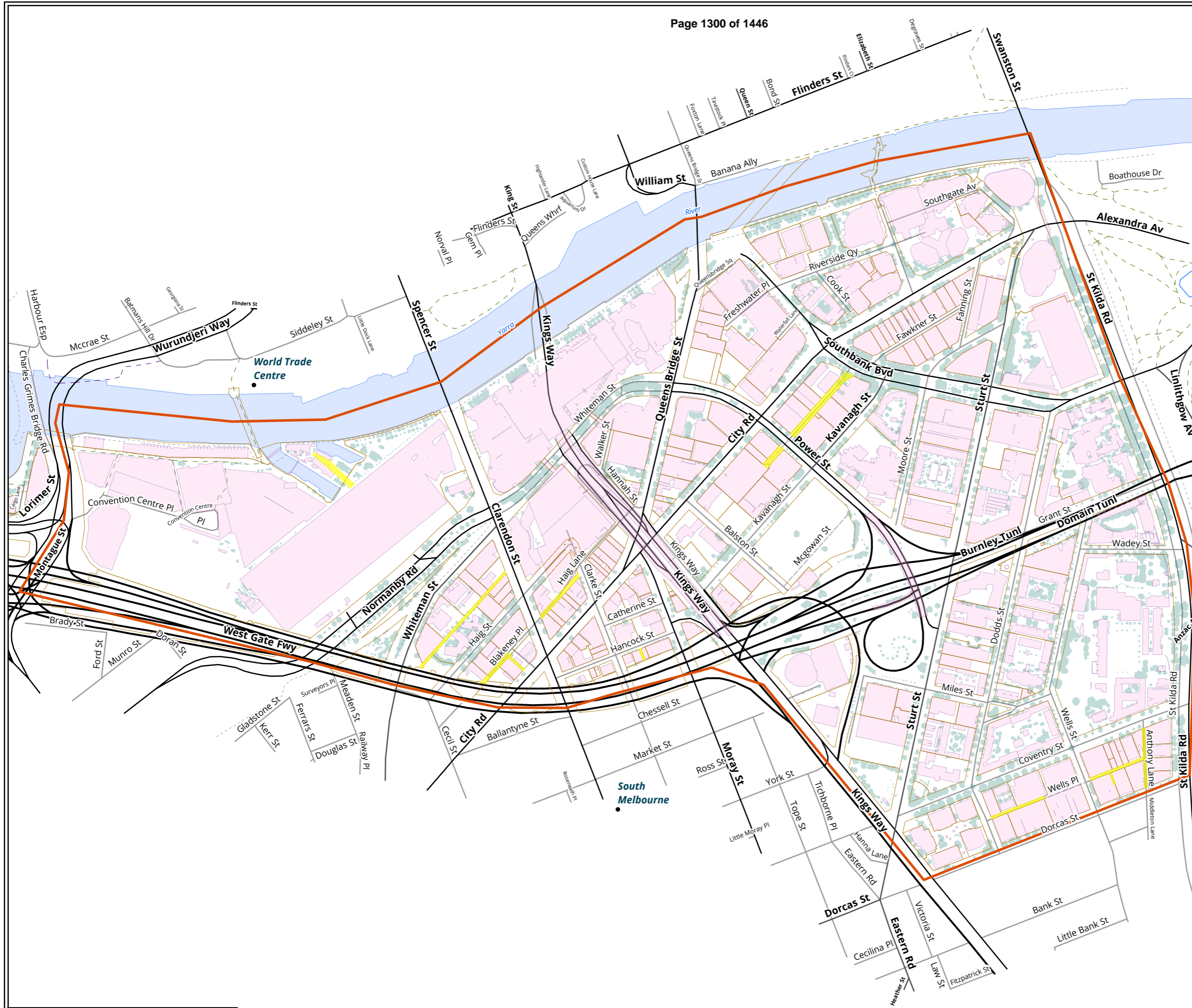
### **Recommendations**

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'.





**Legend**

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

**Heritage overlay evaluation**

- Proposed places for inclusion in the Heritage Overlay

**Figure 48 Proposed Bluestone pitched laneways group heritage precinct**

0 100 200 300  
Metres

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



Matter: 34085,  
Date: 24 November 2020,  
Prepared for: GV, Prepared by: LDM, Last edited by: Imline  
Layout: 34085\_F48\_BluestonePre  
Project: P:\34000s\34085\Mapping\34085\_SthBank\_FishermansBend\_HeritageStudy.aprx

## Appendix 4 Citations for archaeological places

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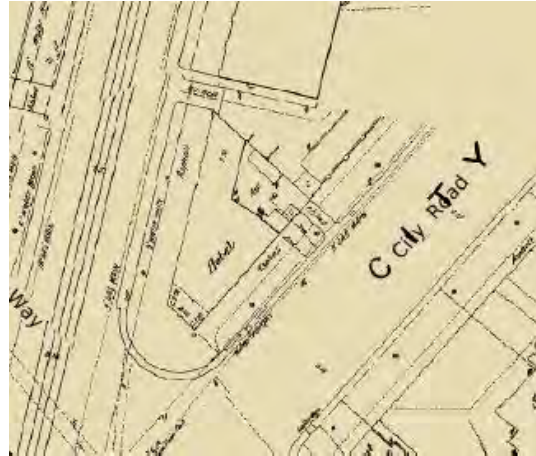
## Contents

City Road Park / Castlemaine Hotel (archaeological), 135 Queens bridge Street, Southbank ..	487
South Melbourne Post Office site (archaeological), 229 City Road, Southbank .....	490

## 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:**

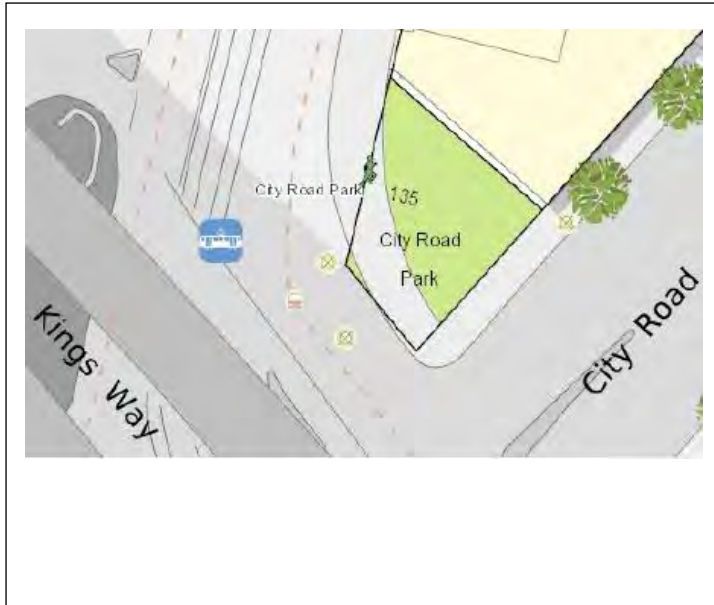
Historical, Scientific

**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-19<sup>th</sup> and early-20<sup>th</sup> 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:

History of Hotels in South Melbourne St Kilda Historical Society Inc., 2004.  
<http://www.skhs.org.au/SKHShotels/Castlemaine%20Hotel.htm>.

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

'LICENSING COURT.' *The Argus*, 18 February 1926, p.14. Web. 6 Mar 2017.  
<http://nla.gov.au/nla.news-article3735309>.

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

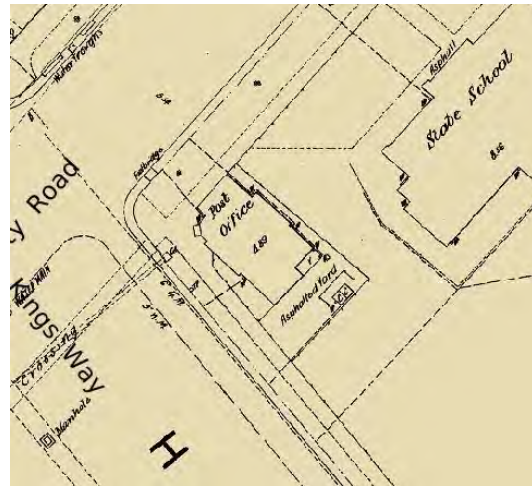
Revise Heritage Places Inventory.

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



*Boundary of heritage place*

## 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-19<sup>th</sup> and early-20<sup>th</sup> 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, (MUA)

### 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

<https://recordsearch.naa.gov.au/scripts/PhotoSearchItemDetail.asp?M=0&B=6528833&SE=1>

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  
<http://handle.slv.vic.gov.au/10381/304471>

#### Newspapers

Portland Guardian (Vic. : 1876 - 1953), Monday 1 February 1897, page 3

Melbourne News (Anglo-Australian Press Agenoy.) MELBOURNE, This Day. ARREST OF BURGLARS. An attempt has been made to burgle the City Road Post Ofhce, 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 Jamcc, 3essie James and 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, unflinching courtesy, and strict attention to the business of the office, made many friends. The office had been let under the contract system, . andMiss 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 oMransacting business at the office determined to fittingly recognise the good work- Bliss

Webb had 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 siiest. 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, manufactories 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.

[www.hawthorntramdepot.org.au/papers/substations.htm](http://www.hawthorntramdepot.org.au/papers/substations.htm).

Recommendations

Revise Heritage Places Inventory.



Nominate the site to the Victorian Heritage Inventory as archaeological place.



## Appendix 5 Potential heritage places for future investigation

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**Table 15 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.

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Melbourne Towing Service</b>	167-169 City Road, Southbank	1950			C-D	2	<p>Contributory to precinct. Representative of important Southbank historic motor theme, rare survivor and characteristic. Further historical and comparative assessment may reach threshold.</p> <p>Relatively modern structure in modernist style may not be recognised generally for its aesthetic significance.</p>	
<b>W. J. Bush Ltd / Potter &amp; Moore perfume &amp; cosmetics, now Urban Central</b>	344 City Road, Southbank	1940			D	2	<p>Contributory to precinct. Altered but rare large wartime industrial premises reflecting former character of Southbank.</p> <p>Low integrity and utilitarian appearance.</p>	



Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Buckeye Harvester Co. / Kelly &amp; Lewis motor garage</b>	56-58 Clarendon Street, Southbank	1950			D	3	<p>Individual HO.</p> <p>Example of formerly-common building type and use in relation to the Southbank industry theme, rare survivor.</p> <p>Utilitarian place and recent age.</p>	
<b>Evan Walker Bridge</b>	Yarra River, Southbank	1992			C	3	<p>Individual HO.</p> <p>Historical and social value as part of Southbank scheme.</p> <p>Named for Evan Walker and socially significant for love-lock phenomena.</p> <p>Recent age.</p>	







Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>S &amp; K Motors</b>	35-37 Hancock Street, Southbank	1965			C	3	<p>Individual HO.</p> <p>Altered but possible architectural value for distinctive concrete block screened façade; fits motor theme – rare survivor.</p> <p>Aesthetic threshold – also too recent.</p>	
<b>International Harvester</b>	750 Lorimer Street, Port Melbourne	1961			C	3	<p>Individual HO.</p> <p><del>Large sawtooth-roof factory historically connected to industrial theme, becoming rare.</del></p> <p><del>Recent age.</del></p>	



Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>MFB Station No 38</b>	26-40 Moray Street, Southbank	1991			C	3	Individual HO. Potential Architectural value, needs to be confirmed from sources.  Recent age.	
<b>Southern Cross Windmills</b>	18-24 Moray Street Southbank	1937			C-D	3	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  <a href="#"><u>(Demolished 2018)</u></a>	



Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Children's Court</b>	9-15 Queens Bridge Street, Southbank	1930	D	3	C-D	3	<p>Individual HO.</p> <p>Altered 1930s building, but recent social history as a children's court.</p> <p>Earlier warehouse use historical significance diminished by alterations, more recent social value as children's court may be difficult to substantiate.</p>	
<b>Crown Promenade Hotel</b>	40-56 Queens Bridge Street, Southbank	2003			C	2	<p>Individual HO.</p> <p>Significance as architectural award winner.</p> <p>Recent age.</p>	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Vacuum Oil Company stores</b>	87-89 Queens Bridge Street, Southbank	1930	D	2	D	3	<p>Contributory to precinct. Historical significance as rare surviving industrial building related to Southbank historical theme. Some architectural value in Art Deco/Moderne elements.</p> <p>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.</p>	
<b>Eureka Tower</b>	3-7 Riverside Quay, Southbank	2002-2006			C	3	<p>Individual HO. Architectural award winner.</p> <p>Recent age.</p>	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Southgate</b>	3 Southgate Avenue, Southbank	1990-1992			C-D	2	<p>Individual HO. Historical and social value. The project that triggered Southbank transformation.</p> <p>Recent age.</p>	
<b>Vacuum Oil / Mobil / Southgate Apartments</b>	28-32 Southgate Avenue Southbank	1960/1996			D	3	<p>Originally a early significant glass curtain wall building, contemporary with ICI house. First of the transformational developments south of the river.</p> <p>Heavily altered, probably insufficiently-intact for heritage consideration.</p>	


Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Shell West Gate service centre</b>	West Gate Freeway				C-D	3	Individual HO. Largest tensioned fabric roof structure in Victoria.  Recent age.	
<b>Southern Link elevated road</b>	West Gate Freeway, Southbank	1987-1988			C-D	3	Individual HO. Longest elevated roadway: historical and technical development.  Recent age, utilitarian and poor aesthetics.	



Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<p><b>Crown Casino</b></p>	<p>2-68 Whiteman Street, Southbank</p>	<p>1997</p>			<p>B-C</p>	<p>2</p>	<p>Individual HO. Architectural award winner.</p> <p>Recent age, community stigma may be attached to it.</p>	
<p><b>Melbourne Exhibition Centre</b></p>	<p>Convention Centre Place, South Wharf</p>	<p>1996</p>			<p>B-C</p>	<p>2</p>	<p>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.</p> <p>Recent age; conflicting views may exist as to its aesthetic merits.</p>	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Melbourne Convention Centre</b>	Convention Centre Place, South Wharf	1996			B-C	2	Individual HO. Significance as architectural award winner.  Recent age.	
<b>Melbourne Recital Centre</b>	31 Sturt Street, Southbank	2009			B-C	1	Individual HO. Significance as architectural award winner.  Recent age.	



Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Melbourne Theatre Company</b>	140 Southbank Boulevard, Southbank	2009			B-C	1	Individual HO. Significance as architectural award winner.  Recent age.	
<b>ACCA / Malthouse Plaza</b>	111 Sturt Street, Southbank	2002			B-C	2	Individual HO, or in precinct with Malthouse and Vault. Architectural Award Winner  Recent age.	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>VCA Drama School</b>	Dodds Street, Southbank	2002			C	3	<p>Designed by Corrigan.</p> <p>Significance as architectural award winner.</p> <p>Not recommended for HO due to recent age.</p>	
<b>Victorian College of the Arts</b>	St Kilda Road & Dodds Street, Southbank	2001			B-C	3	<p>Currently in HO910 for Police Depot buildings.</p> <p>Also has modern architectural significance: 2004 Australian Institute of Architects prize for Best New Institutional Building.</p> <p>Recent age.</p>	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
<b>Seafarers Bridge</b>	South Wharf	2009			C	3	Individual HO. Significance as architectural award winner.  Recent age.	
<b>Russell &amp; Russell gauge manufacturers</b>	11-13 Hancock Street, Southbank	1940			C	3	Individual HO. Rare surviving Moderne-style factory; very intact example of industrial building and representative of the former character of Southbank area.	

## Appendix 6 Study Brief

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# City of Melbourne **Project Brief**

## **The Southbank and Fishermans Bend**

### **Heritage Study**

### **Consultant Project Brief**

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**Project Owner**

Robyn Hellman

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**Project Manager**

Peter Mondy

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**Submission Deadline**

**26 August 2016**

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**Date Updated**

21 July 2016

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# Contents

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1	Introduction .....	3
2	The Study Area .....	3
3	Purpose.....	3
4	Scope .....	3
5	Project Definition .....	4
5.1	Project Requirements .....	4
5.1.1	The Study.....	4
5.1.2	Additional project phases.....	4
6	Heritage Studies .....	5
6.1	Previous heritage reviews and studies .....	5
6.1.1	The City of Melbourne Heritage Strategy 2013 .....	5
6.1.2	Thematic History – A History of the City of Melbourne’s Urban Environment, 2012 Context. ....	5
6.1.3	Amendment C258 - Review of Heritage Policies.....	5
6.1.4	The Aboriginal Heritage Action Plan 2015-18 .....	6
6.1.5	Aboriginal Heritage of the Fishermans Bend Urban Renewal Area .....	6
6.2	Current Policy .....	6
7	Project methodology .....	7
8	Project Plan.....	7
8.1	Project Organisation .....	7
8.2	Project Deliverables.....	8
8.2.1	Photographic Documentation .....	8
8.2.2	Mapping .....	8
8.2.3	The Study.....	9
8.2.4	Information Formatting.....	9
8.3	Preparation of Project Management Plan .....	10
8.4	Research, assessment, and data-entry.....	10
8.5	Recommendations for Statutory Planning Controls .....	10
8.5.1	Draft Schedule to the Heritage Overlay .....	10
8.5.2	Draft Statements of Significance .....	11
8.5.3	Base Maps and Report .....	11
9	Submission .....	12
9.1	Submission requirements .....	12
9.2	Presentation on the Study Approach.....	12
9.3	Timetable .....	12
9.4	Project budget.....	13
9.5	Confidentiality .....	13
9.6	Closing date for submissions.....	13
10	Attachments .....	13
10.1	Attachment One.....	14
10.2	Attachment Two.....	15
10.3	Appendix One: Strategic Planning frameworks.....	23

## 1 INTRODUCTION

The City of Melbourne places high importance on heritage values in a future city and is committed to protecting important heritage places within the municipality.

Southbank, South Wharf, Port Melbourne and Fishermans Bend within the City of Melbourne and Docklands between Port Melbourne and South Wharf are renewal areas of the city that contain important heritage places.

## 2 THE STUDY AREA

The study area includes the suburbs of Southbank, South Wharf, Port Melbourne / Fishermans Bend within the City of Melbourne and Docklands between Port Melbourne and South Wharf. (Refer to Attachment Map 1). The Port of Melbourne Corporation area is not included in the study area.

## 3 PURPOSE

To identify all culturally significant heritage places, including objects, buildings, trees, and artefacts within the Southbank, Docklands, Port Melbourne and Fishermans Bend areas (see attachment 1 map) to determine which heritage places warrant statutory protection in the Melbourne Planning Scheme.

## 4 SCOPE

The study should focus on understanding the significance of all historic places, buildings and artefacts within the study area and how significant places should be protected. The study will also develop a historic narrative, at a local level, that builds on the Council's 2012 thematic environmental history for the city.

The assessment of heritage significance should be comprehensive and evaluate the significance of all relevant buildings, places, objects and assets, including where appropriate Aboriginal cultural heritage places, within the study area.

The consideration of Aboriginal cultural heritage in the study may require a sub-consultant partnership to be a part of the project to undertake a preliminary investigation of Aboriginal cultural heritage places within the study area. Bidders should outline how Aboriginal cultural heritage will be considered in the study.

Council's Aboriginal Heritage Action Plan 2015-18 outlines an approach to the protection, maintenance and recognition of sites which are culturally important to Victoria's Aboriginal communities within or connected to the City of Melbourne. The Southbank and Fishermans Bend study is expected to be consistent with the Aboriginal Heritage Action Plan 2015-18. However it is beyond the scope and resources of the current project to undertake new archaeological studies of Aboriginal cultural heritage matters in the study area. The need for any such research should form part of the study's recommendations for further work to be undertaken in a future Aboriginal cultural heritage study or review.

The Southbank and Fishermans Bend heritage study will inform a Melbourne Planning Scheme Amendment to ensure all places with heritage significance are identified, placed within a thematic, historical narrative that provides a context for future development and are afforded the appropriate level of heritage protection. The study findings will also contribute to other vision documents forming a part of a wider planning framework for the area.

## 5 PROJECT DEFINITION

### 5.1 Project Requirements

Consultants should provide a fee proposal for the following:

#### 5.1.1 The Study

Undertake a heritage study in the study area (Map at Attachment 1). This includes the following tasks (in accordance with the Department of Environment, Land, Water and Planning (DELWP) Planning Practice Note '*Applying the Heritage Overlay September 2012*')

1. Review all places, buildings, vegetation and relevant infrastructure within the study area (see map at Attachment 1).
2. Make recommendations for the above detailing whether the item should be retained in, removed from, or added to, a heritage overlay as either an individually significant building or place or a contributory building within a precinct. Each building and or place should be graded significant, contributory or non-contributory in accordance with the definitions in Amendment C258 and should also include a grading for the place or building using the older A to D Gradings system. The latest Heritage Places Inventory incorporated document must be updated with all changes and or additions to gradings shown in track changes mode.
3. Identify and map all study area precincts and prepare Statements of Significance for all precincts, and for all individually significant places.
4. Prepare a comprehensive visually-based presentation (in the form of PowerPoint presentation focused on photographs and images) that informs various audiences about the history of these areas and which develops a thematic historic narrative for the area to help guide future decision-making and to put newer development into a context.

This information is to be presented in a report clearly detailing the reason for the proposed recommendations including any change to an existing grading or why no grading is warranted.

The City of Melbourne is also undertaking a review of its heritage policy which includes the “translation” of existing ‘A’ to ‘D’ Gradings to the “significant/contributory” system to meet the requirements of the DELWP Planning Practice Note '*Applying the Heritage Overlay September 2012*' updated.

Although not part of the current study, the successful consultant will also be required to undertake the following tasks to be costed separately:

- Provide a written response to any issues raised in submissions received during exhibition of the planning scheme amendment.
- Present as an expert witness at the Panel Hearing and respond to any expert witness statements presented by submitters.
- Provide all information to Council in the form of a database consistent with Council's requirements and that of the HERMES database.

#### 5.1.2 Additional project phases

The Review as described above will constitute phase one of the project. At the end of phase one, Melbourne City Council may opt to extend the project requirements to include additional phases of project work, at our discretion.



## 6 HERITAGE STUDIES

### 6.1 Previous heritage reviews and studies

This Study will build on all previous City of Melbourne heritage studies including:

- South Melbourne Heritage Study
- Bryce Raworth Pty Ltd, South Melbourne Conservation Study, 1998
- Bryce Raworth Pty Ltd, Southbank Heritage Places Study 1999; and
- Allom Lovell and Assoc. 1999/2000 City of Melbourne Heritage Review.

#### 6.1.1 The City of Melbourne Heritage Strategy 2013

The Heritage Strategy 2013 provides Council's priorities for the strategic protection and management of heritage within the municipality. Action 2.2 is to 'progressively undertake a review of heritage in high growth areas'.

#### 6.1.2 Thematic History – A History of the City of Melbourne's Urban Environment, 2012 Context.

The Thematic Environmental History was adopted by Council in 2012 and sets out the key themes that have influenced the historical development of Melbourne. It helps to ensure the places that reflect and represent the historical development of the municipality are recognised. The proposed study should build on this historic environmental thematic narrative and provide a greater level of detail on any existing and or new themes within the study area.

#### 6.1.3 Amendment C258 - Review of Heritage Policies

This Review is being done concurrently by the City of Melbourne. It includes a review of Melbourne Planning Scheme clauses 22.04 and 22.05 Heritage Places within and outside the Capital City Zone, a grading translation from the A-D system to the significant/ contributory system, and the drafting of new statements of significance for the existing large heritage precincts in the following suburbs:

- Carlton
- East Melbourne and Jolimont
- North and West Melbourne
- Parkville
- Southbank
- South Yarra
- Kensington

The proposed Southbank and Fishermans Bend study should reference this work and ensure any recommendations are consistent with the new approach to heritage and gradings of buildings and streetscapes of Amendment C258.

#### 6.1.4 The Aboriginal Heritage Action Plan 2015-18

The City of Melbourne Aboriginal Heritage Action Plan 2015-18 outlines an approach to the protection, maintenance and recognition of sites which are culturally important to Victoria's Aboriginal communities within or connected to the City of Melbourne.

The plan's purpose is to bring together relevant stakeholders to work together to ensure that the Aboriginal cultural heritage of Melbourne is appropriately recognised, conserved and celebrated by all. It focuses actions into three key themes:

- **Conservation:** The City of Melbourne has a strong understanding of the nature, significance, extent and condition of Aboriginal heritage places across the municipality, and ensures they are appropriately managed and maintained.
- **Celebration:** The City of Melbourne is a place where people who live, work or visit can easily recognise, experience, understand and celebrate Melbourne as a place that was, is, and continues to be, an Aboriginal place.
- **Collaboration:** The City of Melbourne works with key stakeholders to ensure Aboriginal heritage is conserved and celebrated by all.

The proposed Southbank and Fishermans Bend study should reference this work and ensure any recommendations are consistent with the approach.

#### 6.1.5 Aboriginal Heritage of the Fishermans Bend Urban Renewal Area

Biosis Pty Ltd have examined the heritage and historical context of the Fishermans Bend Urban Renewal Area. Their study identifies a number of sites of heritage significance, both on the existing heritage registers and others considered to be of heritage value. Fishermans Bend is predominantly a mix of nineteenth and early twentieth century low scale residential, commercial and industrial developments but had some sites of potential 'Aboriginal Archaeology' significance from its historical role as an Aboriginal settlement.

The study outlined a number of recommendations which deal predominantly with respecting the heritage setting in designing adjacent buildings, and also lists 12 sites for further investigation with a view of potentially adding them to the heritage register or protecting them with planning controls. Background reports, including a Biosis heritage study, may be found here: <http://www.mpa.vic.gov.au/fishbendreports>.

## 6.2 Current Policy

Current provisions within the Melbourne Planning Scheme that apply to the study area include:

- *Clause 15.03 Heritage*
- *Clauses 22.04 and 22.05 Heritage Places inside and outside the Capital City Zone*
- *Schedule to Clause 43.01 Heritage Overlay*
- *Heritage Places Inventory, (June 2015) (Incorporated Document)*
- *Amendment C258 to the Melbourne Planning Scheme*

## 7 PROJECT METHODOLOGY

Research and a limited comparative analysis will be required to substantiate the significance of each place of potential cultural significance that is considered worthy of future conservation. These places will be assessed against the heritage values nominated in Section 4(1)(d) of the *Planning and Environment Act* 1987. Those heritage values include, but are not limited to scientific, aesthetic, architectural or historical interest or other special value. Other special values might include, but are not limited to social or spiritual interest or any of the natural heritage values.

The proposed Heritage Study must be in accordance with the DELWP '*Applying the Heritage Overlay*' practice note updated

The study process needs to clearly justify the significance of the place.

The study will build upon the previous work carried out by Council. It must refer to Thematic Environmental History when identifying historical significance.

The study process leading to the identification of the place should be undertaken with rigour and consistency. The project deliverables are to be prepared in accordance with the Australia ICOMOS Burra Charter, 1999 and its guidelines.

## 8 PROJECT PLAN

### 8.1 Project Organisation

The study should elevate the historical narrative and place significant heritage places into context for the broader purpose of people across the organisation.

There is also an expectation the successful bidder will make several visually based presentations of the study findings to Council's leadership team and the wider Council, including its Strategic and Statutory Planning branches.

**Project Manager:** Peter Mondy

The project manager, Peter Mondy (Strategic Planner) will provide day-to-day supervision and support to the consultant and consultant team. The consultant will be required to report to the branch, the Council leadership team and project manager at regular intervals.

Any inquiries concerning work outlined in this project brief should be directed to the Project Manager Peter Mondy – Strategic Planner or Robyn Hellman – Coordinator Planning Scheme team.

**Project Owner:** Emma Appleton, Manager Urban Strategy.

The Project Owner has delegated authority for the project and is accountable for its overall success.

## 8.2 Project Deliverables

The project deliverables are to include:

### 8.2.1 Photographic Documentation

#### Buildings

Take photographs of each significant elevation that:

- Provide a clear view (with no or minimal obstructions).
- Colour, 300 DPI jpg and/or tiff files.
- Submit sample photographs for approval – i.e. submit the first ten photographs for approval in approach to visual documentation.

#### Places and Artefacts

- Provide a clear view of the place and each feature/artefact of cultural significance / contributory value.
- Colour, 300 DPI jpg and/or tiff files.
- Submit sample photographs for approval – i.e. submit the first ten photographs for approval in approach to visual documentation.

### 8.2.2 Mapping

- CoM GIS or AutoCAD base provided will be provided to the consultant with at least the following layers –
  - Streets.
  - Features.
  - Building footprints.
  - Property boundaries.
  - Street numbers.
  - Tree canopies.
  - Existing HOs and HPs.
- Mapping to be prepared by the consultant as follows –
  - Linework to be generated within AutoCAD or GIS – not imported from elsewhere (e.g. the Internet). If working in AutoCAD, closed polylines are preferred.
  - **Discrete** layers for **each** proposed outcome such as HOs, HPs, gradings and significant sites.
  - Heritage gradings of buildings and places under the A-D and Amendment C258 systems to be included as individual layers.

### 8.2.3 The Study

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 and 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.

### 8.2.4 Information Formatting

The completed study, recommendations and the statements of significance must be produced as separate documents so the statements can be easily incorporated into the planning scheme.

The statements of significance are to be written according to the '*Applying the Heritage Overlay Practice Note (September 2012)*' and be based on the heritage criteria contained therein. In addition a location map and clear photograph of the building and or place should also be included.

All sources of information written or oral must be fully documented. For source material privately held, the name and address of the owner should be given, with the owners' consent. Websites are to be cited as footnotes.

All reports are to be submitted in both an Adobe PDF format and an editable Microsoft Word format.

Photographs, maps and drawings shall be of a suitable quality to enable reproduction as detailed above. One hard copy of the final completed report is to be supplied and one electronic copy in both PDF and MS Word format. All statements of significance, photographs and other data shall be provided in a format compatible with the City of Melbourne's systems.

The consultant will provide at least one unobstructed colour photograph in JPEG format (300 DPI) compatible with the CoMPASS (ArcGIS) system clearly depicting each building or place.

The City of Melbourne's accessibility standards for publishing documents on our websites conform with the federal legislation and international Web Content Accessibility Guidelines (WCAG 2.0 Level AA). All documents provided to Council must be prepared in an accessible format consistent with WCAG 2.0 Level AA.

### **8.3 Preparation of Project Management Plan**

The successful consultant must produce a Project Management Plan for endorsement by the client before commencing the study. This plan must set out an agreed timetable and payment schedule with related milestones.

### **8.4 Research, assessment, and data-entry**

Further research and assessment of significance is not required if a place is not considered to be worthy of future conservation. However, the completion of a partial entry in the database to denote this fact will be appropriate to record that City of Melbourne knows the place has been previously considered.

Research and limited comparative analysis will be required to substantiate the significance of each place of potential cultural significance that is considered worthy of future conservation.

Refer to the Practice Note mentioned above for further details.

### **8.5 Recommendations for Statutory Planning Controls**

The successful consultant must prepare all detailed Victoria Planning Provision (VPP) statutory exhibition and interim protection Planning Scheme Amendment documents required to introduce both interim and permanent statutory planning controls for all elements worthy of conservation, in the correct statutory planning format, including all supporting documents, in both a PDF and MS Word format, at the required times.

Such documents must be consistent with all relevant VPP Practice Notes and Ministerial Directions. The documents must include the information for each place arranged alphabetically by address and locality. All maps, overlays and schedules included in the Planning Scheme Amendment documents must be checked and certified by the consultant as being correct.

#### **8.5.1 Draft Schedule to the Heritage Overlay**

For those places recommended for a Heritage Overlay, the consultant shall complete a draft Schedule to the Heritage Overlay, taking care to ensure the draft schedule takes into account any other approved heritage-based planning scheme amendments which may also affect or impact entries in the list.

The drafting of the Schedule must accord with the requirements of the VPP Practice Note – *'Applying the Heritage Overlay, September 2012'* and the formatting requirements specified in relevant Ministerial Directions and Practice Notes.

### 8.5.2 Draft Statements of Significance

Each building, stand of vegetation, place or asset identified as individually significant shall have a statement of significance.

### 8.5.3 Base Maps and Report

The consultant must supply the City of Melbourne with:

1. A Planning Scheme base map(s) showing the location of all places (marked with a polygon) which are recommended for statutory protection, in both hardcopy and in a GIS (Mapinfo/ ArcInfo) layer.
2. A report which includes:
  - Name of the client.
  - The study date, and the range of dates considered by the study.
  - Executive summary (no more than 2 pages) and contents page.
  - The place reports for all those places and infrastructure identified to be significant and worthy of future conservation, with colour photos, aerial photos, property boundary and place maps.
  - The draft Schedule to the Heritage Overlay with changes and additions to the overlay schedule, shown in track changes mode, taking care to consider the impact of any other planning scheme amendments which may also affect this outcome.
  - The latest Heritage Places Inventory incorporated document updated with all changes and or additions to gradings shown in track changes.
  - A statement citing any specific limitations of the study if any (for example - limitations in terms of the types of places identified; geographic limitations and or access limitations etc.). This should be clearly organised so the client is informed of any work which may be required as part of any future heritage study review or investigation.
  - Statements of Significance.
  - The Study Consultant Brief.

## **9 SUBMISSION**

### **9.1 Submission requirements**

Written quotes are required that will include the following:

1. A detailed work program including methodology, process, milestones and timelines relevant to the tasks set out in this brief.
2. Responses to the matters raised in the study brief should include a plan indicating the proposed timing of tasks, and, a timetable for regular reporting to the Project Manager to an agreed schedule.
3. Details of the consultant's (and any sub-consultant's) relevant experience and qualifications. This should include a recent resume for each participant with the name, title, contact telephone and email details for two recent work-related referees.
4. Total fee for completion of the Study (inclusive of disbursements). The fee (including disbursements), cannot be exceeded without prior written authority from the project manager.

The fee proposal should include a breakdown of the fees for the respective tasks and stages and members of the consultancy that are indicated in the brief.

5. Hourly rates for each person to be involved in the project for any additional and approved variation to contract.
6. Details of any resources required to support the consultant to ensure that the project is conducted to a high standard and completed within the required time frame.

### **9.2 Presentation on the Study Approach**

Short-listed bidders will be asked to make a formal presentation to the project team outlining their proposed approach and methodology for the study.

### **9.3 Timetable**

The six 'nominated places' listed in attachment two must be assessed immediately to support a request to the Minister for Planning for interim protection for these sites. This work is discrete and could, if necessary, be undertaken separately before the main part of the project is commenced.

For the rest of the project, the recommended approach is to undertake the work in two stages, with the survey and fieldwork completed preferably by Christmas 2016, and, the draft assessment and reporting, completed by 31 March 2017. Both stages should be finished within six months of commencement.

Council's first preference is for the work to commence as soon as is possible. However, the start date is negotiable. The project must be fully complete by the end of the 2016/17 financial year.

It will be necessary for the consultant to meet with all relevant Council officers at an inception meeting to discuss and agree on key aspects of the project and to establish the key project milestones and meeting times. The report editing process should allow for a minimum of three, full editorial re-drafts (excluding any typographical corrections) at no extra cost.



## 9.4 Project budget

A lump sum price (inclusive of all costs (including disbursements) excluding GST) should be submitted with a proposal setting out the hourly/daily rates for relevant staff proposed for the consultancy. A fixed flat rate tariff for approved variations to the brief should be included in the quotation.

## 9.5 Confidentiality

All documentation, written and electronic, relating to the study will remain confidential between the Council and the consultant.

The report must not be published nor publicly released without the prior written agreement of the Council.

The consultant shall not publish any information and or data associated with the study without the prior written approval of the project manager.

## 9.6 Closing date for submissions

Submissions (an electronic copy and a bound copy) need to be lodged with City of Melbourne by **Friday 26 August 2016**.

Submissions marked “**Southbank and Fishermans Bend Heritage Study - Consultant Bid**” may be sent to:

Post:

Mr Peter Mondy  
Strategic Planner-  
City Strategy and Place - Urban Strategy Branch  
City of Melbourne  
PO Box 1603 MELBOURNE VIC 3001

Email:

[peter.mondy@melbourne.vic.gov.au](mailto:peter.mondy@melbourne.vic.gov.au)

Phone enquiries: 03 9658 8681

## 10 ATTACHMENTS

### ***Attachment One***

Detailed Study Area Map

### ***Attachment Two***

List of A, B and C graded heritage buildings within Southbank not currently within a Heritage Overlay

### ***Appendix One – Strategic Planning***

Strategic Planning frameworks

### 10.1 Attachment One

Detailed Study Area Map (The study area applies only to the parts of the four suburbs – Fishermans Bend/ Port Melbourne, South Wharf and Southbank- identified in the map below (red line) within the City of Melbourne. The Port of Melbourne Corporation land is not included in the study area)



## 10.2 Attachment Two

### List of A, B and C graded heritage buildings within Southbank not currently within a Heritage Overlay of the Melbourne Planning Scheme

#### Proposed Interim Heritage Controls

Council intends to conduct a full heritage study of the Southbank and Fishermans Bend area in the 2016-17 financial year. The six Southbank buildings listed below were proposed in a 1997 South Melbourne Conservation Study led by Bryce Raworth to be graded A, B or C. They do not currently fall within a Planning Scheme heritage overlay.

In this context, it is appropriate to request **immediate interim heritage protection** from the Minister for Planning for the six buildings identified below at the beginning of the project to ensure the buildings are protected until more permanent heritage controls are put in place.

The successful consultant is required to provide updated building citations for each of the six sites and all other necessary documents, including planning amendment documents with maps and ordinance text, to support an immediate interim heritage protection application to the Minister for Planning for the six nominated buildings.

The interim heritage protection controls will be similar to the permanent heritage controls which are highly likely to result from a Planning Scheme Amendment following the completion of the 2016-17 Southbank and Fishermans Bend Heritage Study.

Pictures and Heritage information are compiled in the following pages.

Address	Name	Built	Raworth 1997 grading
115-117 Queens Bridge St		1887	A
133 Queens Bridge St		1887	A
129-131 Queens Bridge St	Castlemaine Brewery	1888	A
63-65 City Rd		1895	B
39-43 Sturt St		1930	C
35-41 City Rd		1935	C

## 115-117 Queens Bridge St



### Heritage Gradings

Building Grading	Streetscape Level	Laneway Level
A	1	

### Conservation Study Details

**Precinct** Conservation Mgt Plan

South Melbourne Heritage  
Precinct

Conservation Study	Study Date	Status
South Melbourne Conservation Study 1997 - Bryce Raworth		

### Building and History Information

<b>Architectural Style</b>	Italianate
<b>Period</b>	1876-99 - Victorian
<b>Construction Date</b>	1887
<b>Source for Construction Date</b>	1887
<b>Integrity</b>	Fair
<b>Condition</b>	Fair
<b>Original Building Type</b>	Bottling Store
<b>History</b>	

### Description/Notable Features

Notable features include elaboration / high standard design of rendered concrete surfaces. The two storey building is one of a pair that flank the large brewery building. Originally constructed of polychrome brickwork, it has subsequently been rendered. More recently, the ground floor fenestration has been altered. Nonetheless the building has retained its original form and makes a major contribution to the suite of brewery buildings.

### Statement of Significance

### Recommended Alterations

## 133 Queens Bridge St



### Heritage Gradings

Building Grading	Streetscape Level	Laneway Level
A	1	

### Conservation Study Details

**Precinct** Conservation Mgt Plan

South Melbourne Heritage  
Precinct

Conservation Study	Study Date	Status
South Melbourne Conservation Study 1997 - Bryce Raworth		

### Building and History Information

<b>Architectural Style</b>	Italianate
<b>Period</b>	1876-99 – Victorian
<b>Construction Date</b>	1887
<b>Source for Construction Date</b>	1887
<b>Integrity</b>	Fair
<b>Condition</b>	Fair
<b>History</b>	

### Description/Notable Features

Notable features include an elaborate / high standard design of cement rendered surfaces. This two storey building is one of a pair that flank the large brewery building. Originally constructed of polychrome brickwork, it has subsequently been rendered in cement. Although modifications to the exterior have occurred since that time, including modifications to the ground floor fenestration, the building has survived in better condition than its counterpart to the north.

### Statement of Significance

<b>Recommended Alterations</b>	Signage, awning ( inappropriate - remove)
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## 129-131 Queens Bridge St



### Heritage Gradings

Building Grading	Streetscape Level	Laneway Level
A	1	

### Conservation Study Details

#### Precinct Conservation Mgt Plan

South Melbourne Heritage Precinct

Conservation Study	Study Date	Status
South Melbourne Conservation Study 1997 - Bryce Raworth		

### Building and History Information

#### Architectural Style

Period	1876-99 - Victorian
Construction Date	1888
Source for Construction Date	1888
Integrity	Fair
Condition	Fair
Original Building Type	

#### History

Nicholas and Edward Fitzgerald, with the 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. In 1874 the malthouse for the company was erected on the north side of Queensbridge St while by 1887 Nicholas Fitzgerald and Perrins were recorded as occupying brick stores on this site for the Castlemaine Brewery Co. In the following year the property had an N.A.V. of 4606 (pounds) and it is from this dramatic increase in their N.A.V. (four and a half times that of 1887) that the construction of the brewery is inferred. In 1890 the building was listed as being at Moray St 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. By 1892 a new Castlemaine malthouse had been erected in Sturt St. Fitzgerald had been the first Chairman of Directors of the company and he was recorded as becoming the Managing Director in 1892, a post he held until 1906, the year when the brewery amalgamated with the Carlton Brewery.

#### Description/Notable Features

Notable features include unpainted decorative brickwork. This five storey building is constructed of polychrome brickwork surmounted by a 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 facade. These

stores were a coherent group of three buildings, each built in polychrome brickwork. The central building was five storeyed, with a mansard roof punctuated by two rows of dormer windows and the buildings flanking it, two storeyed with decorative rendered parapets. 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 a loss of coherency over the group. The sandblasting of the brickwork of the central tower has been very detrimental to its fabric.

**Statement of Significance**

The former Castlemaine Brewery Malt House 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.

**Recommended  
Alterations**

Signage ( inappropriate - remove) Above roof sign ( extremely inappropriate - remove)

## 63-65 City Rd



### Heritage Gradings

Building Grading	Streetscape Level	Laneway Level
B	2	

### Conservation Study Details

**Precinct** Conservation Mgt Plan

South Melbourne Heritage  
Precinct

Conservation Study	Study Date	Status
South Melbourne Conservation Study 1997 - Bryce Raworth		

### Building and History Information

#### Architectural Style

<b>Period</b>	1876-99 - Victorian
<b>Construction Date</b>	1895
<b>Source for Construction Date</b>	1895
<b>Integrity</b>	Fair
<b>Condition</b>	Fair

#### 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 (q.v.v.)

#### Description/Notable Features

Notable features include an elaborate / 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 constructed in the City of Melbourne, particularly Flinders Lane, is rare in the industrial areas of South Melbourne. The building has been altered internally.

#### Statement of Significance

<b>Recommended Alterations</b>	Signage, external air conditioner ( inappropriate - remove) Painted brick ( inappropriate - ram)
<b>Other Comments</b>	Awning ( extremely inappropriate - remove)



## 39-43 Sturt St



### Heritage Gradings

Building Grading	Streetscape Level	Laneway Level
C	3	

### Conservation Study Details

**Precinct** Conservation Mgt Plan

South Melbourne Heritage  
Precinct

Conservation Study	Study Date	Status
South Melbourne Conservation Study 1997 - Bryce Raworth		

### Building and History Information

#### Architectural Style

**Period** 1926-39 - Inter War

**Construction Date** 1930

**Source for Construction  
Date** 1930

**Integrity** Poor

**Condition** Fair

#### History

#### Description/Notable Features

Notable features include an elaborate / high standard design of cement rendered surfaces. This pair of factories has been extensively modified to create studio spaces for the Victorian College of the Arts. This has required the construction of a new, and unsympathetic unfill structure and alterations to the red brick facades. Some of the unusual, cement rendered dressings, most notably those above the windows have survived in good condition.

#### Statement of Significance

#### Recommended Alterations

## 35-41 City Rd

**Heritage Gradings**

Building Grading	Streetscape Level	Laneway Level
C	2	

**Conservation Study Details**

**Precinct** Conservation Mgt Plan

South Melbourne Heritage  
Precinct

**Conservation Study** Study Date Status

South Melbourne  
Conservation Study 1997 -  
Bryce Raworth

**Building and History Information**

<b>Architectural Style</b>	Early Modern
<b>Period</b>	1926-39 - Inter War
<b>Construction Date</b>	1935
<b>Source for Construction Date</b>	1935
<b>Architect</b>	
<b>Integrity</b>	Good
<b>Condition</b>	Fair

**History****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.

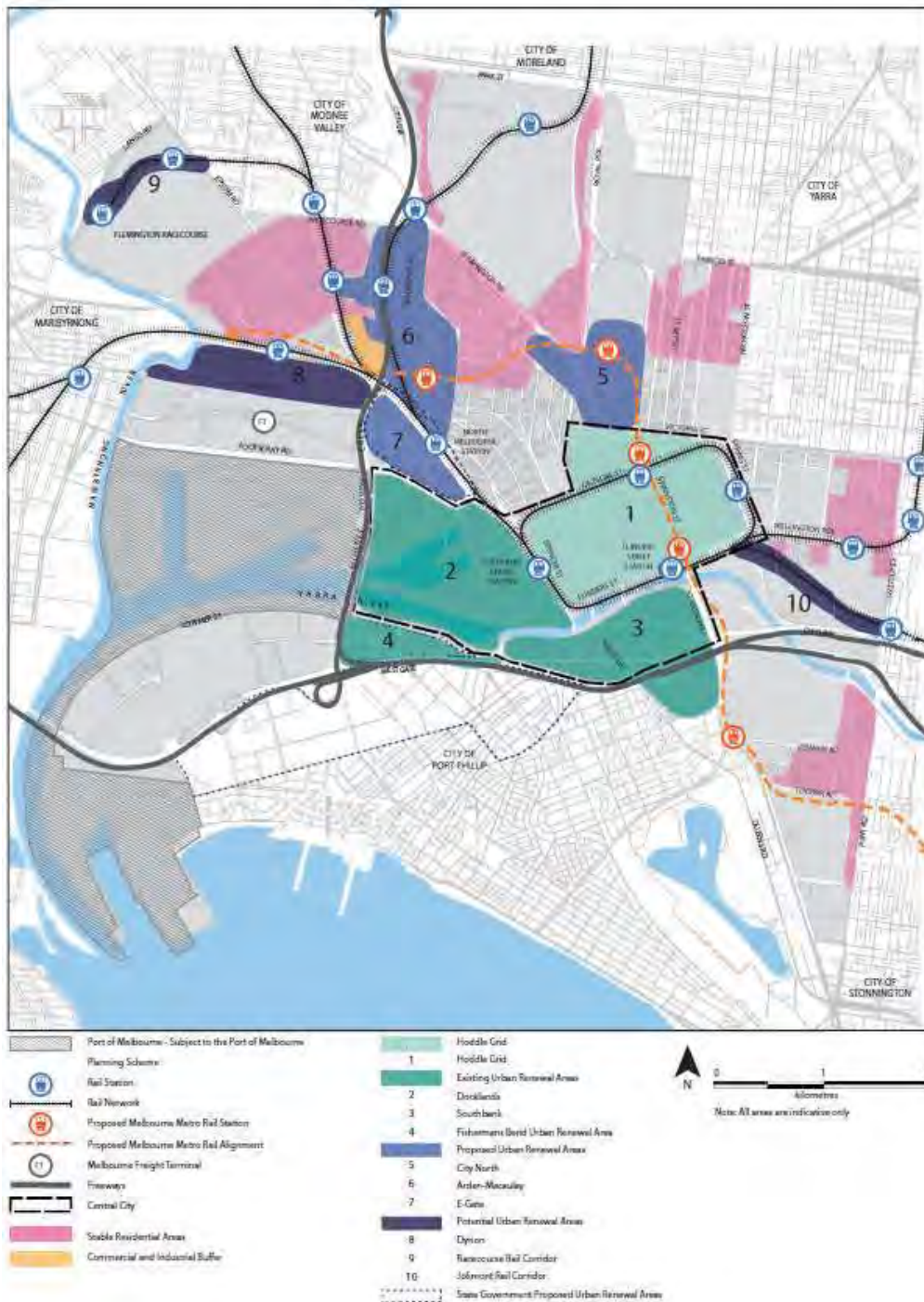
**Statement of Significance**

### 10.3 Appendix One: Strategic Planning frameworks

#### The Municipal Strategic Statement (MSS)

The Municipal Strategic Statement (MSS) at Clause 21.04-1.2 (figure 1) identifies the suburbs of Southbank, South Wharf, Port Melbourne and Fishermans Bend within the City of Melbourne with the Southbank, Docklands and Fishermans Bend ‘Urban Renewal Areas’, which are south-west of the central city.

Figure 1 Growth Area Framework Plan



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### **The Southbank Structure Plan**

The City of Melbourne has identified Southbank as an urban renewal area that will accommodate significantly more residents and employment growth over the next 30 years. The Southbank Structure Plan 2010 provides a vision and strategy for the future development of Southbank as an integral part of the central city, with the Yarra River at its centre. The plan outlines:

- a range of improvements for commercial, retail and community infrastructure
- the creation of a better street environment for walking and cycling
- new and improved public open spaces.

The plan was endorsed by the City of Melbourne's Future Melbourne Committee on 14 September 2010 within the context of extreme pressure of intensification.

### **Amendment C171**

Planning Scheme Amendment C171 is part of the implementation of the Southbank Structure Plan 2010.

The Southbank Structure Plan proposes the most radical revamp the precinct has seen in its 30-year history and will shape the neighbourhood for the next 30 years. Improvements have been identified for commercial, retail and community infrastructure, creating a better street environment for walking and cycling and new and improved public open spaces. These improvements will make the Southbank precinct a better place to live and do business, an easier place to move around and a more interesting and accessible place to visit.

By setting building and podium heights, prescribing how far towers are set back from streets and setting minimum distances between towers, Amendment C171 ensures that new developments will enhance streets and public spaces and add to the amenity of Southbank.

It also extends the Capital City and Mixed Use Zones through Southbank. This will help make Southbank a more active, attractive and safe central city area.

The Minister for Planning approved Amendment C171 on 20 June 2013 when a notice of approval of the amendment was published in the Victoria Government Gazette.

### **The Fishermans Bend Urban Renewal Area**

The Fishermans Bend Urban Renewal Area (then made up of four precincts – Lorimer in the City of Melbourne and Montague, Wirraway and Sandridge in the City of Port Phillip) was announced as an urban renewal area and rezoned Capital City Zone in 2012. At this time, Places Victoria were overseeing strategic planning for Fishermans Bend.

### **The Fishermans Bend Employment Precinct.**

In April 2015 the Minister for Planning announced planning changes to Fishermans Bend, including making the industrial and commercial precinct to the west of Lorimer a new precinct in the Fishermans Bend Urban Renewal Area called the *Fishermans Bend Employment Precinct*. The Minister for Planning has appointed a Ministerial Advisory Committee to:

*“Identify heritage buildings or other key sites and their values and provide design guidance to implement the Heritage Interpretation Plan” and that a “Heritage Interpretation Plan should be commissioned for the entire Fishermans Bend area, including the Employment Precinct, as a valuable input into defining the characteristics of distinct neighbourhoods, and assist in creating places with ‘soul’”.*

Much of this work has now been superseded and is now incorporated within the Fishermans Bend Recast which is the work undertaken by the Ministerial Taskforce.

### **The Fishermans Bend Taskforce**

The Metropolitan Planning Authority (MPA) is overseeing strategic planning for Fishermans Bend in their role as the lead on the Fishermans Bend Taskforce. The MPA will ultimately be responsible for carrying out the Ministerial Advisory Committee Report recommendations. It is important for the successful consultant to inform Council of any heritage recommendations impacting on MPA planning activities.

### **The Fishermans Bend Recast Vision**

The Fishermans Bend Recast Vision responds to a recommendation from the Ministerial Advisory Committee (MAC) to refresh and redefine the vision for Fishermans Bend. The Advisory Committee recognised the community’s broad support for the Fishermans Bend Urban Renewal Area Draft Vision 2013 (Draft Vision 2013). The MAC advised that any new vision should use the Draft Vision 2013 as a baseline and draw on wider economic, social and environmental influences on Fishermans Bend. The Taskforce is consulting with officers from the City of Port Phillip, City of Melbourne and a range of government departments and agencies to prepare the Fishermans Bend Recast Vision.

The Draft Vision 2013 includes 10 Strategic Directions for Fishermans Bend, which form a baseline for the Recast Vision:

1. The creation of 21st century jobs
2. The timely provision of infrastructure
3. A place that is easy to get around
4. A vibrant mix of uses and activities
5. Distinctive and diverse neighbourhoods
6. A great place for families
7. A high quality built environment
8. Smart environmental solutions
9. Environmental constraints addressed
10. Strong partnerships and effective governance

### **How will this Study Contribute to the Fishermans Bend Recast Vision?**

The Southbank and Fishermans Bend Heritage Study will provide important information that will help set the Council and the Taskforce to understand the identity and character of the area.

## **Attachment 5: Annotated Exhibited Schedule to Clause 43.01 Heritage Overlay and Annotated Exhibited Southbank Heritage Places Inventory Incorporated Document**

- Annotated Exhibited Schedule to Clause 43.01 Heritage Overlay
- Annotated Exhibited Southbank Heritage Places Inventory Incorporated Document (no longer part of Amendment)

## MELBOURNE PLANNING SCHEME

**Annotated Exhibited Schedule to Clause 43.01**

This document has been annotated to explain the recommended changes between the exhibited and recommended final form of the Schedule to Clause 43.01.

08/12/2016  
C277  
Proposed C305

**SCHEDULE TO THE HERITAGE OVERLAY**

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

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

Colour coding used in this document

Changes to the Schedule to Clause 43.01 which were proposed in the exhibited Amendment are in shown this document as un-highlighted tracked changes.

Post panel changes are shown in this document as tracked changes **highlighted green**.

## MELBOURNE PLANNING SCHEME

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

Commented [PP1]: HO5 should be deleted given that Amendment C298 introduced HO1234 St Kilda Road to correspond to VHR place H2359 St Kilda Road in March 2019.



## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1170	<i>Smith Street Victorian Era Residential Streetscape</i>	Yes	No	No	No	-	No	-	No
HO1171	<i>William Adams' Investment House Streetscape</i>	Yes	No	No	No	-	No	-	No
HO1092	<i>Moonee Ponds Creek and Infrastructure Precinct</i> <i>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</i>	Yes	No	Yes	No	No	No	<i>Melbourne Water Permit Exemptions for the Moonee Ponds Creek and Infrastructure Precinct 2015</i>	No
HO869	<i>Home for Lost and Starving Dogs, later Lost Dogs Home &amp; Animal Hospital</i> <i>2-52 Gracie Street, North Melbourne</i>	Yes	No	No	No	No	No	-	No
HO455	<i>North and West Melbourne Biscuit Making &amp; Flour Milling Precinct</i> <i>3-21 Anderson Street, 24-78 Laurens Street (including alternate address 1-25 Munster Terrace) North Melbourne</i>	Yes	No	No	No	No	No	-	No
<b>PRECINCTS INSIDE THE CAPITAL CITY ZONE</b>									
HO503	<i>Bank Place Precinct</i>	Yes	No	No	No	No	No	-	No
HO500	<i>Bourke Hill Precinct</i>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

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

Commented [PP2]: HO1214 should be deleted in line with the response to panel recommendation 1.

## MELBOURNE PLANNING SCHEME

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

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1096	<i>Clayton Reserve, drinking fountain and plane trees which includes land within the Tree Protection Zone which is calculated as being twelve times the measured trunk diameter</i> <i>201-241 Macaulay Road, North Melbourne</i>	Yes	No	Yes	No	No	No	-	No
<b>CARLTON</b>									
HO17	<i>Former Myer Despatch Buildings</i> <i>31-47 Barry Street and 258-274 Queensberry Street, Carlton</i>	Yes	No	No	No	No	No	-	No
HO800	<i>Pair of houses</i> <i>56-58 Barry Street, Carlton</i>	Yes	No	No	No	No	No	-	No
HO1126	<i>Repco Warehouse</i> <i>90-104 Berkeley Street, Carlton</i>	Yes	No	No	No	No	No	-	No
HO803	<i>Former Modern Printing Company Warehouse</i> <i>21 – 25 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	-	No
HO1127	<i>Former Modern Printing Company Factory</i> <i>129-135 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	-	No
HO804	<i>Former Ingram Bros Warehouse</i> <i>145 – 147 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1130	<i>Former Baptist Kindergarten Part 197-235 Bouverie Street, Carlton (alternate address 233-235 Bouverie Street, Carlton)</i>	Yes	No	No	No	No	No	-	No
HO25	<i>Former Carlton &amp; United Brewery, 2-76 Bouverie Street &amp; Swanston Street, Carlton</i>	-	-	-	-	Yes Ref No H24	Yes	-	No
HO1128	<i>Former Pitman Books Building 158-164 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	-	No
HO1129	<i>House 166-170 Bouverie Street, Carlton</i>	Yes	No	No	No	No	No	-	No
HO27	<i>51 – 65 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO28	<i>71 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO29	<i>83-87 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO30	<i>101-111 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO32	<i>199-201 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO34	<i>245-257 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO35	<i>18-22 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO36	<i>50-56 Cardigan St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO799	<i>Melbourne General Cemetery, College Crescent, Carlton North</i>	-	-	-	-	Yes Ref No H1788	Yes	-	No
HO39	<i>Drummond Terrace, 93-105 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H872	Yes	-	No

## MELBOURNE PLANNING SCHEME

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HO40	<i>Lothian Buildings, 175-179 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H372	Yes	-	No
HO41	<i>Shops and residences, 313-315 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H43	Yes	-	No
HO43	<i>Carlton Court House, 345-349 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H1467	Yes	-	No
HO37	<i>Rosaville, 46 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H408	Yes	-	No
HO38	<i>Medley Hall, 48 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H409	Yes	-	No
HO45	<i>Police Station, 334-344 Drummond St, Carlton</i>	-	-	-	-	Yes Ref No H1543	Yes	-	No
HO46	<i>518 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO49	<i>556 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO50	<i>576 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO51	<i>580 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO52	<i>614-618 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO44	<i>656-668 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO54	<i>708 Elizabeth St, Carlton</i>	Yes	No	No	No	No	No	-	No
HO924	<i>Underground Public Toilets, Faraday Street, Carlton</i>	-	-	-	-	Yes Ref No H2134	Yes	-	No
HO925	<i>La Mama Theatre Building, 205-207 Faraday St, Carlton</i>	-	-	-	-	Yes Ref No H1991	Yes	-	No

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

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



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

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

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

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

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

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

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HO193	<i>Residence, 32 Jolimont Terrace, Jolimont</i>	-	-	-	-	Yes Ref No H514	Yes	-	No
HO154	<i>Burlington Terrace, 15-27 Lansdowne Street &amp; 384-400 Albert Street, East Melbourne</i>	-	-	-	-	Yes Ref No H797	Yes	-	No
HO888	<i>Tram Shelter, Cnr Macarthur St &amp; St. Andrews Place, East Melbourne</i>	-	-	-	-	Yes Ref No H1870	Yes	-	No
HO127	<i>New Temple Church, 2-6 Morrison Place &amp; 420-422 Albert Street, East Melbourne</i>	-	-	-	-	Yes Ref No H852	Yes	-	No
HO160	<i>Terrace, 8-10 Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H853	Yes	-	No
HO161	<i>Terrace, 14-18 Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H854	Yes	-	No
HO162	<i>Terrace, 20 Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H855	Yes	-	No
HO163	<i>Terrace, 22 Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H856	Yes	-	No
HO164	<i>Aubrey Bowen Wing, Royal Vict. Eye &amp; Ear Hospital, Morrison Place, East Melbourne</i>	-	-	-	-	Yes Ref No H1724	Yes	-	No
HO930	<i>Cast Iron Urinal, Nicholson Street, East Melbourne</i>	-	-	-	-	Yes Ref No H2149	No	-	No
HO165	<i>ICI House, 1-4 Nicholson St &amp; 510-532 Albert St, East Melbourne</i>	-	-	-	-	Yes Ref No H786	Yes	-	No

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



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

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HO189	<i>Ornamental Tramway Overhead Poles, Victoria Pde, East Melbourne (see also HO299)</i>	-	-	-	-	Yes Ref No H1023	Yes	-	No
HO173	<i>Former Yarra Park Primary School No. 1406, 2-40 Webb Lane, East Melbourne</i>	-	-	-	-	Yes Ref No H768	Yes	-	No
HO194	<i>Yarra Park &amp; Former Grand Rank Cabman's Shelter near Footbridge, Wellington Pde and Punt Rd and Vale St and Jolimont Tce and Brunton Ave and Jolimont St, East Melbourne</i>  <i>The heritage place includes Two Aboriginal Scarred Trees Yarra Park</i>	-	-	-	-	Yes Ref No H849 & Ref No H2251	Yes	-	No
HO190	<i>Elizabeth House, 86-92 Wellington Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H102	Yes	-	
HO921	<i>Jolimont Square, 95-133 Wellington Pde south and 49-55 Charles St and 50-62 Agnes St, East Melbourne</i>	-	-	-	-	Yes Ref No H2009	Yes	-	No
HO191	<i>Virginia, 116 Wellington Pde, East Melbourne</i>	-	-	-	-	Yes Ref No H103	Yes	-	No
<b>FLEMINGTON</b>									
HO221	<i>Royal Agricultural Showgrounds, 300 Epsom Road, Flemington</i>  <i>The heritage place includes Cape Chestnut tree (Calodendron Capense)</i>	-	-	-	-	Yes Ref No H1329	Yes	-	No

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

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

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HO956	Former Kensington Property Exchange, Office, Shop and Residences, 166-168 Bellair Street, Kensington	-	-	-	-	Yes Ref No H1204	Yes	-	No
HO215	1-3 Belmont Road, Kensington	Yes	No	No	No	No	No	-	No
HO217	7 Belmont Road, Kensington	Yes	No	No	No	No	No	-	No
HO816	5-7 Bruce Street, Kensington	Yes	No	No	No	No	No	-	No
HO867	Bridge Over Maribymong River at Dynon Road, Kensington	No	No	No	No	No	No	-	No
HO1162	Goldsbrough Row and Co. later Younghusband P/L Wool and Grain warehouses 2-50 Elizabeth Street, Kensington	Yes	No	No	No	No	No	-	No
HO262	Former Newmarket Saleyards & Abattoirs, Epsom Road & Smithfield Road, Kensington	-	-	-	-	Yes Ref No H1430	Yes	-	No
HO223	1-7 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO818	17-21 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO227	25 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO228	29-33 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO230	43 Epsom Road, Kensington	Yes	No	No	No	No	No	-	No
HO232	15 Gower Street, Kensington	Yes	No	No	No	No	No	-	No
HO233	19 Gower Street, Kensington	Yes	No	No	No	No	No	-	No
HO234	27-37 Gower Street, Kensington	Yes	No	No	No	No	No	-	No
HO236	20-22 Gower Street, Kensington	Yes	No	No	No	No	No	-	No
HO237	5-9 Henry Street, Kensington	Yes	No	No	No	No	No	-	No

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

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

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



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

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

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

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

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

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

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

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



## MELBOURNE PLANNING SCHEME

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

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO334	Walter Boas Building, (Former CSIRO Science Bldg), Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO335	Former Bank Façade (Old Commerce Building), Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO336	Former National Museum (Student Union Bldg), Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO338	Gatekeepers Cottage (excluding 1962 extension), The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H919	Yes	-	No
HO339	Grainger Museum, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H875	Yes	-	No
HO340	Janet Clarke Hall, The University of Melbourne, 57-63 Royal Parade, Parkville	-	-	-	-	Yes Ref No H2334	Yes	-	No
HO341	Natural Philosophy Bldg, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO342	Law School Building & Old Quadrangle, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	*Yes Picconia excelsa Canary Island Laurel	-	Yes Ref No H920	Yes	-	No
	Old Arts Building, The University of Melbourne, 156 -292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H924	Yes	-	No

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	<i>Old Physics Conference Room &amp; Gallery, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H923	Yes	-	No
	<i>Underground Car Park, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	*Yes <i>Magnolia grandiflora</i> Bull Bay	-	Yes Ref No H1004	Yes	-	No
HO343	<i>Main Entrance Gates (Gate 6), Pillars &amp; Fence, The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H918	Yes	-	No
HO344	<i>Newman College, The University of Melbourne, 871-945 Swanston Street, Parkville</i>	-	-	-	-	Yes Ref No H21	Yes	-	No
HO346	<i>Old Engineering Bldg (1899 section only), The University of Melbourne, 156-292 Grattan Street, Parkville</i>	Yes	No	No	No	No	No	-	No
HO347	<i>Old Geology Bldg (northern section only), Uni of Melbourne</i>	Yes	No	No	No	No	No	-	No
HO348	<i>Old Pathology Building (excluding the Physics annex), The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	-	-	Yes Ref No H922	Yes	-	No
HO350	<i>Baldwin Spencer Building, (Old Zoology), The University of Melbourne, 156-292 Grattan Street, Parkville</i>	-	-	*Yes <i>Cedrus deodara</i> Deodar Cedar	-	Yes Ref No H921	Yes	-	No
HO352	<i>Queens College Main Wings, Uni of Melbourne</i>	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO354	Squash Courts, Trinity College, Royal Parade, Parkville	Yes	No	No	No	No	No	-	No
HO355	Systems Garden Tower, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO357	Trinity Chapel & College, Trinity College, Royal Parade, Parkville	Yes	No	No	No	No	No	-	No
HO360	University House, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO361	Wilson Hall, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H1012	Yes	-	No
HO362	Northern Market Reserve Wall, Storey St & Flemington Rd & Park Drive, Parkville	-	-	-	-	Yes Ref No H1920	No	-	No
HO820	Richard Berry Building, Uni of Melbourne	Yes	No	No	No	No	No	-	No
HO821	Vice Chancellor's House, The University of Melbourne, 156-292 Grattan Street, Parkville	-	-	-	-	Yes Ref No H1003	Yes	-	No
HO872	Agriculture and Forestry Building, The University of Melbourne	Yes	No	No	No	No	No	-	No
	<b>SOUTH MELBOURNE / SOUTHBANK / SOUTH WHARF / FISHERMANS BEND / DOCKLANDS PORT MELBOURNE</b>								

**Commented [PP3]:** "Fishermans Bend" and "Port Melbourne" should not be included in section heading to reflect that there are no heritage places in Fishermans Bend or Port Melbourne listed in the Schedule to Clause 43.01.

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1215	<p><i>Electricity substation thematic group:</i></p> <p><i>99A Sturt Street, Southbank</i></p> <p><i>79 Fawkner Street, Southbank</i></p> <p><i>33 Hancock Street, Southbank</i></p> <p><i>7 Moray Street, Southbank</i></p> <p><i>175 Sturt Street, Southbank</i></p> <p><b>Statement of Significance</b></p> <p><b>Southbank Statements of Significance, December 2020</b></p>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1216	<p><u>Bluestone pitched laneways group:</u></p> <ul style="list-style-type: none"> <li>• <u>Anthony Lane SML246 between Coventry Street and Dorcas Street, Southbank</u></li> <li>• <u>Blakeney Place SML639 off Clarendon Street, Southbank</u></li> <li>• <u>lane off Catherine Street Sm0477 between nos. 18-24 Moray Street and 245-251 City Road, Southbank</u></li> <li>• <u>lane off City Road Sm0199 from City Road Southbank</u></li> <li>• <u>lane off Clarendon Street Sm0337, adjacent to 54 Clarendon Street Southbank</u></li> <li>• <u>Fawkner Street between Southbank Boulevard and Power Street, Southbank</u></li> <li>• <u>Haig Lane between Kings Way and Clarke Street Southbank</u></li> <li>• <u>lane off Hancock Street SM0549 between 11 – 15 Hancock Street, Southbank</u></li> <li>• <u>lane off Power Street PL5195 to 173 City Road, Southbank</u></li> <li>• <u>Wells Place SML609, Sm10248 and Sml 247 from Dodds Street and between Wells Street and Anthony Lane, Southbank</u></li> </ul>	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
	Statement of Significance Southbank Statements of Significance, December 2020								
HO1218	New St Johns Lutheran Church, 20 City Road, Southbank Statement of Significance Southbank Statements of Significance, December 2020	Yes	Yes	No	No	No	No	=	No
<del>HO1202</del>	<del>Former G.P. Motors, Pty Ltd., 35-41 City Road Southbank</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>=</del>	<del>No</del>
HO1203	Former Crown Chemical Co warehouse, 63-65 City Road, Southbank Statement of Significance Southbank Statements of Significance, December 2020	No	No	No	No	No	No	=	No
<del>HO1219</del>	<del>Koosy Bros, 67-69 City Road, Southbank</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>=</del>	<del>No</del>
HO1220	Maurice Artaud & Co. facade, 71-75 City, Road Southbank Statement of Significance Southbank Statements of Significance, December 2020	Yes	No	No	No	No	No	=	No

Commented [PP4]: HO1202 should be deleted in line with the response to panel recommendation 2b.

Commented [PP5]: HO1219 should be deleted in line with the response to panel recommendation 2d.

MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO366	<del>James Moore's Timber Yards and Sawmills complex facade, 138-139 City Road, &amp; 151-141-155-145-141 City Road, &amp; 68-82 Southbank Boulevard, Southbank</del> Sth Melbourne Statement of Significance Southbank Statements of Significance, December 2020	Yes	No	No	No	No	No	-	No
HO367	<del>157-165 City Road, Sth Melbourne</del>	Yes	No	No	No	No	No	-	No
HO368	<del>Sharp &amp; Sons Timber General Motors (Australia), International Harvester, 171-193, &amp; 195-205</del> 171 City Road, & 1 Balston Street Southbank Sth Melbourne Statement of Significance Southbank Statements of Significance, December 2020	Yes	No	No	No	No	No	-	No
HO369	<del>State School No.2686, South Melbourne Girls School, J.H. Boyd Domestic College</del> J.H. Boyd Girls High School, 207-229 City Road, Southbank	-	-	-	-	Yes Ref No H769	Yes	-	No
HO370	<del>Main Point Hotel, 235-239-237, City Road, Southbank</del> Sth Melbourne Statement of Significance Southbank Statements of Significance, December 2020	Yes	No	No	No	No	No	-	No

Commented [PP6]: HO366 should be updated in line with the response to panel recommendation 3a.



## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
:HO371	<i>Bank of New South Wales, 269-283-274 City Road, Southbank Sth Melbourne</i> <a href="#">Statement of Significance</a> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	-	No
HO374	<i>Edward Murphy warehouse and workshop, 272 City Road, Southbank Sth Melbourne</i> <a href="#">Statement of Significance</a> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	-	No
HO375	<i>Murphy's Buildings, 276-282 City Road, Southbank Sth Melbourne</i> <a href="#">Statement of Significance</a> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	-	No
HO376	<i>White &amp; Hancock's warehouse, White, Hancock and Mills Pty Ltd, 300 City Road, Sth Melbourne Southbank</i> <a href="#">Statement of Significance</a> <a href="#">Southbank Statements of Significance, December 2020</a>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1221	<i>Spencer Street Bridge, Clarendon Street Southbank and Spencer Street, Melbourne</i> <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	No	No	No	No	No	-	No
<del>HO1222</del>	<del><i>Fekensley &amp; Sons 93-103 Clarendon Street, Southbank</i></del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>-</del>	<del>No</del>
HO1223	<i>Melbourne Metropolitan Tramways Board Electricity Substation 'S', 67-69 Clarke Street, Southbank</i> <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	No	No	No	No	No	-	No
HO377	<del><i>109-117 Clarendon Street, Sth Melbourne</i></del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>-</del>	<del>No</del>
HO765	<del><i>Fergus and Mitchell, Robur Tea House</i></del> <del><i>Robur Tea Building, 28 Clarendon Street, Southbank</i></del>	-	-	-	-	Yes Ref No H526	Yes	-	No
HO378	<del><i>Clarendon St Bridge, Sth Melbourne</i></del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>-</del>	<del>No</del>
HO916	<i>Queens Warehouse, 749-755 Collins Street, Docklands</i>	-	-	-	-	Yes Ref No H1211	Yes	-	No
HO914	<i>No. 2 Goods Shed, 708-710 Collins Street and 731-733 Bourke Street and 2-42 Village Street and 68-82 Village Street, Docklands</i>	-	-	-	-	Yes Ref No H933	No	-	No

**Commented [PP7]:** HO1222 should be deleted in line with the response to panel recommendation 2e.

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1224	<i>Thornycroft (Aust) Ltd later Herald Sun Television Studio, 49-61 Coventry Street and 50 Dorcas Street, Southbank</i> <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	No	No	No	No	No	-	No
HO650	<i>Missions to Seamen, 717 Flinders Street, Docklands</i>	-	-	-	-	Yes Ref No H1496	Yes	-	No
HO918	<i>Berth No. 5, North Wharf, 731-739 Flinders Street, Docklands</i>	-	-	-	-	Yes Ref No H1798			
HO651	<i>Retaining Wall, 614-666 Flinders Street, Docklands</i>	-	-	-	-	Yes Ref No H932	No	-	No
HO1225	<i>Vault sculpture corner Grant Street and Dodds Street, Southbank</i> <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	No	No	No	No	No	-	No
HO380	<i>46-48 Haig Street, Sth Melbourne</i>	Yes	No	No	No	No	No	-	No
HO381	<i>93 Kavanagh Street, Sth Melbourne</i>	Yes	No	No	No	No	No	-	No
HO384	<i>40-46 Kavanagh Street, Sth Melbourne</i>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1226	<i>Austral Otis engineering works, later Regent House, 63 Kings Way, Southbank</i> <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	No	No	No	No	No	-	No
HO1227	<i>Kings Way Bridge, Kings Way, Southbank</i> <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	No	No	No	No	No	-	No
HO934	<del>Former Commonwealth Aircraft Corporation Hangar, 344-370 Lorimer Street and 231-249 Todd Road, Port Melbourne</del>	-	-	-	-	Yes Ref No H94	Yes	-	No
HO762	<del>Sandridge Railway Line Bridge, over Yarra River, Queensbridge Square, Queens Bridge Street, 1A Queens Bridge Street, Over Yarra River, Southbank and Melbourne</del>	-	-	-	-	Yes Ref No H994	Yes	-	No
HO1200	Former Castlemaine Brewery, part 107-127, 129-131 and 133 Queens Bridge Street, Southbank <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	Yes uppermost two floors only of 129-131 Queens Bridge Street (tower)	No	No	No	No	-	No
Interim Control Expiry Date: 31/01/2019									

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1228	<u>Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank</u> <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	No	No	No	No	No	-	No
HO1229	<u>Robur Tea Company factory-warehouse, Part 107-127 Queens Bridge Street Southbank</u> <b>Statement of Significance</b> <b>Southbank Statements of Significance, December 2020</b>	Yes	No	No	No	No	No	-	No
HO763	<u>Jones Bond Store 1 Riverside Quay, Southbank</u>	-	-	-	-	Yes Ref No H828	Yes	-	No
HO764	<u>Duke &amp; Orr's Dry Dock &amp; Cargo Sheds 4,5,6,7,8,9, adjoining Melbourne Convention &amp; Exhibition Centre, 1-27 &amp; 29-65 South Wharf Promenade &amp; 2 Clarendon Street, 2A Clarendon Street, South Wharf and Cargo Sheds, 4,5,6,7,8,9, 29-65 South Wharf Promenade, South Wharf</u>	-	-	-	-	Yes Ref No H1096 & Ref No H891	Yes	-	No
HO899	<u>Tram Shelter, Cnr St. Kilda Road &amp; Dorcas Street, Sth Melbourne</u>	-	-	-	-	Yes Ref No H1869	Yes	-	No
HO760	<u>Victorian Arts Centre, &amp; Hamer Hall, 100 St. Kilda Road, 2-128 and Arts Centre 2 St. Kilda Road, 1-9 Sturt St &amp; 93-115 Southbank Rd, Southbank</u>	-	-	-	-	Yes Ref No H1500 and part Ref No H1447	Yes	-	No

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO791	<u>Queens Bridge, Queens Bridge Street over Yarra River, Southbank</u>	-	-	-	-	Yes Ref No H1448	Yes	-	No
HO792	<u>National Gallery of Victoria, 130-200 180 St. Kilda Road &amp; 93-115 Southbank Road, Southbank</u>	-	-	-	-	Yes Ref No H1499	Yes	-	No
HO910	<u>Former Victoria Police depot including Barracks, Mounted Branch stables and Police Hospital Depot, 234 St. Kilda Road, and 131-39 Dodds Street &amp; 148-170 Southbank Blvd, Southbank</u>	-	-	-	-	Yes Ref No H1541	Yes	-	No
HO387	<del>234-254 St. Kilda Road, Sth Melbourne</del>	Yes	No	No	No	No	No	-	No
HO498	<u>Former Victorian Railway Headquarters, 33-67 Spencer Street, Docklands</u>	-	-	-	-	Yes Ref No H699	Yes	-	No
HO388	<del>23-31 Sturt Street, Sth Melbourne</del>	Yes	No	No	No	No	No	-	No
HO389	<del>43-45 Sturt Street, Sth Melbourne</del>	Yes	No	No	No	No	No	-	No
HO390	<u>Castlemaine Brewery Malthouse/ Malthouse Theatre 113-115 Sturt Street, Southbank Sth Melbourne</u> <u>Statement of Significance</u> <u>Southbank Statements of Significance, December 2020</u>	Yes	No	No	No	No	No	-	No
HO391	<del>102-118 Sturt Street, Sth Melbourne</del>	Yes	No	No	No	No	No	-	No

MELBOURNE PLANNING SCHEME

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HO1201 <i>Interim Control</i> Expiry Date: 31/01/2019	PMG Postal Workshops, Garage & Stores complex, Part 45-99 Sturt Street, Southbank <i>incorporated plan</i> PMG Postal Workshops, Garages & Stores complex, Part 45-99 Sturt Street Southbank Incorporated Plan November 2020 Statement of Significance Southbank Statements of Significance, December 2020	Yes	No	No	No	No	No	Former PMG garages, stores & workshops 19 December 2017	No
<del>HO1230</del>	<del>Commonwealth Artificial Limb Factory, 242-246 Sturt Street, Southbank</del>	<del>Yes</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>No</del>	<del>-</del>	<del>No</del>
HO915	Victoria Dock, Harbour Esplanade, Victoria Harbour Promenade, North Wharf Road, Docklands Drive and Newquay Promenade, Docklands	-	-	-	-	Yes Ref No H1720	Yes	-	No
<b>SOUTH YARRA</b>									
HO832	23-25 Acland Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO395	Morell Bridge, over Yarra River, Anderson Street, Sth Yarra	-	-	-	-	Yes Ref No H1440	Yes	-	No
HO833	1 Alexandra Avenue, Sth Yarra	Yes	No	No	No	No	No	-	No
HO405	17 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO406	31 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No

**Commented [PP8]:** Incorporated Plan reference should be moved to the Heritage Place column in line with Planning Practice Note 1.

**Commented [PP9]:** HO1230 should be deleted in line with the response to panel recommendation 2f.

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO407	63 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	No
HO408	4 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO834	8 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO409	54 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO410	72 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO411	80 Clowes Street, Sth Yarra	Yes	No	No	No	No	No	-	No
HO399	Airlie, 254-260 Domain Road, Sth Yarra	-	-	-	-	Yes Ref No H1619	Yes	-	No
HO397	Government House Complex, Government House Drive, Sth Yarra	-	-	-	-	Yes Ref No H1620	Yes	-	No
HO421	Hoddle Bridge, Sth Yarra	Yes	No	No	No	No	No	-	No
HO423	1 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO424	11 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO425	15 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO426	2-8 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO427	16-20 Mona Place, Sth Yarra	Yes	No	No	No	No	No	-	No
HO401	Anglican Christ Church, 683-701 Punt Road (Cnr Toorak & Punt Roads), Sth Yarra	-	-	-	-	Yes Ref No H635	Yes	-	No
HO412	783 Punt Road, Sth Yarra	Yes	No	No	No	No	No	-	No
HO413	789 Punt Road, Sth Yarra	Yes	No	No	No	No	No	-	No



## MELBOURNE PLANNING SCHEME

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

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

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HO839	<i>Bentley's row houses 6-12 Anderson Street, West Melbourne</i>	Yes	No	No	No	No	No		No
HO770	<i>33-53 Batman Street, West Melbourne</i>	Yes	No	No	No	No	No	-	No
HO461	<i>Residence, 62 Capel Street, West Melbourne</i>	-	-	-	-	Yes Ref No H630	Yes	-	No
HO462	<i>Residence, 64 Capel Street, West Melbourne</i>	-	-	-	-	Yes Ref No H631	Yes	-	No
HO463	<i>31 Dudley Street, West Melbourne</i>	Yes	No	No	No	No	No	-	No
HO464	<i>Primary School No. 1689, Eades Place, West Melbourne</i>	Yes	No	No	No	No	No	-	No
HO979	<i>St Mary Star of the Sea Church Complex, 33 Howard Street and 235-273 Victoria Street, West Melbourne</i>	-	-	-	-	Yes Ref No H2182	Yes	-	No
HO840	<i>Harrison's Railway Hotel, 118-126 Ireland Street, West Melbourne</i>	Yes	No	No	No	No	No	-	No
HO862	<i>13-17 Jeffcott Street, West Melbourne</i>	Yes	No	No	No	No	No	-	No
HO935	<i>Underground Public Toilets, King &amp; Hawke Streets, West Melbourne</i>	-	-	-	-	Yes Ref No H2133	No	-	No
HO475	<i>Former Phoenix Clothing Company, 347-349 King Street &amp; 4-8 Phoenix Lane, West Melbourne</i>	-	-	-	-	Yes Ref No H801	Yes	-	No
HO477	<i>Langdon Building, 351-355 King St, West Melbourne</i>	-	-	-	-	Yes Ref No H527	Yes	-	No

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HO841	357-369 King Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO842	411-415 King Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO478	St. James Old Cathedral, 419-437 King Street & 2-24 Batman St, West Melbourne	-	-	-	-	Yes Ref No H11	Yes	-	No
HO860	439 King Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO774	555-557 King Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO1119	Sisalkraft Distributors P/L store and offices, later CFMEU offices 152-160 Miller Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO302	North Melbourne Railway Station Complex, 189 Railway Place, West Melbourne	-	-	-	-	Yes Ref No H1582	Yes	-	No
HO843	159 - 163 Roden Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO844	173 - 179 Roden Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO771	355 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO779	405 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO780	437-441 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO781	Hotel Spencer, 475 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No

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HO782	491-501 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO845	505-511 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO783	519-523 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO785	362-364 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO786	384-390 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO787	420 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO788	502 Spencer Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO469	61-67 Stanley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO470	95-101 Stanley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO471	138-140 Stanley Street, West Melbourne	Yes	No	No	No	No	No	-	No
HO496	Queen Victoria Market, 65-159 Victoria St, West Melbourne	-	-	-	-	Yes Ref No H734	Yes	-	No
<b>MELBOURNE</b>									
HO515	Warehouse, 61-69 A'Beckett St, Melbourne	-	-	-	-	Yes Ref No H980	Yes	-	No
HO516	71-73 A'Beckett St, Melbourne	Yes	No	No	No	No	No	-	No
HO993	104 A'Beckett Street	Yes	No	No	No	No	No	-	No

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

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

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HO1001	193-199 Bourke Street	Yes	No	No	No	No	No	-	No
HO541	271-281 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO980	David Jones Store (Former Buckley & Nunn) 294-312 Bourke Street and 285-295 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H2153	Yes	-	No
HO768	David Jones Store (Former Coles) 299-307 Bourke Street and 276-286 Little Collins Street, Melbourne	-	-	-	-	Yes Ref No H2154	Yes	-	No
HO543	Royal Arcade, 331-339 Bourke Street, & 148 –150 Elizabeth Street & 308-316 Little Collins Street, Melbourne	-	-	-	-	Yes Ref No H23	Yes	-	No
HO545	349-357 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1004	415-419 Bourke Street	Yes	No	No	No	No	No	-	No
HO1005	418-420 Bourke Street	Yes	No	No	No	No	No	-	No
HO546	421 Bourke Street, Melbourne	Yes	No	No	No	No	No	-	No
HO901	Eagle House, 473 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H1807	Yes	-	No
HO549	Former Gollin & Company Building, 561-563 Bourke Street, Melbourne	-	-	-	-	Yes Ref No H685	Yes	-	No
HO550	Old Bourke Street West Police Station & Cell Block, 621-633 Bourke Street, Melbourne  The heritage place includes Pear tree, Bourke Street, Melbourne	-	-	-	-	Yes Ref No H655	Yes	-	No



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

Expiry Date: 31  
March 2017

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HO990	<i>Former Commonwealth Bank, 219-225 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2264	Yes		No
HO542	<i>Myer Melbourne (Former Myer Emporium) 314--336 Bourke Street &amp; 275-321 Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H2100	Yes	-	No
HO544	<i>General Post Office, 338-352 Bourke Street, 188-218 Elizabeth Street &amp; 323-337 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H903	Yes	-	No
HO1006* Expiry Date: 31 March 2017	<i>468-470 Bourke Street, Melbourne</i>	Yes	No	No	No		No		No
HO547	<i>Equity Chambers, 472 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2249	Yes	-	No
HO548	<i>Goldsborough Mort Building, 516-526 Bourke Street &amp; 152-162 William Street, Melbourne</i>	-	-	-	-	Yes Ref No H104	Yes	-	No
HO552	<i>640-668 Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO554	<i>Former Mail Exchange, 672-696 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H881	Yes	-	No
HO479	<i>Building No. 4 RMIT, Bowen Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO480	<i>Building No. 2,3,5,6&amp; 7 RMIT, Bowen Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO555	<i>House 17 Casselden Place, Melbourne</i>	-	-	-	-	Yes Ref No H2267	Yes	-	No
HO556	<i>15-17 Celestial Ave, Melbourne</i>	Yes	No	No	No	No	No	-	No

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

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

## MELBOURNE PLANNING SCHEME

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HO589	<i>Regent Theatre, 191-197 Collins Street &amp; 186-200 Flinders Lane, Melbourne</i>	-	-	-	-	Yes Ref No H690	Yes	-	No
HO590	<i>Manchester Unity Building, 220-226 Collins Street, &amp; 91-107 Swanston Street, Melbourne</i>	-	-	-	-	Yes Ref No H411	Yes	-	No
HO591	<i>Former Fourth Victoria Building, 241-245 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H1542	Yes	-	No
HO592	<i>Newspaper House Mosaic, 247-249 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H447	Yes	-	No
HO593	<i>250-252 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO594	<i>259-263 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO595	<i>Former National Bank of Australasia Head Office, 271-285 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H2064	Yes	-	No
HO596	<i>Block Arcade, 280-286 Collins Street &amp; 96-102 Elizabeth Street, Melbourne</i>	-	-	-	-	Yes Ref No H32	Yes	-	No
HO597	<i>287-301 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO598	<i>288-304 Collins Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO602	<i>Former Commercial Bank of Australia, Banking Chamber &amp; Entrance, 327-343 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H35	Yes	-	No
HO1007	<i>338 Collins Street</i>	Yes	No	No	No	No	No	-	No
HO1090	<i>340-342 Collins Street</i>	Yes	No	No	No	No	No	-	No

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

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

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



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HO1022	441-447 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO1023*	453-457 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
Expiry Date: 31 March 2017									
HO1024*	463-465 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
Expiry Date: 31 March 2017									
HO1025	473-481 Elizabeth Street	Yes	No	No	No	No	No	-	No
HO1150	Former Veall's Building 490-494 Elizabeth Street, Melbourne	Yes	No	No	No	No	No	-	No
HO294	Former Melford Motors, 615-645 Elizabeth Street, Melbourne	-	-	-	-	Yes Ref No H2306	Yes	-	No
HO630	189-195 Exhibition Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1026	30-40 Exhibition Street	Yes	No	No	No	No	No	-	No
HO1027	53-55 Exhibition Street	Yes	No	No	No	No	No	-	No
HO1028	104-110 Exhibition Street	Yes	No	No	No	No	No	-	No
HO631	Her Majesty's Theatre, 199-227 Exhibition Street & 84-98 Little Bourke Street, Melbourne	-	-	-	-	Yes Ref No H641	Yes	-	No
HO632	Comedy Theatre, 228-240 Exhibition Street, Melbourne	-	-	-	-	Yes Ref No H2273	Yes	-	No
HO633	266-272 Exhibition Street, Melbourne	Yes	No	No	No	No	No	-	No
HO635	Former Mickveh Yisrael Synagogue and School, 275-285 Exhibition Street, Melbourne	-	-	-	-	Yes Ref No H766	Yes	-	No

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HO636	280-282 Exhibition Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1029	309 Exhibition Street	Yes	No	No	No	No	No	-	No
HO861	355-359 Exhibition Street, Melbourne	Yes	No	No	No	No	No	-	No
HO939	Underground Public Toilets, Flinders Street, Melbourne	-	-	-	-	Yes Ref No H2148	No	-	No
HO637	Milton House, 21-25 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H582	Yes	-	No
HO1030	61-73 Flinders Lane	Yes	No	No	No	No	No	-	No
HO1032	125-127 Flinders Lane	Yes	No	No	No	No	No	-	No
HO638	Warehouse, 129-131 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H428	Yes	-	No
HO1033	141-143 Flinders Lane	Yes	No	No	No	No	No	-	No
HO639	167-173 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO640	197-203 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO642	Ross House, 247-251 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H627	Yes	-	No
HO643	253-265 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO645	267-279 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO647	325-347 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO648	Tavistock House, 383-387 Flinders Lane, Melbourne	-	-	-	-	Yes Ref No H787	Yes	-	No
HO641	234-236 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO644	258-260 Flinders Lane, Melbourne	Yes	No	No	No	No	No	-	No

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

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HO661	<i>Former Customs House, 400 Flinders Street, Melbourne</i>	-	-	-	-	Yes Ref No H1047	Yes	-	No
HO662	<i>502-504 Flinders Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO1038	<i>508-510 Flinders Street</i>	Yes	No	No	No	No	No	-	No
HO1039	<i>516-518 Flinders Street</i>	Yes	No	No	No	No	No	-	No
HO1040	<i>520-522 Flinders Street</i>	Yes	No	No	No	No	No	-	No
HO1041	<i>562-564 Flinders Street</i>	Yes	No	No	No	No	No	-	No
HO483	<i>RMIT Building No. 9, 1-55 Franklin Street, Melbourne</i>	-	-	-	-	Yes Ref No H1506	Yes	-	No
HO663	<i>Macs Hotel, 34-38 Franklin Street, Melbourne</i>	-	-	-	-	Yes Ref No H51	Yes	-	No
HO1152	<i>Former TAA Building 42-56 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO1042	<i>63-67 Franklin Street</i>	Yes	No	No	No	No	No	-	No
HO664	<i>Currie and Richards Warehouse, 79-81 Franklin Street &amp; 3 Stewart Street, Melbourne</i>	-	-	-	-	Yes Ref No H440	Yes	-	No
HO1153	<i>Former Store 139-141 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO1154	<i>Former A G Healing Building 167-175 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO1155	<i>Café Building 211-213 Franklin Street, Melbourne</i>	Yes	No	No	No	No	No	-	No

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HO1157	Former A G Way Factory & Co (2) Rear 215-223 Franklin Street, Melbourne (Alternate address 186- 190 A'Beckett Street, Melbourne)	Yes	No	No	No	No	No	-	No
HO1158	Former T A T Electric Co. factory 225-227 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1152	Former TAA Building 42-56 Franklin Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1043	96-102 Franklin Street	Yes	No	No	No	No	No	-	No
HO1044	4-6 Goldie Place	Yes	No	No	No	No	No	-	No
HO665	55-57 Hardware Street, Melbourne	Yes	No	No	No	No	No	-	No
HO667	63-67 Hardware Street, Melbourne	Yes	No	No	No	No	No	-	No
HO666	60-66 Hardware Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1045	106-112 Hardware Street	Yes	No	No	No	No	No	-	No
HO668	11-13 Heffernan Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO669	14-18 Heffernan Lane, Melbourne	Yes	No	No	No	No	No	-	No
HO1046	12-20 King Street	Yes	No	No	No	No	No	-	No
HO671	27-31 King Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1047	115-129 King Street	Yes	No	No	No	No	No	-	No
HO1048	131-135 King Street	Yes	No	No	No	No	No	-	No
HO678	239-241 King Street, Melbourne	Yes	No	No	No	No	No	-	No
HO670	Former Zanders No 3 Warehouse, 22-24 King Street, Melbourne	-	-	-	-	Yes Ref No H430	Yes	-	No

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

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HO682	<i>Welsh Church and Hall, 320 La Trobe Street, Melbourne</i>	-	-	-	-	Yes Ref No H536	Yes	-	No
HO684	<i>William Angliss College, 537-557 La Trobe Street and 552-578 Little Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H1507	Yes	-	No
HO941	<i>William Angliss College (Balance), 537-557 La Trobe Street and 552-578 Little Lonsdale Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO685	<i>Gordon House, 24-38 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H443	Yes	-	No
HO923	<i>Former Angliss &amp; Co Stables, 40-44 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2028	Yes	-	No
HO686	<i>93 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO687	<i>105-109 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO688	<i>108-110 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO689	<i>Sum Kum Lee, 112-114 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H442	Yes	-	No
HO690	<i>113-125 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO691	<i>116-118 Little Bourke Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO692	<i>Chinese Mission Church, 196 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H2175	Yes	-	No

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



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

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1062	523-525 Little Lonsdale Street	Yes	No	No	No	No	No	-	No
HO1063	326 Lonsdale Street	Yes	No	No	No	No	No	-	No
HO716	377-379 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1064	439-445 Lonsdale Street	Yes	No	No	No	No	No	-	No
HO718	Supreme Court Annexe, 455-469 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H1478	Yes	-	No
HO721	Seabrook House, 573-577 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H68	Yes	-	No
HO710	Former Black Eagle Hotel 42-44 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H2265	Yes	-	No
HO711	64-78 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO712	Wesley Church Complex, 118-148 Lonsdale Street & 117-147 Little Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H12	Yes	-	No
HO713	Former Queen Victoria Hospital Tower & Perimeter fence, 180- 222 Lonsdale Street and 278-300 Swanston Street, Melbourne	-	-	-	-	Yes Ref No H956	Yes	-	No
HO714	St Francis Catholic Church, 326 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H13	Yes	-	No
HO717	436-450 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO719	472-474 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No
HO720	Former Residence & Shop, 556-558 Lonsdale Street, Melbourne	-	-	-	-	Yes Ref No H441	Yes	-	No
HO722	612-622 Lonsdale Street, Melbourne	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

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HO723	<i>Former Port of Melbourne Authority Building, 29-31 Market Street, Melbourne</i>	-	-	-	-	Yes Ref No H965	Yes	-	No
HO724	<i>15-19 McKillop Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO725	<i>20-22 McKillop Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO1065	<i>14-30 Melbourne Place</i>	Yes	No	No	No	No	No	-	No
HO726	<i>Warehouses, 23-31 Niagara Lane, Melbourne</i>	-	-	-	-	Yes Ref No H473	Yes	-	No
HO942	<i>Warehouses, 18 &amp; 30 Oliver Lane, Melbourne</i>	-	-	-	-	Yes Ref No H1135	Yes	-	No
HO417	<i>Cottages, Royal Freemasons Homes, 313 Punt Road and 31-75 Moubray Street, Melbourne</i>	-	-	-	-	Yes Ref No H2271	Yes	-	No
HO943	<i>Underground Public Toilets, Queen Street, Melbourne</i>	-	-	-	-	Yes Ref No H2109	Yes	-	No
HO727	<i>7-11 Queen Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO728	<i>Lombard Building, 15-17 Queen Street, Melbourne</i>	-	-	-	-	Yes Ref No H460	Yes	-	No
HO729	<i>Alkira House, 18 Queen Street, Melbourne</i>	-	-	-	-	Yes Ref No H397	Yes	-	No
HO1066	<i>20-26 Queen Street</i>	Yes	No	No	No	No	No	-	No
HO1067	<i>37-41 Queen Street</i>	Yes	No	No	No	No	No	-	No
HO731	<i>93-95 Queen Street, Melbourne</i>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1068* Expiry Date: 31 March 2017	111-129 Queen Street, Melbourne	Yes	No	No	No	No	No	-	No
HO1069	118-126 Queen Street	Yes	No	No	No	No	No	-	No
HO1070	203-205 Queen Street	Yes	No	No	No	No	No	-	No
HO1071	217-219 Queen Street	Yes	No	No	No	No	No	-	No
HO732	Titles Office, 247-283 Queen Street, Melbourne	-	-	-	-	Yes Ref No H1529	Yes	-	No
HO733	Former Records Office, 287-297 Queen Street, Melbourne	-	-	-	-	Yes Ref No H1528	Yes	-	No
HO985	316-322 Queen Street	Yes	No	No	No	No	No	-	No
HO735	Bank of New South Wales, 375 Queen Street, Melbourne	-	-	-	-	Yes Ref No H90	Yes	-	No
HO734	Former Residence, 300 Queen Street, Melbourne	-	-	-	-	Yes Ref No H806	Yes	-	No
HO1160	Melbourne Terrace Apartments 408-416 Queen Street, Melbourne	Yes	No	No	No	No	No	-	No
<del>HO791</del>	<del>Queens Bridge over Yarra River, Queensbridge Street, Melbourne</del>	-	-	-	-	<del>Yes Ref No H1448</del>	<del>Yes</del>	-	<del>No</del>
HO100	Warehouse 278 Queensberry St and rear part of 618-630 Elizabeth Street, Carlton	Yes	No	No	No	No	No	-	No
HO944	Eight Hour Monument, Russell Street, Melbourne	-	-	-	-	Yes Ref No H2084	No	-	No

## MELBOURNE PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO945	<i>Underground Public Toilets, Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H2108	Yes	-	No
HO1072	<i>42-44 Russell Street</i>	Yes	No	No	No	No	No	-	No
HO919	<i>Former Victoria Car Park, 103-107 Russell Street &amp; 181-191 Little Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H2001	No	-	No
HO736	<i>199-203 Russell Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO1073	<i>288-294 Russell Street</i>	Yes	No	No	No	No	No	-	No
HO487	<i>Magistrates Court, 325-343 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H1010	Yes	-	No
HO484	<i>City Watch House, 345-355 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H1006	Yes	-	No
HO486	<i>Police Garage, 357-375 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H912	Yes	-	No
HO789	<i>Old Melbourne Goal, 377 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H1553	Yes	-	No
HO485	<i>Emily McPherson College, 379-405 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H1646	Yes	-	No
HO847	<i>32-38 Russell Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO488	<i>Police Headquarters Complex, 336-376 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H913	Yes	-	No
HO1095	<i>Total House, 170-190 Russell Street, Melbourne</i>	-	-	-	-	Yes Ref No H2329	Yes	-	No
HO848	<i>380 Russell Street, Melbourne</i>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

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HO849	<i>394 Russell Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO489	<i>Shrine of Remembrance, 2-42 Domain Road, Melbourne</i>	-	-	-	-	Yes Ref No H848	Yes	-	No
HO398	<i>Domain Parklands and LaTrobe's Cottage, St Kilda Road and Domain Road and Dallas Brooks Drive, Melbourne</i>	-	-	-	-	Yes Ref No H2304 & Ref No H1076 & part Ref No H1447	Yes	-	No
HO946	<i>Marquis of Linlithgow Memorial, Kings Domain, St Kilda Road and Government House Drive and Anzac Avenue, Melbourne</i>	-	-	-	-	Yes Ref No H366	No	-	No
HO947	<i>Queen Victoria Memorial, Queen Victoria Gardens, St Kilda Road and Alexandra Avenue and Linlithgow Avenue, Melbourne</i>	-	-	-	-	Yes Ref No H369	No	-	No
HO948	<i>Boer War Monument, Kings Domain, St Kilda Road and Government House Drive, Melbourne</i>	-	-	-	-	Yes Ref No H382	No	-	No
HO909	<i>Tram Shelter, Cnr St. Kilda Road &amp; High Street, Melbourne</i>	-	-	-	-	Yes Ref No H1868	Yes	-	No
HO400	<i>Melbourne Grammar School, 345-369 &amp; 355 St Kilda Road, 93-151 Domain St, 2-124 Bromby St &amp; 1-99 Domain Rd, Melbourne</i>	-	-	-	-	Yes Ref No H19	Yes	-	No
HO490	<i>Former Kellow Falkiner Showrooms, 375-385 St. Kilda Road, Melbourne</i>	-	-	-	-	Yes Ref No H668	Yes	-	No
HO491	<i>Majella, 473-475 St. Kilda Road, Melbourne</i>	-	-	-	-	Yes Ref No H783	Yes	-	No

## MELBOURNE PLANNING SCHEME

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HO492	<i>Royal Vic. Institute for the Blind, 557-563 St. Kilda Road &amp; 1-23 Moubray Street, Melbourne</i>	-	-	-	-	Yes Ref No H1002	Yes	-	No
HO949	<i>Former Victorian Deaf and Dumb Institution, 583-597 St Kilda Road, Melbourne</i>	-	-	-	-	Yes Ref No H2122	Yes	-	No
HO950	<i>Overhead Water Tank, Spencer Street, Melbourne</i>	-	-	-	-	Yes Ref No H2117	Yes	-	No
HO1074	<i>2-8 Spencer Street</i>	Yes	No	No	No	No	No	-	No
HO1075	<i>10-22 Spencer Street</i>	Yes	No	No	No	No	No	-	No
HO1076	<i>66-70 Spencer Street</i>	Yes	No	No	No	No	No	-	No
HO1077	<i>122-132 Spencer Street</i>	Yes	No	No	No	No	No	-	No
HO737	<i>204-240 Spencer Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO738	<i>The Former Campbell Residence, 53-65 Spring Street &amp; 1-9 Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H1945	Yes	-	No
HO739	<i>Hotel Windsor, 103-137 Spring Street &amp; 1-17 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H764	Yes	-	No
HO175	<i>Parliament House, (including grounds, works &amp; fences), 110-160 Spring Street &amp; 1-11 Gisborne Street, Melbourne</i>	-	-	-	-	Yes Ref No H1722	Yes	-	No
HO740	<i>Princess Theatre, 163-181 Spring Street &amp; 1-17 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H93	Yes	-	No
HO741	<i>261 Spring Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO1078	<i>267-271 Spring Street</i>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

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



## MELBOURNE PLANNING SCHEME

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

## MELBOURNE PLANNING SCHEME

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HO754	<i>Queensland Building, 84-88 William Street, Melbourne</i>	-	-	-	-	Yes Ref No H445	Yes	-	No
HO755	<i>Scottish House, 90-96 William Street, Melbourne</i>	-	-	-	-	Yes Ref No H606	Yes	-	No
HO756	<i>The Australian Club, 98-110 William Street &amp; 475-485 Little Collins Street, Melbourne</i>	-	-	-	-	Yes Ref No H105	Yes	-	No
HO1180*	<i>114 – 128 William Street, Melbourne</i> Expiry Date: 31 March 2017	Yes	No	No	No		No		
HO767	<i>Former BHP House, 130-148 William Street &amp; 503-523 Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H1699	Yes	-	No
HO757	<i>Law Courts &amp; Library of the Supreme Court, 192-228 William Street &amp; 459-505 Lonsdale Street, &amp; 462-498 Little Bourke Street, Melbourne</i>	-	-	-	-	Yes Ref No H1514 & Ref No H1477	Yes	-	No
HO1087	<i>259 William Street</i>	Yes	No	No	No	No	No	-	No
HO1088	<i>261 William Street</i>	Yes	No	No	No	No	No	-	No
HO758	<i>Former Royal Mint, 280-318 William Street &amp; 391-429 LaTrobe Street &amp; 388-426 Little Lonsdale Street, Melbourne</i>	-	-	-	-	Yes Ref No H770	Yes	-	No
HO1161	<i>Former Dominion Can Company Building 386-412 William Street, Melbourne</i>	Yes	No	No	No	No	No	-	No
HO850	<i>17-23 Wills Street, Melbourne</i>	Yes	No	No	No	No	No	-	No

## MELBOURNE PLANNING SCHEME

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

**Annotated Exhibited Southbank Heritage Inventory**

Note that it is recommended that this document no longer be part of Amendment C305 and no longer be proposed to be an Incorporated Document to the Melbourne Planning Scheme. It has been annotated to explain how places are recommended to be listed in the Heritage Places Inventory February 2020 Part A (Amended December 2020).



**Colour coding used in this document**

Post exhibition changes are shown in this document as tracked changes **highlighted yellow.**

Post panel changes are shown in this document as un-highlighted tracked changes.

# Melbourne Planning Scheme

## Incorporated Document (Am C305)

Southbank Heritage Inventory **26 April 2018 [approval date]**  
**(Exhibition)**

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

~~INCORPORATED DOCUMENT — CLAUSE 81 SCHEDULE~~

## INTRODUCTION

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

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

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

Further information for each heritage place is recorded in the Southbank and Fishermans Bend Heritage Review, 16 June 2017: Statements of Significance **2-October-2017 [approval date]** which is incorporated into the Melbourne Planning Scheme.

## PLACE GRADINGS

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

**Commented [PP1]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP2]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP3]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP4]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP5]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP6]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

Balston Street	1	Individually Significant Contributory to precinct <del>City Road Industrial and Warehouse Precinct</del>	-
Blakeney Place	Laneway SML639 (off Clarendon Street)	Contributory to <del>Bluestone pitched laneways group</del>	-
City Road	35-41 (GP Motors)	Individually Significant Contributory to precinct	-
City Road	43-47 ( <del>Draffin Bros</del> )	Contributory	!
City Road	49-55	!	!
City Road	57-61	!	!
City Road	63-65 ( <del>Crown Chemicals</del> )	Individually Significant Contributory to precinct	-
City Road ( <del>Kosky bros</del> )	67-69	Individually Significant Contributory to precinct	-
City Road	71-75 ( <del>Maurice Artuad</del> )	Individually Significant Contributory to precinct	-
City Road	77-79	!	!
City Road	81-83	!	!
City Road	135-133-139 and 141-155 & 68-82 Southbank Boulevard ( <del>James Moore timberyard</del> )	Individually Significant Contributory to precinct <del>City Road Industrial and Warehouse Precinct</del>	-

**Commented [PP7]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".

**Commented [PP8]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP9]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 2b.

**Commented [PP10]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 1.

**Commented [PP11]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant" in line with response to panel recommendation 2c.

**Commented [PP12]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 2d.

**Commented [PP13]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".

**Commented [PP14]:** Should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) as separate lines for each property that makes up the James Moore's Timber Yards and Sawmills complex façade, (133-139 City Road, 141-155 City Road and 68-82 Southbank Boulevard) each with heritage category of "Significant", in line with response to panel recommendation 3a.

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

**Commented [PP15]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) as separate lines for each property that makes up the Sharp & Sons Timber, General Motors (Australia), International Harvester, (171-193 City Road, and 1 Balston Street, note that 195-205 City Road is an alternative address for 1 Balston Street) each with heritage category of "Significant".

**Commented [PP16]:** Existing heritage place which is already listed in inventory.

**Commented [PP17]:** Existing heritage place which is already listed in inventory. Address used in listing should be updated from 235-237 City Road to 235-239 City Road in line with the exhibited amendment and City of Melbourne's property database.

**Commented [PP18]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 1.

**Commented [PP19]:** Existing heritage place which is already listed in inventory. Address used in listing should be updated from 269-271 City Road to 269-283 City Road in line with the exhibited amendment and City of Melbourne's property database.

**Commented [PP20]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".



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

**Commented [PP21]:** Existing heritage place which is already listed in inventory.

**Commented [PP22]:** Existing heritage place which is already listed in inventory. Address used in listing should be updated from 278-282 City Road to 276-282 City Road in line with the exhibited amendment and City of Melbourne's property database.

**Commented [PP23]:** Existing heritage place which is already listed in inventory.

**Commented [PP24]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 1.

**Commented [PP25]:** Should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".

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

**Commented [PP26]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 2e.

**Commented [PP27]:** Existing heritage place which is already listed in inventory.

**Commented [PP28]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 1.

**Commented [PP29]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".

**Commented [PP30]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) (note that 50 Dorcas Street is an alternative address for 49-61 Coventry Street) with heritage category of "Significant".

**Commented [PP31]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

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

**Commented [PP32]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP33]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".

**Commented [PP34]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP35]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 1.

**Commented [PP36]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP37]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 1.

**Commented [PP38]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".

**Commented [PP39]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".

Moray Street	1-5		
Moray Street	7 (substation)	Contributory to Electricity-substation thematic group  Contributory to City Road Industrial and Warehouse Precinct	-
Moray street	9-15		
Moray Street	21-29		
Moray Street	31-49		
Moray Street	18-24		
Moray Street	26-40  (Fire station)	Contributory	
Moray Street	42-48		
Queens Bridge Square	Sandridge Rail Bridge	Significant	-
Queens Bridge Street	Queens Bridge	Significant	-
Queens Bridge Street	1-7	Significant	-
Queens Bridge Street	87-89  (Vacuum Oil Co)	Contributory	
Queens Bridge Street	91-93		
Queens Bridge Street	107-127, includes • 107-113 Queens Bridge Street • 115-127 Queens Bridge Street  (Robur Tea and Castlemaine Brewery)	Individually Significant  Significant  Contributory to precinct City Road Industrial and Warehouse Precinct	-

**Commented [PP40]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".

**Commented [PP41]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 1.

**Commented [PP42]:** Existing heritage place which is already listed in inventory.

**Commented [PP43]:** Existing heritage place which is already listed in inventory.

**Commented [PP44]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Significant".

**Commented [PP45]:** 107-127 Queens Bridge Street contains one heritage place (Robur Tea Company factory-warehouse) and part of one heritage place (one of the two bottling store buildings of the former Castlemaine Brewery). 107-127 Queens Bridge Street should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) as one entry which includes two buildings with categories of "Significant" in line with the [Proposed Approach to Inventory Listings](#) tabled at the Amendment C258 Heritage Policies Review Panel Hearing.

Queens Bridge Street	129-131 and 133 (Castlemaine Brewery)	Individually Significant  Contributory to <del>precinct</del> <del>City-Road Industrial and Warehouse Precinct</del>	-
Queens Bridge Street	435 (City Road park)	Contributory	-
Riverside Quay	1 (Jones Bond Store)	Individually Significant  Contributory to <del>precinct</del> <del>City-Road Industrial and Warehouse Precinct</del>	-
South Wharf Promenade	1-27 & 29-65 & 2 Clarendon sStreet (Duke and Orr dry dock and cargo sheds)	Significant	-
Southbank Boulevard	68-82 (also known as & 115-131 City Road)	Individually Significant Contributory to <del>precinct</del> <del>City-Road Industrial and Warehouse Precinct</del>	-
St Kilda Road	100 (Arts Centre & Hamer Hall)	Significant	Significant
St Kilda Road	180 (National Gallery of Victoria)	Significant	Significant
St Kilda Road	234 & (also known as 13 Dodds Street)  (Victoria Police Barracks, Hospital and Stables)	Significant	Significant
Sturt Street	Part 45-99 (part)  (PMG depot)	Significant	-
Sturt Street	99A (substation)	Contributory to <del>Electricity substation thematic group</del>	-

**Commented [PP46]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) as separate lines for each property that makes up the former Castlemaine Brewery (part 107-127 City Road see line above, 129-131 City Road and 133 City Road) each with heritage category of "Significant".

**Commented [PP47]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 1.

**Commented [PP48]:** Existing heritage place which is already listed in inventory.

**Commented [PP49]:** Existing heritage place which is already listed in inventory.

**Commented [PP50]:** Existing heritage place which is already listed in inventory.

**Commented [PP51]:** Existing heritage place which is already listed in inventory.

**Commented [PP52]:** Existing heritage place which is already listed in inventory.

<del>Sturt Street</del>	113	Significant	-
Sturt Street	175 (substation)	Contributory to <del>Electricity- substation- thematic group</del>	-
<del>Sturt Street</del>	<del>242-246</del>	<del>Significant</del>	-
Wells Place	Laneway SML609, SML247 and Sm0248 (off Dodds Street)	Contributory to <del>Bluestone- pitched- laneways group</del>	-

**Commented [PP53]:** Existing heritage place which is already listed in inventory. Address used in listing should be updated from 113-115 Sturt Street to 113 Sturt Street in line with the exhibited amendment and to reflect that the Castlemaine Brewery Malthouse/ Malthouse Theatre is located at 113 Sturt Street within the property listed in the City of Melbourne's property database as 113-129 Sturt Street.

**Commented [PP54]:** Line should not be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) in line with response to panel recommendation 2f.

**Commented [PP55]:** Line should be added to the Heritage Places Inventory February 2020 Part A (Amended December 2020) with heritage category of "Contributory".