



Southbank 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.

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Executive summary

The City of Melbourne commissioned the Southbank 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 is a priority area in the City of Melbourne Heritage Strategy. Understanding the city's heritage is key to protecting heritage places and values. Southbank 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 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. The study area is shown in Figure 1.

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

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

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

The methodology used to undertake the review is explained in Section 2 of this report. The historical character of the Southbank 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 precinct (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 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 one new precinct heritage overlay: City Road industrial and warehouse precinct (inside Capital City Zone), Figure 46.
5. Introduction of 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.
6. Two further places should be nominated to the Victorian Heritage Inventory, as listed in Appendix 4, Table 12 and Figure 44.
 7. The study has identified a further 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.

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1 Introduction

1.1 Context for the review

This Southbank Heritage 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.

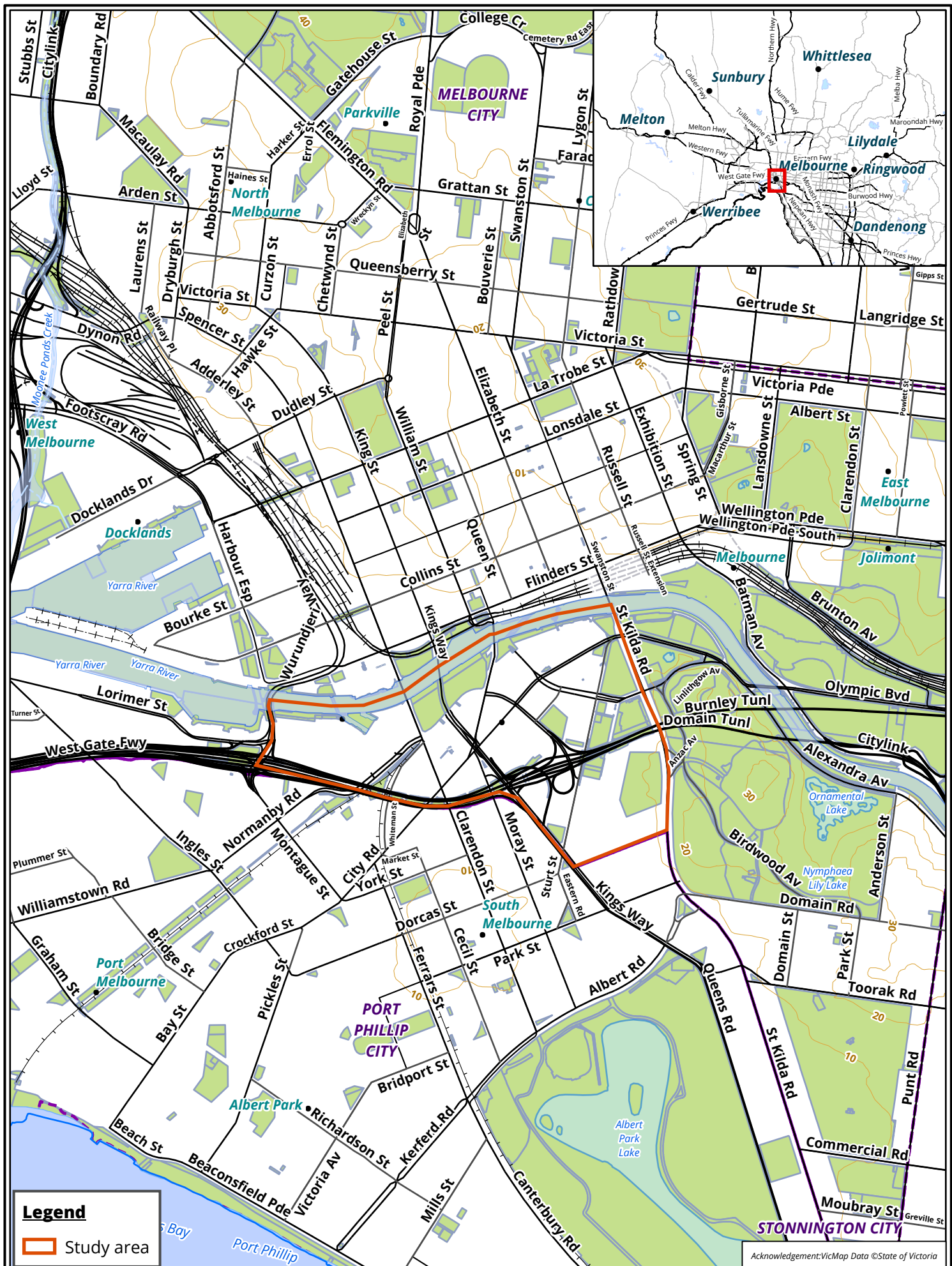
This study has confirmed the significance of identified places still present and incorporates further research of these places to better refine and support their levels of significance. The study also identified and researched new places of heritage significance. Overall, most existing and proposed heritage 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 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 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, St Kilda Road and Wurundjeri Way. The study area includes the localities of Southbank and South Wharf (Figure 1).



1.3 Requirements of the study

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

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

- 1. An individual assessment of each building or place in the study area, including the six nominated heritage buildings in Southbank for immediate interim protection included in Attachment 2, and a recommendation for all sites (individually significant, contributory within a precinct, not contributory within a heritage precinct, and a grading from 'A' to 'D' as appropriate). This report must clearly detail the reasons for any change.*
- 2. Statements of Significance for any precincts and all individually significant buildings, places or artefacts.*
- 3. A local level historical thematic narrative that places the buildings and or places into a story of change for the broader purpose of informing readers.*
- 4. A master map locating the above precincts and individually significant places and buildings with a corresponding legend in a format compatible with City of Melbourne CoMPASS (ArcGIS) system. The consultant must supply the relevant list of properties in a GIS file format (eg. SHP file or MAPINFO file) including relevant attributes (HO number, property address and heritage grading under the A-D and C258 systems.).*
- 5. The latest Heritage Places Inventory incorporated document updated with all changes and/or additions to gradings shown in 'track changes' mode.*
- 6. All maps and any other information required to support interim and final heritage protection overlay applications to the Minister for Planning.*
- 7. Archival-standard photographs of individually significant buildings, places or artefacts taken to a recognised professional photographic standard using a consistent approach and cataloguing system.*
- 8. Any recommendations for further work.*

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

2 Method

2.1 Methodology

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

Planning and stakeholder engagement

An inception meeting was held with Council's project manager and relevant staff.

Research of priority places

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

Background assessment

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

Database development

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

Thematic historic narrative

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

Aboriginal heritage

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

There are currently no recorded Aboriginal archaeological or historical places in the study area, nor any specific archaeological studies relevant to the area. Therefore, an understanding of Aboriginal cultural values was derived from oral and historical accounts and consultation with current elders and custodians. An analysis of historic (pre-European) landforms, environmental factors and archaeological predictive modelling helped demonstrate how Aboriginal people may have used the area.

Progress meetings

Progress meetings were held with Council's project manager and relevant staff after background assessments had been produced and preliminary fieldwork had been undertaken to discuss draft documents.

Field assessment

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

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

Review of Heritage Places Inventory

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

- **Significant heritage places** are individually-important places of state, municipal or local cultural heritage significance. They are listed individually in the Schedule to the Heritage Review. They can also be places that, when combined within a precinct, form an important part of the cultural heritage significance of a precinct. Places may be both individually significant as well as significant in the context of the heritage precinct.
- **Contributory heritage places** are places that contribute to the cultural heritage significance of a precinct. They are not considered to be individually important places of state, municipal or local cultural heritage significance, however, when combined with other significant and/or contributory heritage places, they play an integral role in demonstrating the cultural heritage significance of a precinct.
- **Non-contributory places** are places within a heritage precinct that have no identifiable cultural heritage significance. They are included within a heritage overlay because any development of the place may impact the cultural heritage significance of the precinct or adjacent 'significant' or 'contributory' heritage places.

2.2 Planning scheme amendment documentation

2.2.1 Background

Based on the findings and recommendations from the heritage assessment undertaken by Biosis, planning scheme amendment (PSA) documentation was prepared, as required by the project brief. The purpose of the amendment is to introduce heritage protection to those places within the study area of local or state heritage significance in accordance with Planning Practice Note 1, *Applying the Heritage Overlay*, July 2015.

Planning scheme documentation has been provided separately to the City of Melbourne and is not reproduced in this report.

2.2.2 Existing controls

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

Some heritage overlays, such as the 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 ²)	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

² 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 ²)	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 ²)	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 ²)	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 Phillips)
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

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 Heritage Review derive in part from the 2012 *Thematic History: A History of Melbourne's Urban Environment*, published by the City of Melbourne.³ The themes loosely compare with the Victorian Framework of Historic Themes used by Heritage Victoria. Section 4.1.2 shows how City of Melbourne themes and subthemes and Victorian Framework of Historic Themes compare and includes some examples from the Southbank 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:

³ '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'.⁴

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

Table 3 Comparison of letter gradings and new significance gradings

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

⁴ 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.

⁵ 'A Review of the Local Heritage Planning Policies in the Melbourne Planning Scheme', July 2014.

3 Historical Character of Southbank

This section discusses the historical character of the whole of the study area.

Southbank and South Wharf 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 would initially be 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 Southbank district lies on the soft, grey Coode Island silt deposited by the Yarra River. The wooded Batman's Hill and Emerald Hill formed the first high ground upstream. The Southbank 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, grassy woodlands, swamps and river. 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.

Before the 1870s there were a few scattered residences in parts of Southbank that are now within the City of Melbourne boundaries. 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'.

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,⁶ but by the 1930s, even these buildings were being adapted into commercial use, or demolished for larger factories and warehouses.

The Allen's Sweets Factory, Walker Cheese, Sennitt's Ice Cream and the paper mills defined the vista across the river, while City Road formed the backbone of the district, flanked by warehouses and factories such as the Castlemaine Brewery, and Robur Tea House.

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.

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 Southbank area 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".

⁶ MMBW General Plans City of South Melbourne c.1897 (State Library of Victoria)

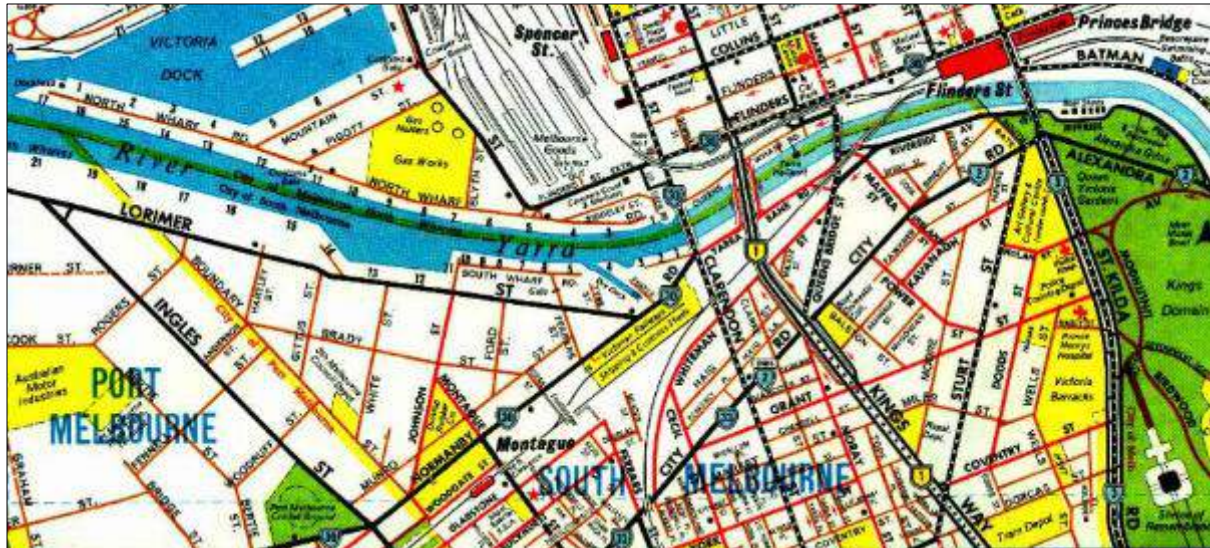


Figure 2 Extract from 1966 Melway map 43 (Ausway Publishing, online edition)

4 Thematic history

4.1 Introduction

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

The study area comprises diverse neighbourhoods which are parts of formerly larger areas that have been truncated by both the freeway and shifting municipal boundaries resulting from various council amalgamations and expansions (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 under the planning and administrative control of the Melbourne Harbour Trust and later the Port of Melbourne Authority.

Emerald Hill Borough was proclaimed on 26 May 1855, became a town on 1 March 1872, and was renamed and proclaimed the City of South Melbourne on 21 September 1883. Sandridge Borough was proclaimed on 13 July 1860, renamed Port Melbourne on 25 January 1884, became a town on 20 January 1893, and was proclaimed the City of Port Melbourne on 14 May 1919.⁷

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

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

4.1.2 Thematic framework

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

⁷ *Victorian Municipal Directory*. Brunswick: Arnall & Jackson. 1992.

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

⁹ *Victoria's Framework of Historical Themes* (Heritage Council and Heritage Victoria).

Table 4 Thematic framework – Melbourne and Victorian themes

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
1. Aboriginal Country	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
2. Promoting settlement	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
3. Shaping the urban landscape	3.1 From town to city	6.2 Creating Melbourne 6.3 Shaping the suburbs	Architecture, planning, parks and gardens, 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
	3.4 Defining public space	4.7 Transforming the land and waterways	Wastelands and wetlands, St Kilda Road boulevard, Queens Bridge Square, Southgate
4. Governing, administering and policing the city	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

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	4.6 Administering justice	7.3 Maintaining law and order 7.1 Developing institutions of self-government and democracy	Police Depot and stables
	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
5. Building a commercial city	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, , 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	Chemicals, furs, cars, telephones, building products
	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
6. Creating a functioning city	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

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	6.6 Street making, drainage and river works	3.1 Establishing pathways 3.2 Travelling by water 4.6 Exploiting other mineral, forest and water resources 4.7 Transforming the land and waterways	Water supply, sewerage, port, transport, public services, public utilities, laying out St Kilda and 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 th 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
7. Appreciating and adapting the natural environment	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
8. Living in the city	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	No specific places identified
	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
9. Working in the city	9.1 A working class	5.8 Working	Working life
	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	Warehouses and factories, wharfies
10. Shaping cultural life	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

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	10.2 Belonging to a religious denomination	8.1 Maintaining spiritual life 8.4 Forming community organisations	Old/new St John's Lutheran Church,
	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
11. Caring for the sick and destitute	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
12. Expressing social and political opinion	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
13. Enjoying the city	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

City of Melbourne theme	Subtheme	Victorian Framework of Historic Themes	Theme content within study area
	13.4 Procession sand 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 and style	5.6 Entertaining and socialising 5.7 Catering for tourists	Kosky Bros., furriers, Maurice Artaud & Sons
	13.6 Eating and drinking	5.6 Entertaining and socialising 5.7 Catering for tourists	Hotels, Southgate development, Crown promenade
14. Advancing scientific knowledge	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	No specific places identified
15. Preserving and celebrating the city's history	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
	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
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, and swamps 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	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 was predominantly an area 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	Yarra River	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 th century, these were replaced by commercial activity by the early 20 th century making this theme not well-represented in the study area.

City of Melbourne theme	Fabric representing the theme	Relevance in Southbank
9. Working in the city	Numerous factories and industrial sites	Southbank 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 timber yards,	The timber workers' strike, Docklands Wars 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 recent, Southgate, Crown Casino	The Southbank arts precinct has long been an important part of Melbourne's cultural activity.
14. Advancing scientific knowledge	No physical evidence	Research within a number of the factories.
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.

Table 6 Timeline of events in Southbank

Time	Event	Theme
40,000-60,000 years ago	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
10,000-5,000 years ago	Rising sea levels flood Port Phillip Bay, Yarra Delta formed, Aboriginal economic patterns stabilised around lower Yarra.	1.1
1700s	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
1802 (November)	Charles Grimes and John Fleming survey the Port Phillip coastline and row up the 'Freshwater River' (Yarra) and 'Saltwater River' (Maribyrnong).	2.1
1803	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
1824 (15 and 20 December)	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
1835 (30 August)	George Evans lands on the Yarra bank near the Custom's House site on behalf of John Pascoe Fawkner and plants crops.	2.1
1835 (8 June)	John Batman of the Port Phillip Association crosses Yarra and later records, "This will be the place for a village".	2.1
1835	John Batman travels around the western shore of Port Phillip Bay to explore the area.	2.1
1836 (February)	John Batman returns and Fawkner moves to the south side of Yarra, the first white resident of South Melbourne.	2.1
1836	Surveyor William Darke prepares maps of the shoreline of Port Phillip Bay, names the Port Melbourne area "Sandridge".	2.1
1837	Governor Bourke arrives, proclaims the town and the first land sales	3.1
1839	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
1840s	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
1850-1854	Crown land surveys and sales at Sandridge and Emerald Hill.	3.1
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	6.7

Time	Event	Theme
	Melbourne via the first Sandridge rail bridge.	
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
1863	Emerald Hill is proclaimed to be a borough.	4.2
1870	Felton Grimwade commences manufacturing at their chemical works.	5.3
1872	Emerald Hill is proclaimed to be a town.	4.2
1877	The Melbourne Harbour Trust is formed.	6.7
1880	Serious flooding in 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.	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
1905-1911	Enamelled steel street signs are installed.	3.3
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
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
1930s	Early industries, including soap production, chemical works, a rubber factory and blanket mills, prosper in the area.	5.5
1967	The National Gallery of Victoria is constructed.	10.1
1977-1978	The Port Melbourne and St Kilda lines are converted into light rail lines.	6.7
1982	The Melbourne Arts Centre and Concert Hall are constructed.	10.1
1990	St John's Lutheran Church Southgate is rebuilt.	10.2
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

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 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.

Part of the Southbank area lies on the soft, grey Coode Island Silt deposited by the Yarra, 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.¹⁰

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 Yarra River, 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.¹¹

The shallow sand deposits were exploited extensively for building, road-making and more from the mid-19th century into the 1960s. The deep Coode Island Silt deposits challenged foundation engineers, leading to several innovative structures such as the Tea House, built on a massive raft of red gum timber, or the deeply-bored piles of the Kings Way Bridge.¹² The Coode Island Silt continues to influence the form of development in the area. The cost of foundation piling means that medium-rise buildings are rarely financially viable.

¹⁰ Geological Survey of Victoria, Melbourne, Sheet SJ, 55-1.

¹¹ N.J. Rosengren, Sites of Geological and Geomorphological Significance in the Western Region of Melbourne, Conservation Forests and Lands, Victoria, 1986.

¹² Kings Way Bridge classification report, National Trust Bridges Database, Reg. No. 4042.



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 20th century.



Figure 4 Cox Plan 1864, showing the section of South Melbourne

4.4 Aboriginal history

Theme: 1.x Aboriginal country

The first inhabitants of the Yarra riverbanks, 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 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 deaths¹³

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

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

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

¹³ Thomas in Presland, G. 1985. *Aboriginal Melbourne: the Lost Land of the Kulin People*. McPhee Gribble, Ringwood, p.35.

¹⁴ Billot, C.P., 1985, *The life and times of John Pascoe Fawcner*, 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.¹⁵

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

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

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

The river, however, was winding, shallow and full of snags, so larger ships anchored in the bay and passengers walked across the flats to Melbourne, following well-worn Aboriginal paths. These paths became the basis for later roads, such as City Road, transporting goods from the Port Melbourne piers to the city. Australia's first train, the Hobson's Bay Railway, ran parallel to these paths from 1854.

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

Woi wurrung and *Bun wurrung* people camped in the area stretching from The Falls to approximately two kilometres southeast along the river. To the west, the swamps and saltwater may have been less attractive for camping, but plentiful game and plants here meant it that was a rich source for food. A

¹⁵ Presland, *Land of the Kulin*, 1985.

¹⁶ Clark 1990, p.368.

¹⁷ Nicolson and du Cros, 1999, p.7.

¹⁸ Ian D. Clark, Toby Heydon, 1998, 25-7 A Bend In The Yarra: A History of the Merri Creek Protectorate Station.

¹⁹ Eidelson, Meyer 1997, *The Melbourne Dreaming*. A Guide to the Aboriginal Places of Melbourne (Reprint 2000 ed.). Canberra: Aboriginal Studies Press. p.14-17.

²⁰ 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.²¹



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

²¹ 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'.²²

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'.²³ Grimes also mapped the river and coastline, 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 seasons. Come to a salt lagoon about a mile long and a quarter of a mile wide; had not

²² R.D. Boys, *First Years at Port Phillip, 1834-1842, Melbourne*, 1959.

²³ Fleming Journal.

entrance to the sea. Soon afterwards came to a large river; went up it about a mile, when we turned back and waited for the boat to take us aboard. The ground is a swamp on one side...Saw many swans, pelicans and ducks.²⁴

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

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.

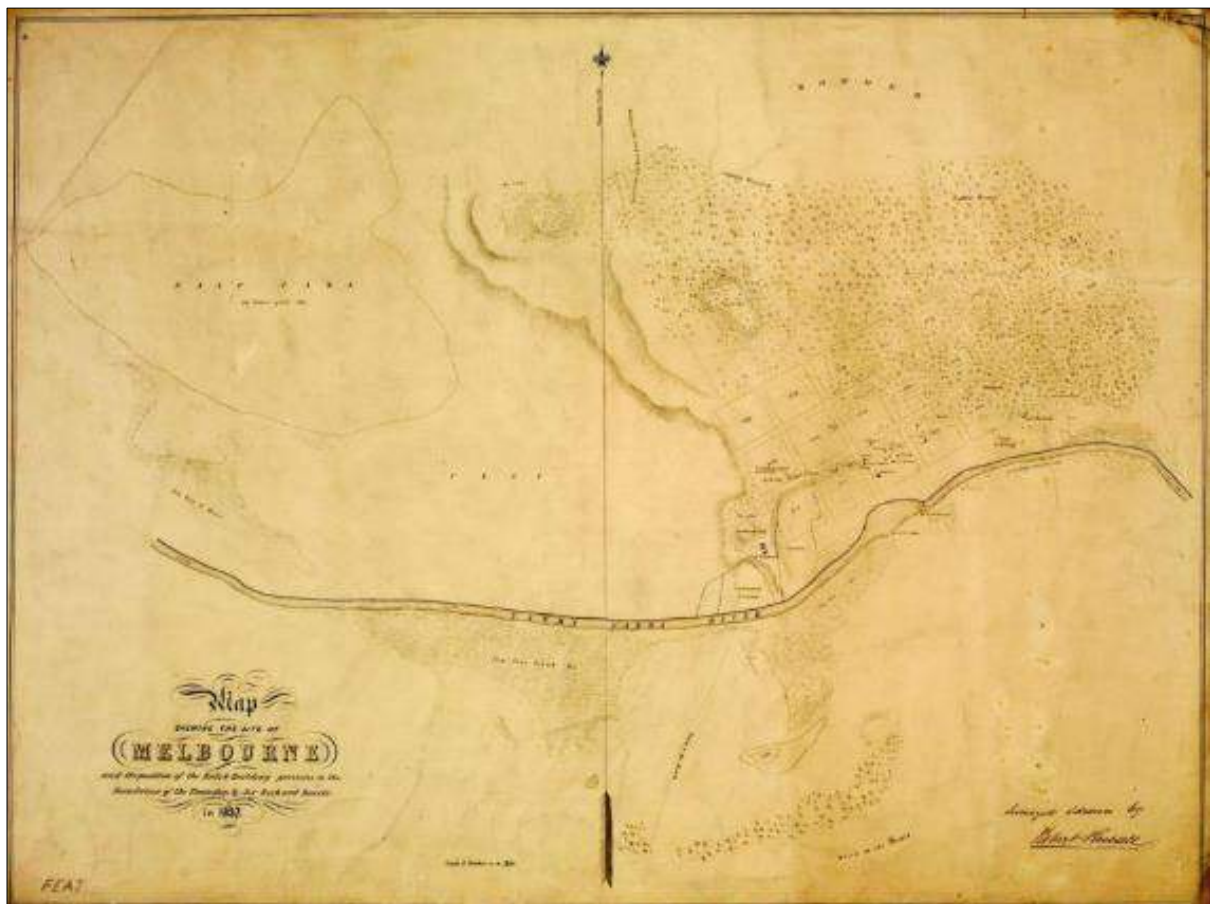


Figure 7 Map showing the site of Melbourne, Russell, 1837 (8168-P1-312-SYDNEY-M20)

The prominent rise of Emerald Hill attracted initial settlement because of the views it offered, as well as and the land being permanently dry when much of the surrounding area was swamp or flood-

²⁴ 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.

prone.²⁵ 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'.²⁶

The first surveys in were conducted 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 Sandridge 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.²⁷

The diagonal track to the beach along what would become Sandridge Road (and later City Road and Bay Street) pre-existed the grid survey, and so was retained. Like Williamstown Road, which came a bit later, Sandridge Road was also the shortest distance between two important points. The Sandridge Survey also used a grid, but aligned itself parallel with the beachfront to avoid awkward triangular lots.

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

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

At the same time, wide landscaped reserves were provided along the Port Melbourne and St Kilda railway lines. A much later plan included a 'permanent reserve for stormwater channel and other public purposes'²⁸ 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.

²⁵ Ward, 2011, p.12.

²⁶ Susan Priestly, 'Emerald Hill', eMelbourne Encyclopedia. Accessed online, from <http://www.emelbourne.net.au/biogs/EM00519b.htm>.

²⁷ Streets of South Melbourne. Accessed online, from <http://streetsofsouthmelbourne.wordpress.com/introduction>.

²⁸ Port Melbourne, Parish of South Melbourne, County of Bourke, Department of Lands & Survey, Melbourne, T. S. Butson, 13 February 1914.

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.²⁹

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 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).

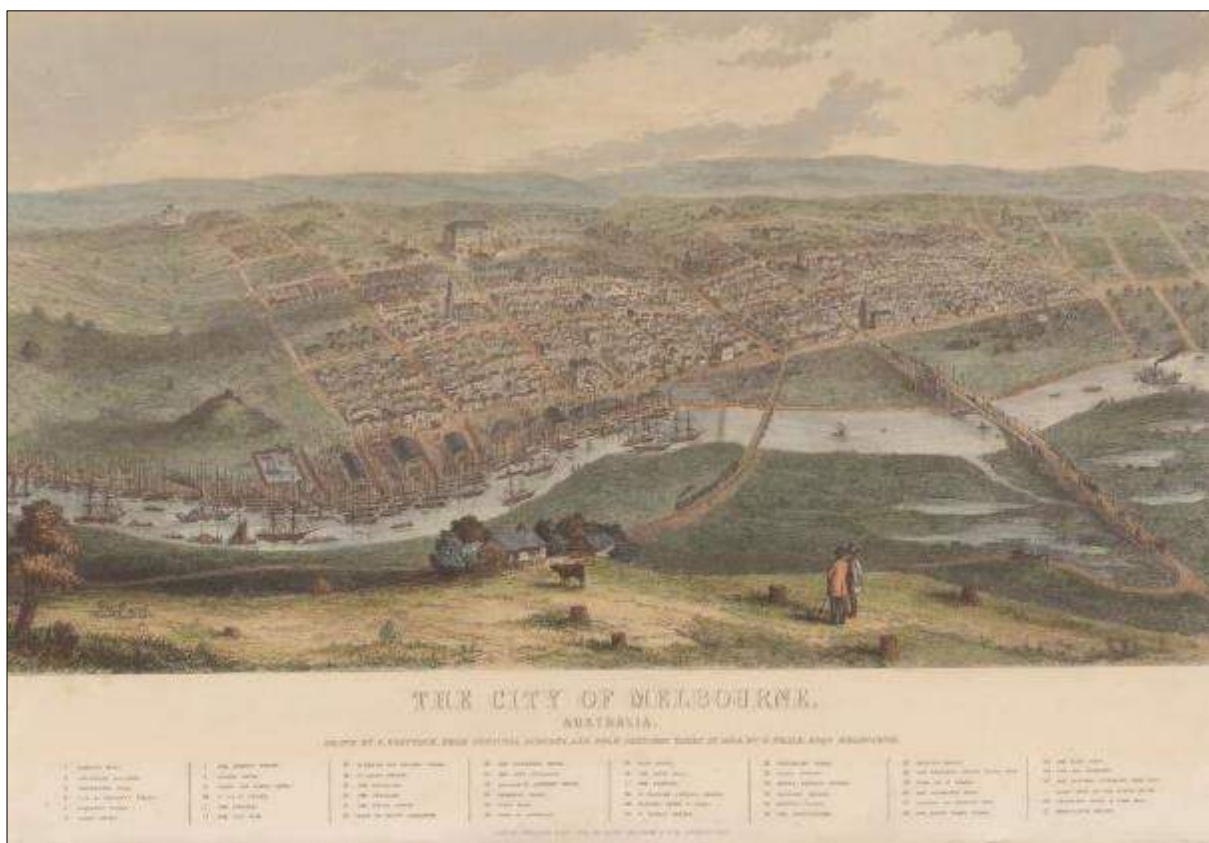


Figure 8 View from Emerald Hill, 1855, Whittock (National Library)

²⁹ Robert Russel, Map Showing the Site of Melbourne, 1837.

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).

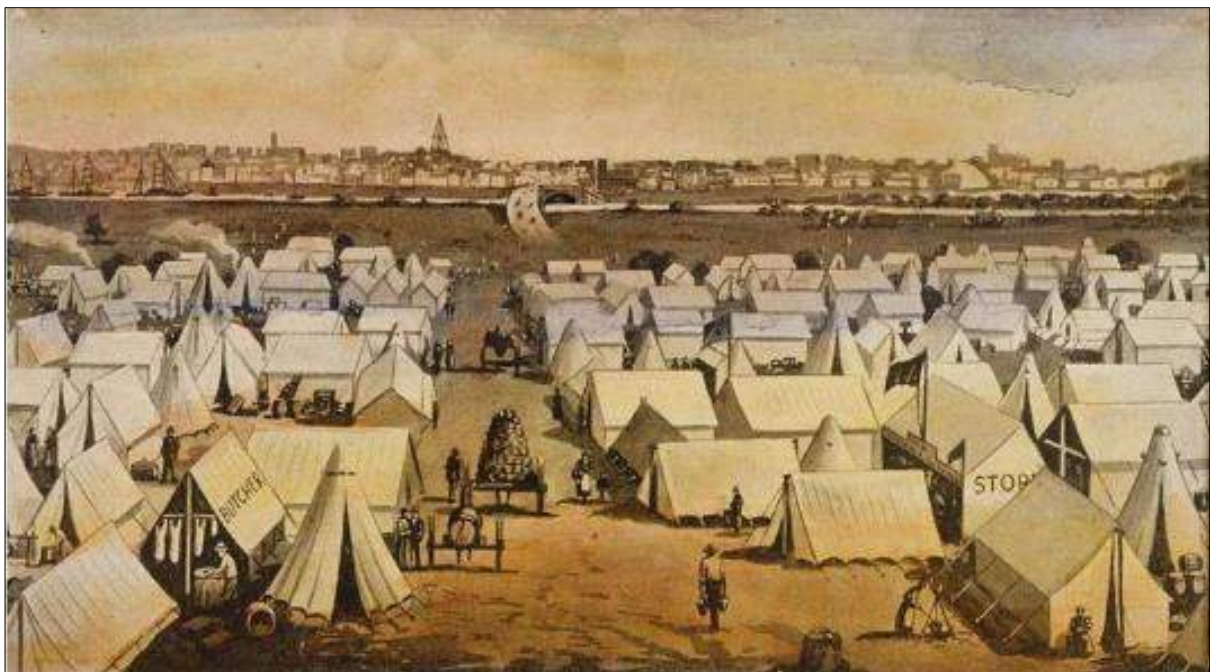


Figure 9 Canvas Town and Princes Bridge, De Gruchy & Leigh, lithographers, c.1855 (State Library of Victoria H25127)

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 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)

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 1919.³⁰

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

³⁰ Barrett, Bernard, *The Civic Frontier: The Origin of Local Communities and Local Government in Victoria*, Melbourne University Press, Melbourne, 1979.

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 large part of Southbank were originally low-lying swamps and sand ridges and its proximity to Melbourne and wasteland status saw these outlying areas used as convenient dumping grounds.

The original vegetation south of the river was described in early survey plans as being dominated by tea-tree scrub, salt marsh, swamp and sandy waste with a small stand of trees, possibly swamp paperbark, which was destroyed when the canal cut was excavated. The swamps harboured a variety of species of plant, animal and insect life. A new species of mosquito, *Culex labeculosus*, and a scale insect, *Pulvinaria salicornae*, were described in the early-19th century, along with some more common scale insects. Of native plants, black wattle, *Acacia mearnsii*, and coast wattle, *Acacia longifolia*, climbing lignum, *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.³¹ 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. . .'.³² These included some examples of gneiss banded with crystalized red garnets, granite porphyries, schist, limestone crowded with fossils, varied sandstones and quartzite.

4.9 Industrial development

Theme: 5.5 Building a manufacturing industry

The proximity to the Yarra 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 1868.³³

³¹ J.R. Tovey, 'Some notes on Coode Island and its Flora' *Victorian Naturalist*, No.XXVIII, July 1911, p.57-61.

³² "Excursion to Coode Island", *Victorian Naturalist*, No.XXIX, May 1912, p.5-6.

³³ '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>.



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.³⁴ 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.³⁵

A pipe factory, asphalt plant and timber yard with drying sheds were located in Brady Street, in the 1890s.

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

³⁴ 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>.

³⁵ Cannon, M. *Old Melbourne Town before the Gold Rush*, 1991.

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.³⁶

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.³⁷ 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.³⁸



Figure 13 Austral Otis factory in 1980s (National Trust)

³⁶ City of Port Phillip Heritage Review, citation No.2315.

³⁷ Pratt, A., *The National Handbook of Australia's Industries*, The Specialty Press Pty Ltd., 1934, p.257-58.

³⁸ National Trust citation, Johns & Waygood, October 1989.



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.

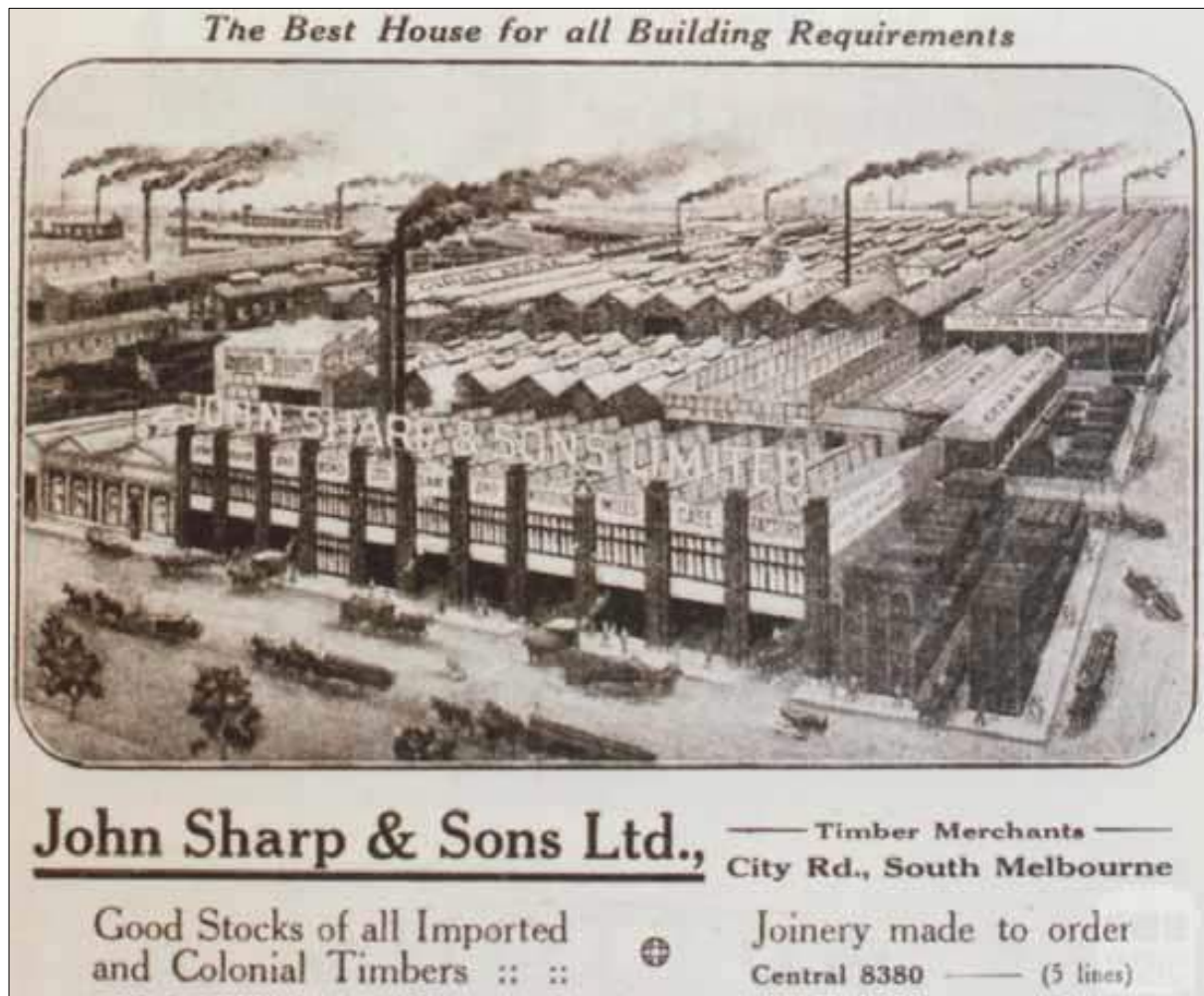


Figure 15 John Sharp & Sons timber merchants, City Road (Victorian Places website)

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.³⁹

The development of refrigeration at the end of the 19th century facilitated a number of new industrial enterprises. Among them was Sennitt's Ice Cream, started by John Paul Sennitt who had previously been an engineer for the Victorian Cold Accumulator Co. Pty Ltd in La Trobe Street. In 1894, the business was transferred to 'a centrally-situated, prominent and commodious premises' on the south bank, between Princes and Queens bridges.⁴⁰

³⁹ Priestley, S., *South Melbourne A History*, Melbourne University Press, 1995, p.258.

⁴⁰ 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>.

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.

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'.⁴¹

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, from Humbug Reach to near Yarraville.

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.

⁴¹ 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.

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.⁴²

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.



Figure 16 Wright's dock with Duke & Orr dock behind, 1948 (State Library of Victoria, H2008.39)

⁴² Ruhen, Olaf, *Port of Melbourne, 1835-1976*, Cassell Australia, Sydney, 1976.



Figure 17 Opening of the Polly Woodside Melbourne Maritime Museum by the Right Honourable Dick Hamer, Premier of Victoria

In the early 1900s, further improvements were carried out to the wharves along the upper parts of the navigable section of the Yarra River, including widening the swinging basin downstream of Johnston Street which had, by this time, become known as the Interstate Swinging Basin due to shipping using the river wharves. Improvements were necessary because the former Turning Basin at The Pool below Queens Bridge and the river wharves would both be cut off from shipping by the construction of 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.

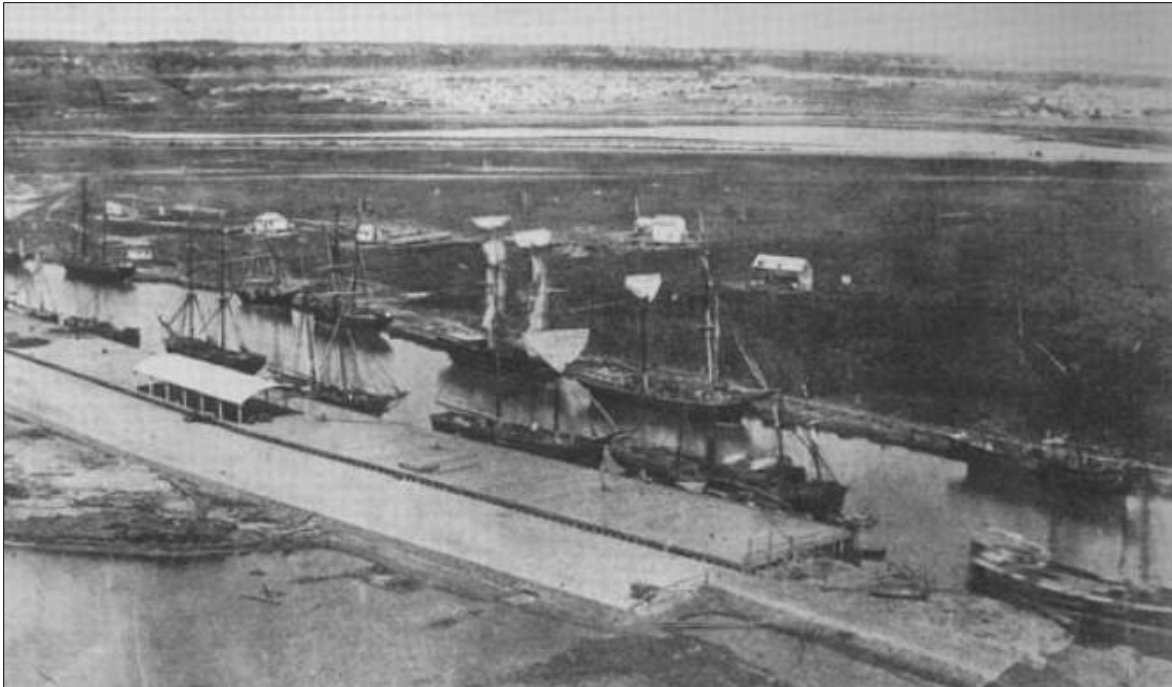


Figure 18 View across the Australia Wharf showing scattered huts on the south bank, Lewis, 1994:21, cited in Duncan



Figure 19 The Yarra River and Port of Melbourne show their widening operations downstream of the swinging basin between 1930 and 1948⁴³

⁴³ 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.⁴⁴

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.⁴⁵ City Road was formally proclaimed as a main road in 1854,⁴⁶ 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.⁴⁷

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.⁴⁸

⁴⁴ Melbourne and Metropolitan Board of Works & McGowan, G. R. 'Map of Melbourne & Suburbs'. Melbourne Board of Works, Melbourne, 1942.

⁴⁵ VGG, 26, 4 May 1853, p.622.

⁴⁶ VGG 82, Tuesday, September 05th 1854 p.1988

⁴⁷ 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>

⁴⁸ Gary Vines, *Historic Metal Road Bridges in Victoria*, VicRoads and National Trust.

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.

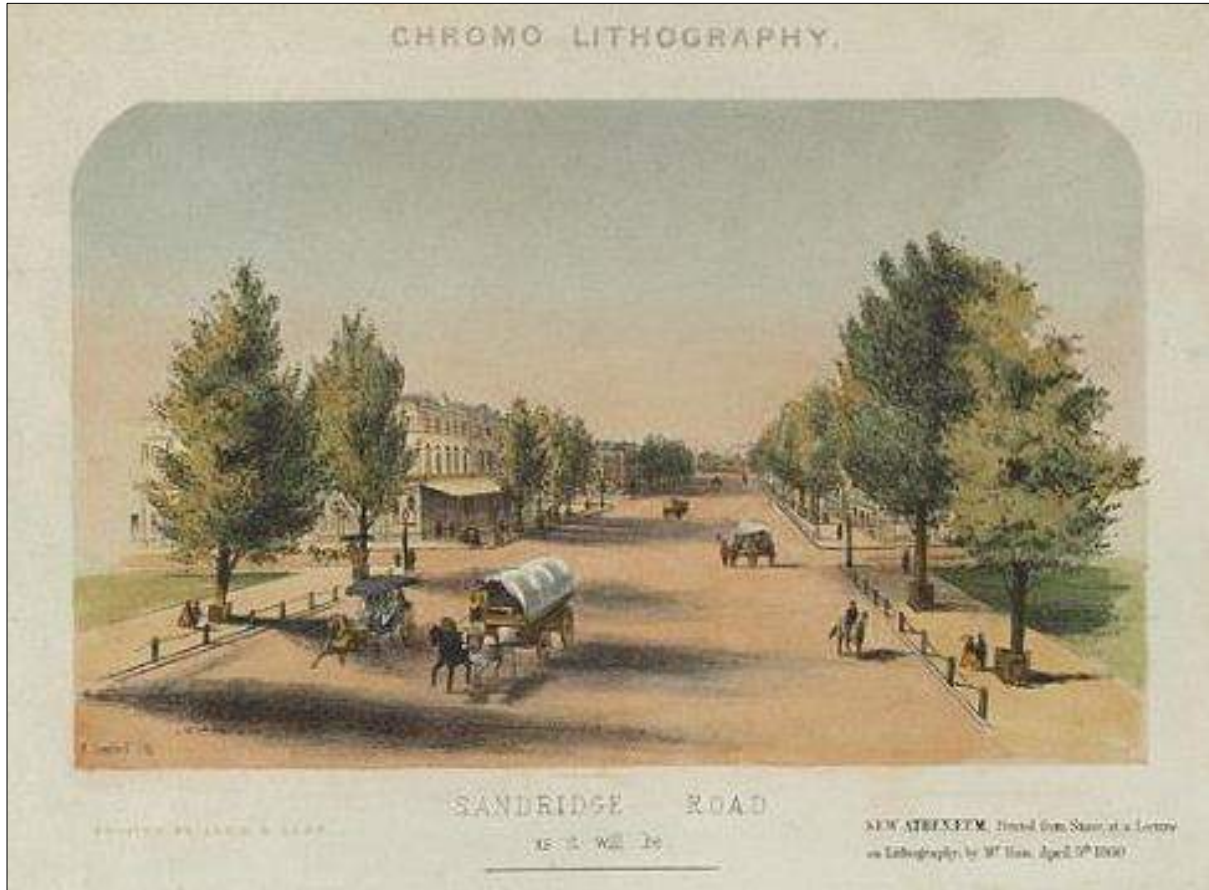


Figure 21 'Sandridge Road as it will be', 1860, R. Shepherd⁴⁹

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.⁵⁰

⁴⁹ Lithographed Thomas Ham, Ladd & Carr printers, State Library Victoria collection H92.194/2 <http://handle.slv.vic.gov.au/10381/153976>

50 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 1860.⁵¹ 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 &

⁵¹ 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 1882.⁵²

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.⁵³

The route through Southbank via Normanby road and 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.

As the 20th century began, industrial development spread down City Road from the Southbank area resulting in substantial road works with stone pitching the main service roads in 1907, home to most of South Melbourne's pitched roads in 1924.⁵⁴

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

⁵² 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

⁵³ VGG 99, Tuesday, October 31st 1854 p. 2419

⁵⁴ Priestly, p.250.



Figure 23 Melbourne and Metropolitan Board of Works plan of Southbank area showing the Millers Ropewalk set behind blocks off Queens Bridge Street

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.⁵⁵

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

⁵⁵ Priestly, p.251.

route to some residential properties. Often these access points became associated with the city's gold rush and 1890s Depression-era slums.⁵⁶

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.⁵⁷

Spencer Street Bridge was constructed in 1929 in part to improve access to the south wharves and the South Melbourne industrial area. The bridge was an innovative design, employing cantilevered and suspended spans and strong enough to carry the tramlines that were then extended down Clarendon Street. Construction was funded jointly by the cities of South Melbourne, Port Melbourne and Melbourne along with Victorian Railways, the Harbour Trust and Tramway Board, and built by the Victorian Railways Construction Branch.⁵⁸

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.⁵⁹

The next river crossings had to wait until the erection of the Johnston Street (now Charles Grimes) Bridge in 1990. 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.

⁵⁶ 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.

⁵⁷ 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.

⁵⁸ National Trust Classification Report, B6799 Spencer Street Bridge.

⁵⁹ 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.

4.12 Utility services

Theme: 6.3 Providing essential services

Electricity supply from the SEC came to the 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.⁶⁰ As part of the power network, a number of specially designed electricity substations were erected, with the larger examples located 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.⁶¹

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.⁶²

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.⁶³

4.13 Humpies and slums

Theme: 8.2 – Housing the population

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. 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.⁶⁴

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

⁶⁰ Gary Vines, July 2007, 'Cross Street Electrical Substation Footscray: Report for City of Maribyrnong', Biosis Research Pty Ltd, p.12. Retrieved 12 September 2012.

⁶¹ Electric Supply, 2 June 1926, *The Argus*, p.26. Accessed on 17 February 2017, from <http://nla.gov.au/nla.news-article3785833>

⁶² M. Pierce, 'Early Electricity Supply in Melbourne', *Australian Journal Of Multi-Disciplinary Engineering* Vol.8, Iss.1, 2010.

⁶³ Ward, 2011, p.20.

⁶⁴ Ward, 2011, p.35.

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.⁶⁵

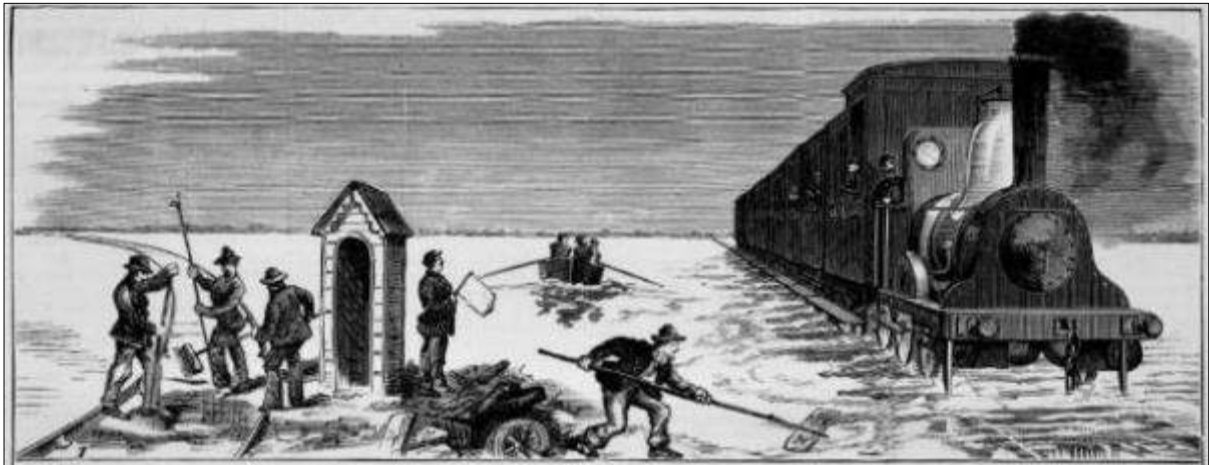


Figure 24 Floods along the Port Melbourne line⁶⁶



Figure 25 The Argus, 6 March 1919, p.8

⁶⁵ '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>.

⁶⁶ '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>.

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.⁶⁷ The consequences for Southbank appeared to be that the remaining residential properties were eventually demolished or replaced with commercial activities.⁶⁸

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'.⁶⁹ 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.⁷⁰

⁶⁷ Mayor As Play Leader. *The Argus*, 13 May 1930, p.5.

⁶⁸ Port Phillip Heritage Review, Gladstone Street Public Houses.

⁶⁹ *The Age*, 27 June 1992, p.138.

⁷⁰ 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 19th century led to a substantial local workforce, and with it, occasional industrial conflict. This context gave rise to both social reformers and political intrigue. Among the prominent South Melbourne workers' advocates and unionists were the future Prime Minister John Curtin, trade union leader James Francis Roulston, solicitor and politician William (Bill) Slater, and trade unionist, labour journalist and politician Donald James Cameron. All were closely connected to South Melbourne, either having been educated in the local schools, such as

Cameron was, or becoming prominent in union activity in the industrial sector.⁷¹ 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.⁷²

Some of this union activity stemmed from factory working conditions in the 19th century. For example, despite the 1873 Victorian legislation limiting working hours to eight for women and children, enforcement was slack. In 1883, inspectors at James Miller's South Melbourne ropeworks found 10-year-olds working 60 hours a week.⁷³ The Southbank area was one of the most industrialised parts of Melbourne by the late-19th century, but despite being on the doorstep of the city, apart from the entertainment strip along St Kilda Road, it remained a mysterious place of smoke and noise, rarely visited by the Melbourne establishment and city administrators. It was also mostly under the jurisdiction of the South Melbourne council, which was more concerned with its residents further south at Emerald Hill, so they, too, tended to forget the area. As a result, Southbank was both a seedbed of manufacturing and a hotbed of industrial dispute.⁷⁴

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.⁷⁵

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.⁷⁶

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.⁷⁷ Again, in the 1990s, conflict flared up in opposition to plans to replace union wharfies with overseas trained imports.⁷⁸

4.15 Education, community services and health

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

Because 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

⁷¹ 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>.

⁷² From Poor Boy to Prime Minister. Accessed online, from <http://john.curtin.edu.au/manofpeace/boytopm.html>.

⁷³ '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>.

⁷⁴ Lewis, Miles, *An industrial seed-bed*, Department of Planning, Melbourne, 1983.

⁷⁵ 'Industrial Unrest', *The Argus*, 11 February 1916, Accessed online 20 Feb 2017, from <http://nla.gov.au/nla.news-article2107230>.

⁷⁶ Maritime Union of Australia, 1890 Maritime Strike. Accessed online, from http://www.mua.org.au/1890_maritime_strike#sthash.QV6jpbEG.dpuf.

⁷⁷ 'Arson' in dockland war', *The Canberra Times*, 25 January 1972. Accessed online 17 September 2016, from <http://nla.gov.au/nla.news-article101754069>.

⁷⁸ Wendy Lowenstein and Tom Hills, *Under the Hook: Melbourne Waterside Workers Remember: 1900-1998*.

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.⁷⁹

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.⁸⁰ 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.⁸¹

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

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.

⁷⁹ Shurlee Swain, 'Immigrants Home', in Andrew Brown-May and Shurlee Swain (eds), *Encyclopedia of Melbourne*, Cambridge University Press, Cambridge, 2005.

⁸⁰ Buckrich, & Birkenbeil, 1996, *Melbourne's Grand Boulevard: The Story of St Kilda Road*, State Library of Victoria, Melbourne.

⁸¹ Shurlee Swain, 'Immigrants Home', in Andrew Brown-May and Shurlee Swain (eds), *Encyclopedia of Melbourne*, Cambridge University Press, Cambridge, 2005.



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 12th and 40th Regiment of Foot, were provided with impressive new accommodation on Melbourne's doorstep. Named after the British queen, the Victoria Barracks housed the Colony of Victoria's colonial forces from the creation of the Commonwealth of Australia in 1901, until 1958, when the Department of Defence moved to the new Russell Offices in Canberra.

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

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

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

The clinic was part of a million-pound repatriation program undertaken by the Commonwealth Government across Australia and widely reported on during its planning stages and upon completion. It was one of large number of military buildings developed by the Commonwealth Works Department in Victoria as part of strategic preparation for World War Two. The clinic replaced an earlier galvanised structure at the south-eastern corner of the site. Lieutenant Colonel White, Acting Minister for Repatriation, announced the proposal to build an outpatients' clinic for returned soldiers in 1936 for a cost of £10,000. The building was purpose-built for outpatients to reduce congestion in the facilities available at the time at the Caulfield Repatriation Hospital (*The Argus*, 1936). The design met some controversy, with well-known artist Sir Arthur Streeton condemning the contrast of the brown brickwork with the existing bluestone structures of Victoria Barracks. Streeton wanted the clinic built in bluestone to match the Barracks and Melbourne Grammar so that it would be a fitting addition to the great boulevard that was St Kilda Road. Mackennal replied that the brick was chosen to make the building 'unpretentious', and that the cost of building in bluestone would have been four times the final contract price of £16,000.⁸²

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. 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

⁸² *The Argus*, 1937.

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.⁸³

4.17 Auto Industry

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.

⁸³ 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.

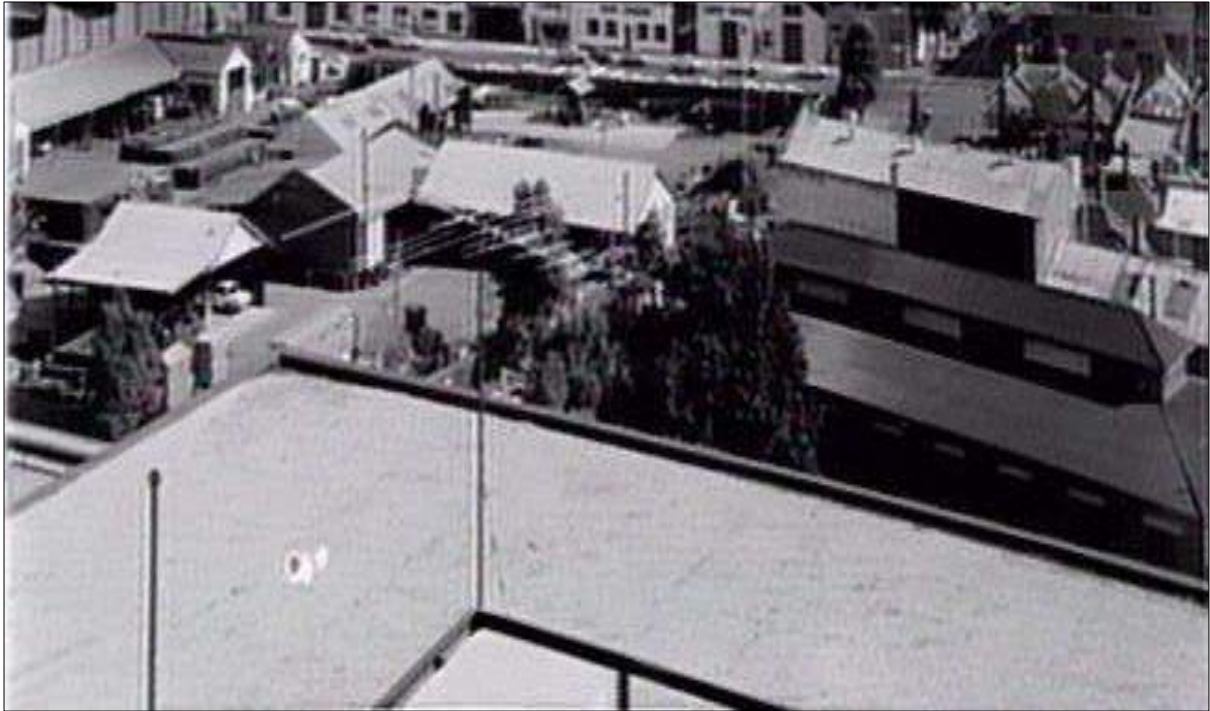


Figure 28 Looking over Dorcas Street and Lanes Motors to the small factories and warehouses of South Melbourne (State Library of Victoria)



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.

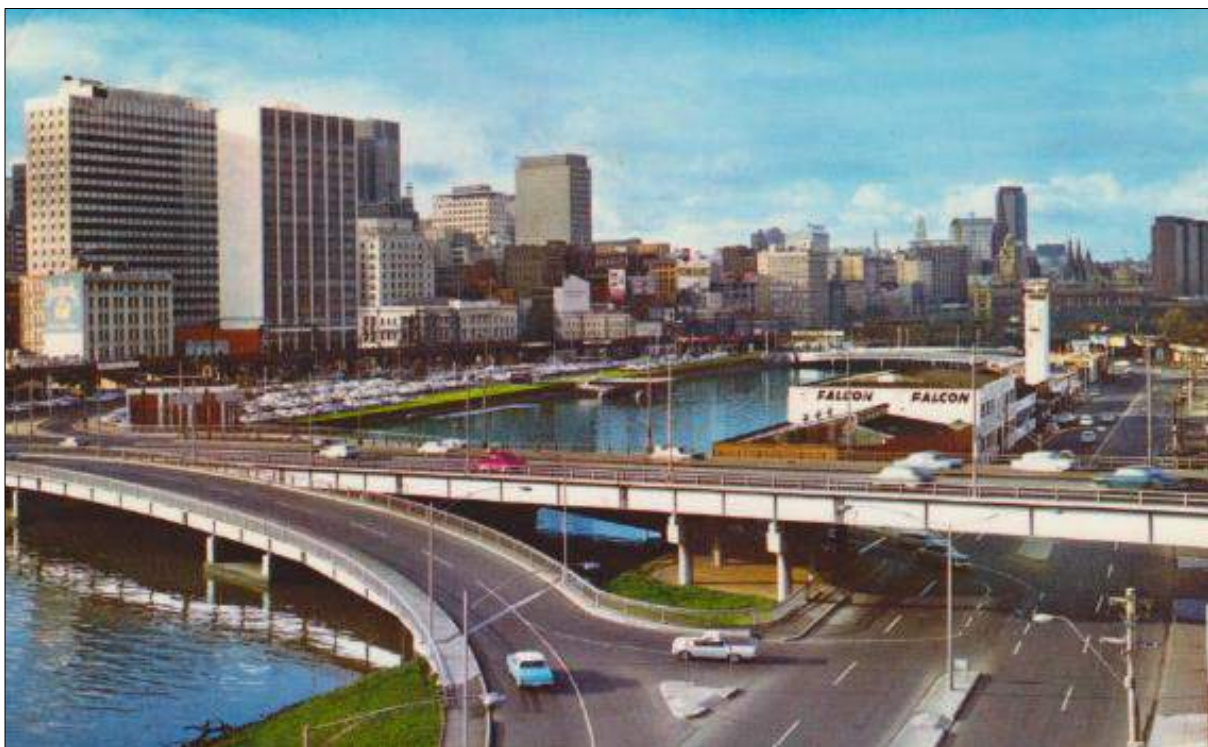


Figure 31 Yarra Bank Road and Kings Way with Coffey Motors, c.1970

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, Port Melbourne.⁸⁴

4.18 Post-war industry

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

The post-war period was characterised by the diversification of industry. 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)

⁸⁴ Davis, Tony, Kennedy, Ewan, Kennedy, Alistair (1998). *The Holden Heritage: Eighth Edition*. Blakehurst, New South Wales: Marque Publishing. ISBN 0-947079-57-2.

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.⁸⁵

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.⁸⁶



Figure 33 Kraft Factory Southbank (State Library of Victoria)

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

⁸⁵ Farrer, Keith Thomas Henry, 'C. P. Callister – A Pioneer of Australian Food Technology', *Food Technology in Australia*, vol.25, 1973, p.52-65.

⁸⁶ 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>.

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 Boulthwood Ewers.



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.

A growing working class and radical political climate was developing, creating a number of unions and other associations. The Melbourne Wharf Labourers Union was formed in the 1880s and was active in the 1886-1887 maritime strike, a formative event in the Australian union movement.⁸⁷

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

4.20 Arts and culture

Theme: 10.1 Arts and creative life in the city

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

⁸⁷ Lowenstein & Hills, *Under the Hook*, 1982, p.7.

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



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.⁸⁸



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

⁸⁸ '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.

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.

4.21 Civic improvement and social history

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

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



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

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 1961.⁸⁹

⁸⁹ Goad, Philip & Bates Smart (Firm) (2004), *Bates Smart: 150 years of Australian Architecture*. Thames and Hudson Australia, Fishermans Bend, Vic.



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.'⁹⁰ 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.⁹¹

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.

⁹⁰ Arts Victoria's 40th Anniversary. Accessed online, from <http://40yearsof.arts.vic.gov.au/pages/eighties/milestone39/>.

⁹¹ "Visionary' former minister Evan Walker dies at 79", James Campbell, *Herald Sun*, 17 February 2015.

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

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

5 Review of heritage places

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

5.1 Introduction

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

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

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

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

5.2 Summary of recommendations

The report recommends:

- Retention of 17 existing heritage overlays, with corrections made to the descriptions, addresses and/or boundaries. Citations and Statements of Significance for these places are included in Appendix 2 and shown in Figure 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 one new precinct heritage overlay: City Road industrial and warehouse precinct, inside Capital City Zone (Figure 46)
- Introduction of 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 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 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 Sm0549	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	-
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	-
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	-

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 precinct

One new heritage precinct should be included as a heritage overlay.

- City Road industrial and warehouse precinct, inside Capitol City Zone

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

The Citation and Statement of Significance for the precinct is included in Appendix 1, and its location is shown in Figure 46.

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 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 Buchannan 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.

5.3.5 Proposed new heritage overlays

This report suggests that 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 19th century survive in the Southbank area. Some of these are adjacent to other heritage places but others are also located amidst modern development. Together, despite their fragmented nature, they represent the former character of the fine-grained industrial nature of the Southbank area.

- St Kilda Road Boulevard

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

5.3.6 Archaeological places

Two places were identified as having historical and archaeological values, which are recommended for inclusion on the Victorian Heritage Inventory. These are the sites of the Castlemaine Hotel and South Melbourne Post Office. The sites have been identified from historical sources and comparisons of early plans and existing conditions. Evidence suggests that while the original 19th century buildings were demolished in the mid-20th century, the subsurface components of the sites comprising foundations, cellars and underfloor areas were not destroyed, and so have a high level of potential for archaeological remains. The archaeological places are listed in Table 12, described in Appendix 4, and their locations are shown in Figure 44.

5.3.7 Future heritage places

There are 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	
Crown Chemicals, Anderson & Sons printing works	63-65 City Road, Southbank	1915	B	2	C	2	Significant	-	Proposed HO1203, also part of precinct HO; part of Amendment C280 (permanent)
Former Castlemaine Brewery	Part 107-127, 129-131 & 133 Queens Bridge Street, Southbank	1892	B	3	A	1	Significant	-	Proposed HO1200; part of Amendment C276 (interim) & C280 (permanent)
G. P. Motors Pty Ltd	35-41 City Road, Southbank	1939-1940	C	2	C	2	Significant	-	Proposed HO1202, also part of precinct; part of Amendment C280 (permanent)
PMG Postal Workshops, Garage & Stores complex	Part 45-99 Sturt Street, Southbank	1930-1937, 1940-1944	C	3	C	2	Significant	-	Proposed HO1201; part of Amendment C276 (interim) & C280 (permanent)

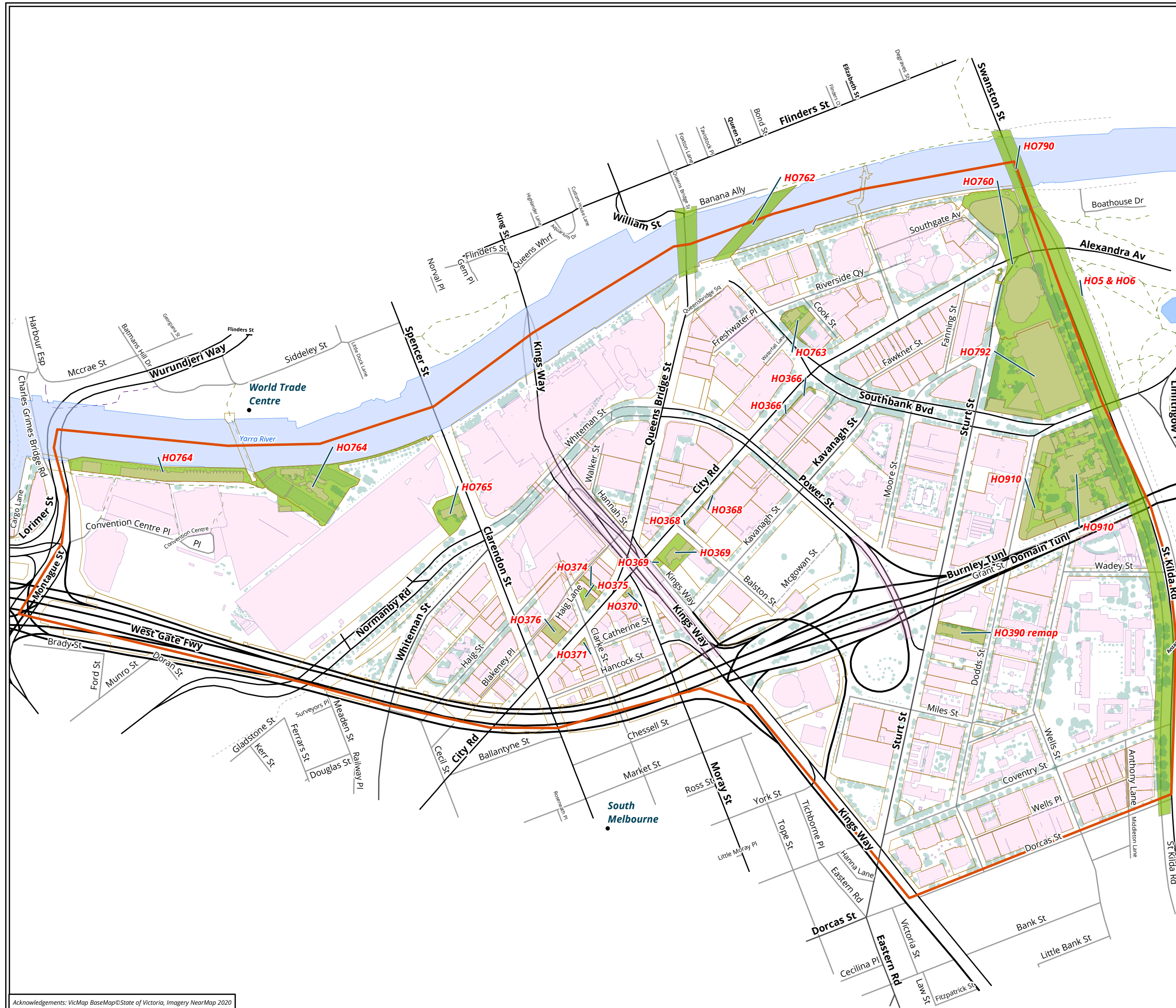
Table 9 Existing heritage overlays to be retained and amended

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				
James Moore timber yard building facade	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
Sharp & Sons Timber / General Motors (Australia) / International Harvester	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
State School No. 2686, South Melbourne Girls' School / J. H. Boyd Domestic College	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
Main Point Hotel	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				
Bank of New South Wales	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
Edward Murphy warehouse and workshop	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
Murphy's buildings	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
White & Hancock's warehouse	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
Fergus & Mitchell, later Robur Tea warehouse	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
Queen's Bridge over Yarra River	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				
Sandridge Rail Bridge over Yarra River, Queens Bridge Square	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
Jones Bond store	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
Duke & Orr's dry dock & cargo sheds numbers 4,5,6,7,8 and 9, and adjoining Melbourne Convention and Exhibition Centre	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				
Hamer Hall & Arts Centre Melbourne	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
National Gallery of Victoria	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
Victoria Police Mounted Branch stables complex, police hospital	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
Castlemaine Brewery Malthouse / Malthouse Theatre	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



- 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

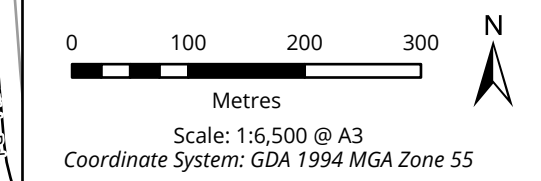












Table 10 Places to be removed as heritage overlays

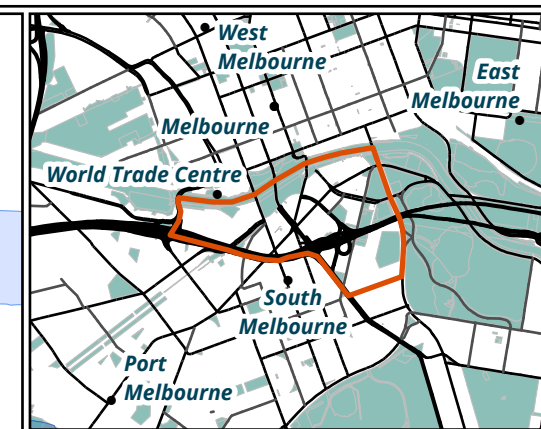
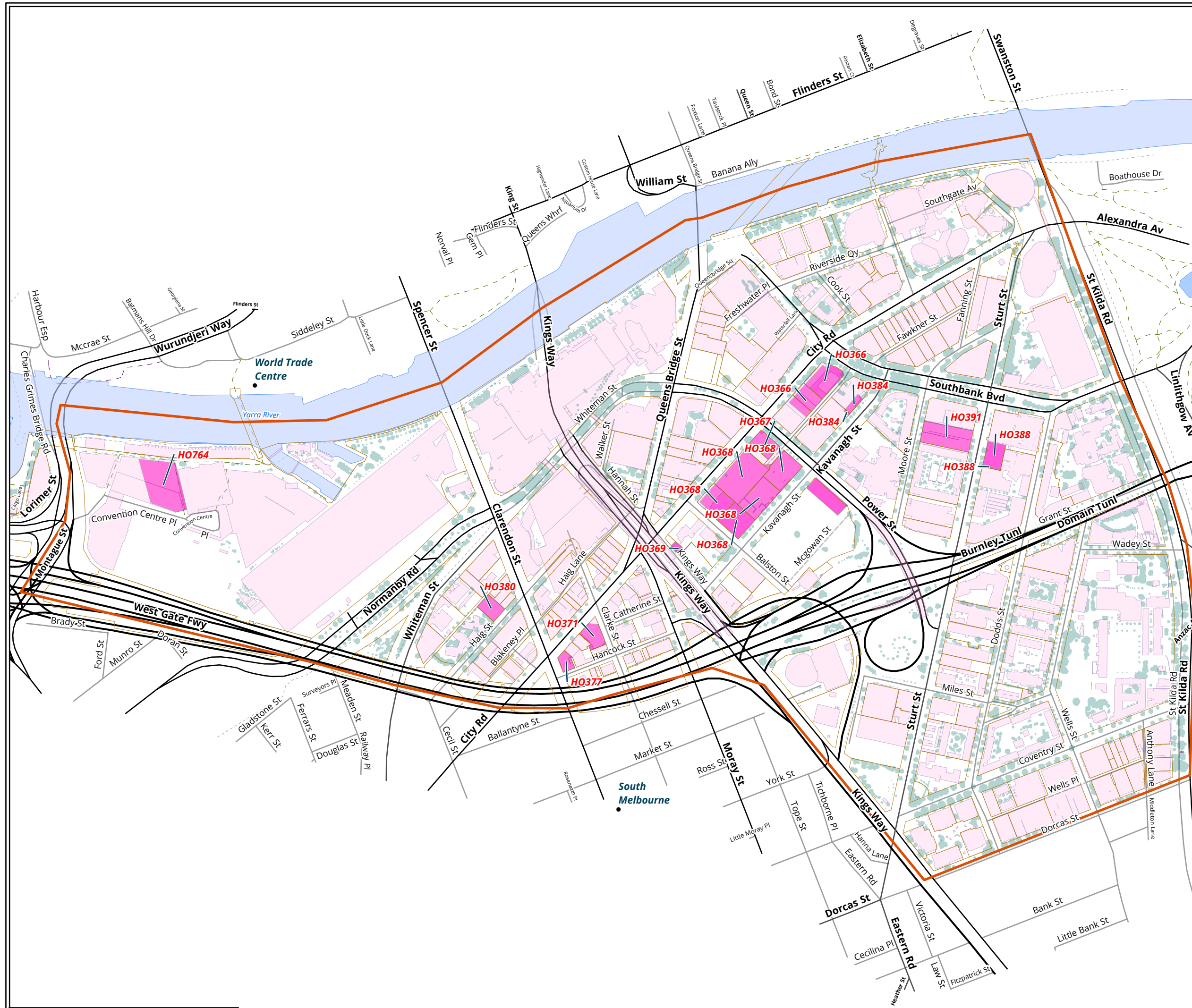
Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Stewarts & Lloyds	157-165 City Road, South Melbourne	1939	-	-	HO367	Remove from HO Map and 43.01s, demolished.	
Southern Cross Service Station, later Ampol Service Station	109-117 Clarendon Street, Southbank	1926	-	-	HO377	Remove from HO Map and 43.01s, demolished.	

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Clarendon Street rail-over-road bridge	Clarendon Street, South Melbourne	1880s	-	-	HO378	Remove from HO Map and 43.01s, bridge demolished and HO mapped in error.	
Former cider factory and Tiara Apartments	46-50 Haig Street, Southbank	1910	C	2	HO380	Remove from HO Map and 43.01s, demolished.	
Former Halford Timber, Southside Business Park	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	
Former Thomas Warburton & Co., Yarra Condos Apartments, Southbank Condos Apartments	34-52 Kavanagh Street & 88-98 Southbank Boulevard, Southbank		-	-	HO384	Remove from HO Map and 43.01s, demolished.	
Alcock's Billiard Tables	23-31 Sturt Street, Southbank		C	2	HO388	Remove from HO Map and 43.01s, demolished.	
Victorian College of the Arts	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	
Former Melford Motors	102-118 Sturt Street, Southbank	1936	C	3	HO391	Remove from HO Map and 43.01s, demolished.	
Buchannan & Brock	20 Convention Centre Place (formerly Lorimer Street), South Wharf	1872	-	-	HO913	Remove place from HO map, demolished. (Note: not listed on schedule 43.01s.)	

Name	Address	Date created	Existing grading	Existing streetscape level	Heritage overlay	Recommendation	
Tram shelter	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.	
Former South Melbourne streets and Commonwealth Clothing Factory	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.	
Duplicate of HO910	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.	



- 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

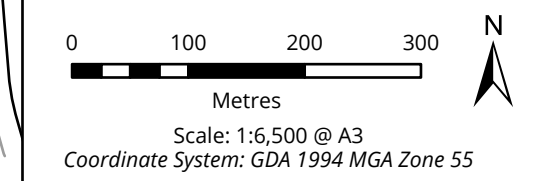


Table 11 Proposed new heritage overlays

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
New St John's Lutheran Church	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.
G. P. Motors Pty Ltd	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.
Crown Chemicals, Anderson & Sons printing works	63-65 City Road, Southbank	1915	B	2	C	2	Significant	-	Add to Heritage Places Inventory, HO Map and 43.01s. Proposed HO1203 (also part of precinct). Priority assessment, now part of C280 permanent HO.
Kosky Bros. Pty Ltd furriers	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.
Maurice Artaud & Co. (façade only)	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.

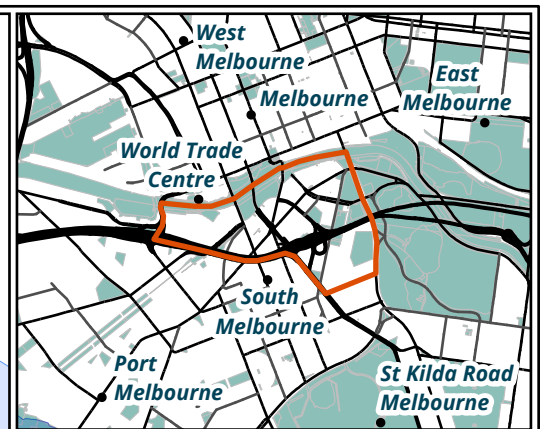
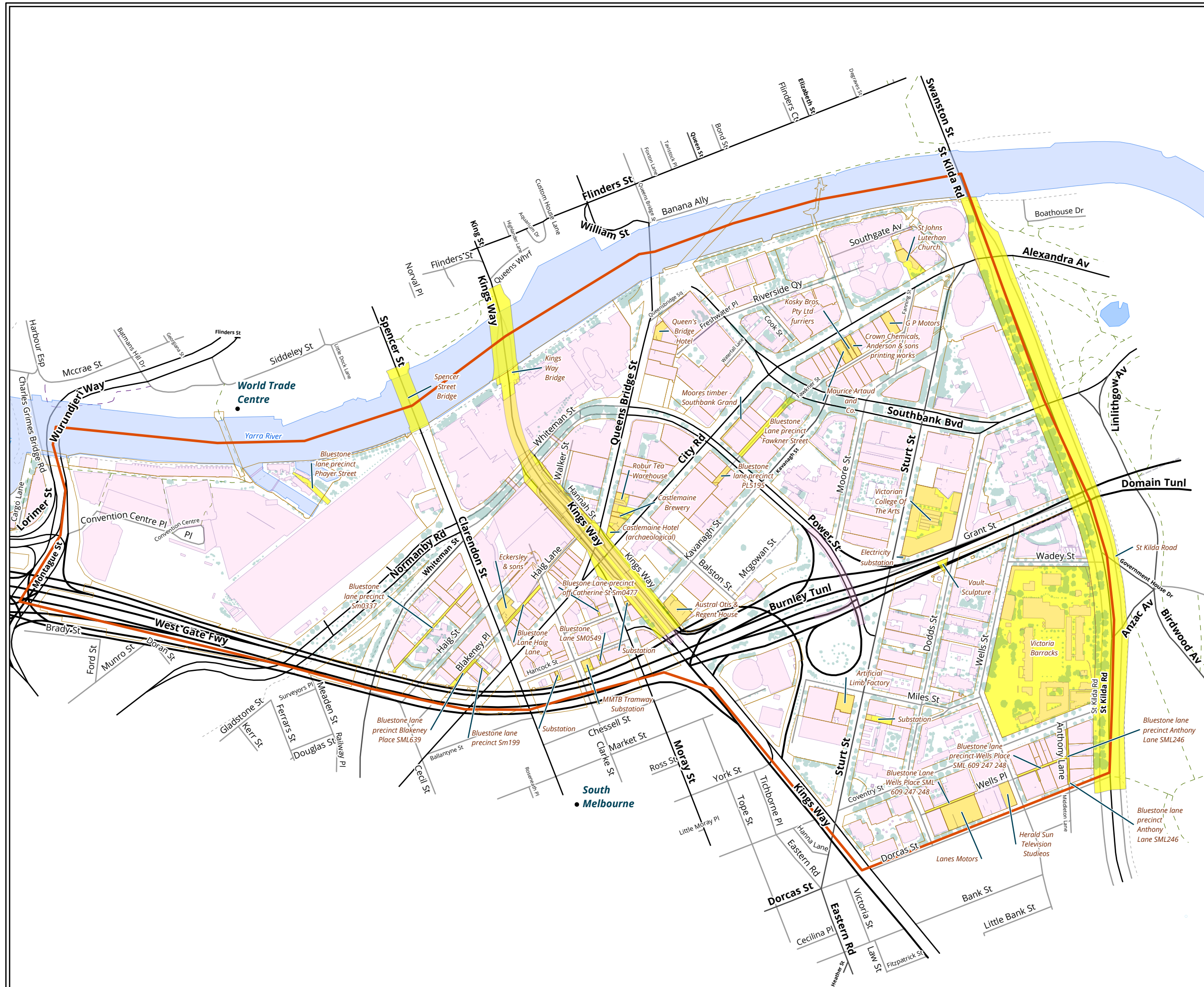
Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Spencer Street Bridge	Clarendon & Spencer streets Southbank	1929-1930	No existing grading	No existing 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.
Eckersley & Sons	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.
Tramway electricity substation	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.
Thornycroft (Aust.) Ltd, later Herald Sun television studio	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.
William M. & Thomas Anderson factory, Lanes Motors	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.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Vault sculpture	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.
Austral Otis engineering works	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.
Kings Way Bridge	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.
Queens Bridge Hotel	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.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Robur Tea Company factory-warehouse	Part 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, part 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.
Former Castlemaine Brewery	Part 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 HO1200 as Former Castlemaine Brewery, part 107-127, 129-131 & 133 Queens Bridge Street, Southbank. Priority assessment, now part of amendment C276 interim HO and c280 permanent HO.
St Kilda Road boulevard	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	
Repatriation Commission Outpatients Clinic, part of Victoria Barracks	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'.
Victoria Barracks	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'.
PMG Postal Workshops, Garage & Stores complex	Part 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 HO1201 as PMG Postal Workshops, Garage & Stores complex, part 45-99 Sturt Street, Southbank. Priority assessment, now part of amendment C276 interim HO and C280 permanent HO.
Commonwealth Artificial Limb Factory	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.

Name	Address	Date	Existing grading		Recommended grading using existing system		Recommended grading using new system (c258)		Recommendation
			Building	Streetscape	Building	Streetscape	Building	Streetscape	
Electric substations – group	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.
Bluestone lanes – group	Various locations, Southbank	1870s	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 Bluestone laneways group.



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



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

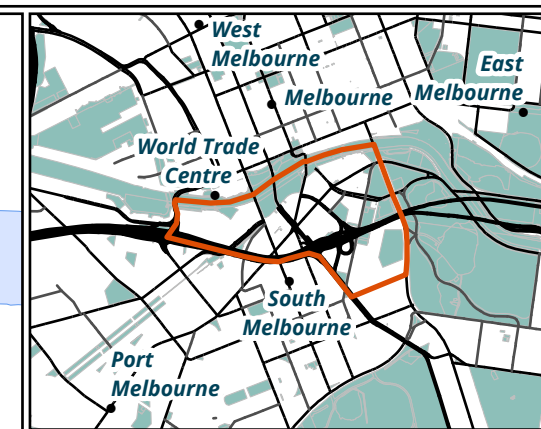
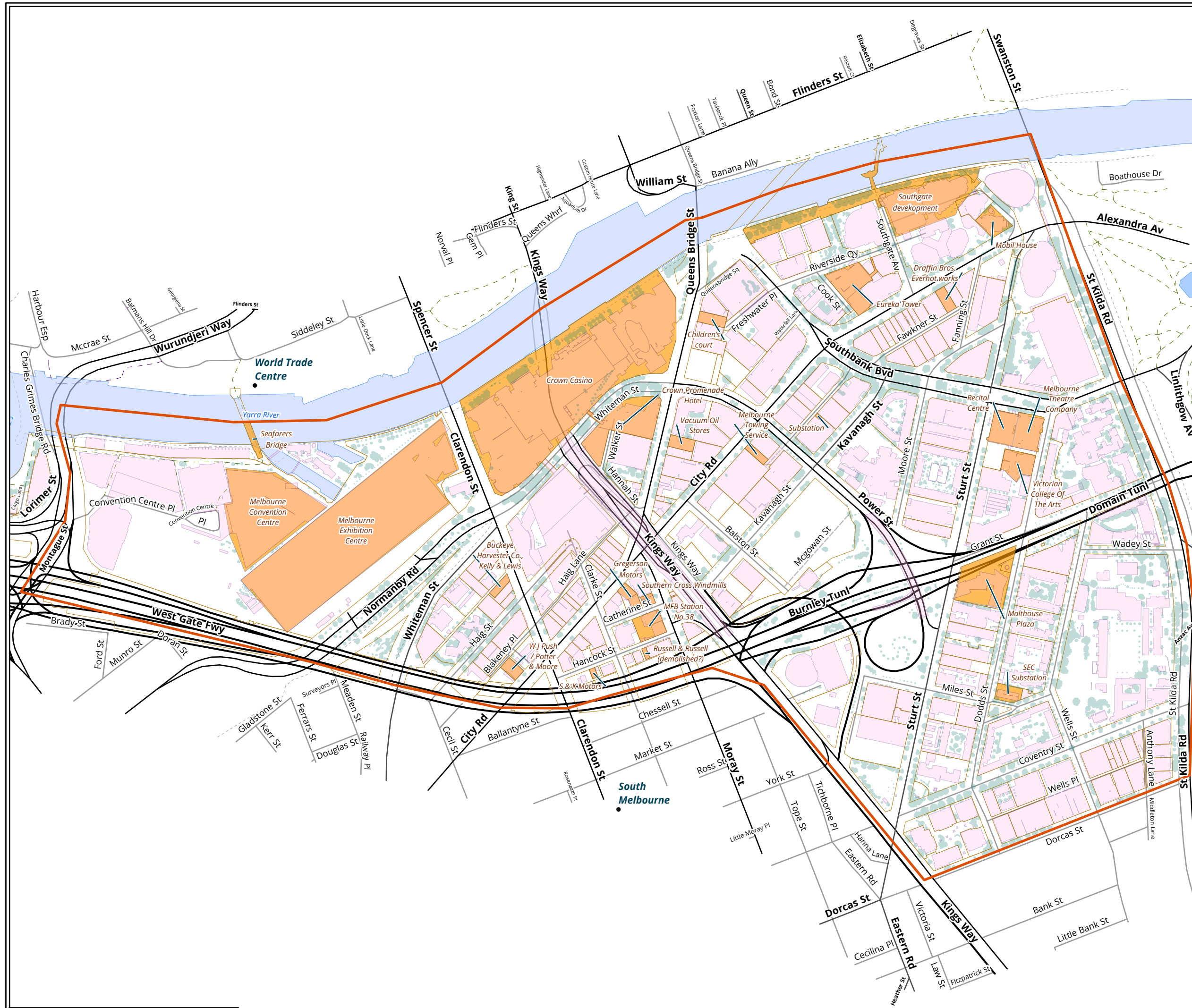
Table 12 Archaeological places proposed for inclusion in the Victorian Heritage Inventory

Name	Address	Date	Existing grading	Existing streetscape level	Recommended grading	Recommended streetscape level	New grading system	Recommendation
South Melbourne Post Office site – archaeological	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.
City Road Park Castlemaine Hotel Archaeological Site	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
Draffin Bros. Everhot Ltd factory	43-47 City Road, Southbank	1928	D	2
Melbourne Towing Service	167-169 City Road, Southbank	1950	C-D	2
W. J. Bush Ltd / Potter & Moore, now Urban Central	344 City Road, Southbank	1940	D	2
Buckeye Harvester Co., Kelly & Lewis, motor garage	56-58 Clarendon Street, Southbank	1950	D	3
Evan Walker Bridge	Yarra River, Southbank	1992	C	3
Melbourne Convention Centre	Convention Centre Place, South Wharf	1996	C	2
Melbourne Exhibition Centre	Convention Centre Place, South Wharf	1996	B	2
VCA Drama School	30 Dodds Street, Southbank	2001-2004	C-D	2
S & K Motors	35-37 Hancock Street, Southbank	1965	C	3
Charles Grimes Bridge	Montague Street, Southbank	1999-2001	D	3
Southern Cross Windmills	18-24 Moray Street, Southbank	1937	D	3
MFB Station No 38	26-40 Moray Street, Southbank	1991	C	3
Royco Australia Pty Ltd / Children's Court	9-15 Queens Bridge Street, Southbank	1930	D	3
Crown Promenade Hotel	40-56 Queens Bridge Street Southbank	2003	C	2
Vacuum Oil Co. stores	87-89 Queens Bridge Street, Southbank	1930	C	3
Eureka Tower	3-7 Riverside Quay, Southbank	2002-2006	C	3
Melbourne Theatre Company	140 Southbank Boulevard, Southbank	2009	C	2
Southgate	3 Southgate Avenue, Southbank	1990-1992	D	2

Name	Address	Date	Recommended grading	Recommended streetscape level
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
Southern Link elevated road	West Gate Freeway, Southbank	1987-1988	D	3
Crown Casino	2-68 Whiteman Street, Southbank	1997	C	2



- 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

Appendix 1 Citation for proposed new precinct heritage overlay

A1.1 City Road industrial and warehouse precinct

Place Name: City Road industrial and warehouse precinct		Heritage Overlay:	HO
			
Address:	City Road, Queens Bridge Street, Southbank		
Constructed:	1880s-1930s	Heritage precinct overlay:	Proposed
Integrity:	Good	Heritage overlay(s):	Proposed
Condition:	Good	Proposed grading:	Significant precinct
Significance:	Historic, Aesthetic, Social		
Thematic Context:	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

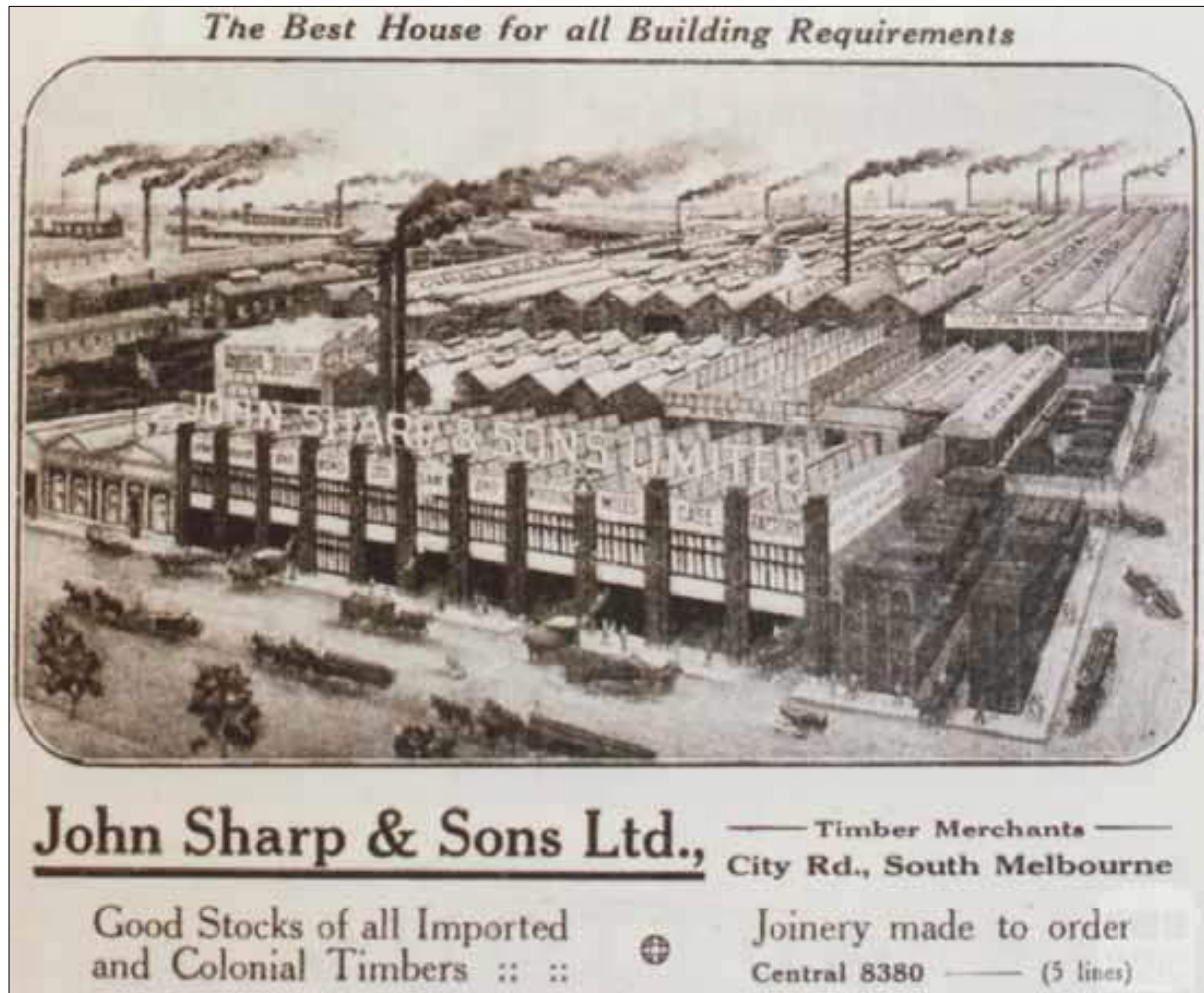
The south bank of the Yarra River developed as a shipping and commercial area from the 1840s, although only scattered buildings existed prior to the later 19th century. Queens Bridge Street (originally called Moray Street North, along with City Road, provided the main access into South and Port Melbourne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

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

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

Much of City Road was devoted to businesses supplying the building industry in Melbourne's boom periods. J. Wright & Son's Carron Timber Yards were located on the corner of Sturt Street and City

Road near Princes Bridge, with the timber yards covering several blocks. James Wright was also responsible for erecting many buildings around Melbourne and in the local Southbank area, and as such had a very substantial physical impact on the character and streetscapes of Melbourne. Wright's rival was John Sharp & Sons, who erected a large premises a little further down City Road in 1912, but had operated on the site from at least the 1890s.



The Port Melbourne cable tramway service was opened along City Road as the second-last cable line to be opened in 1890. Numerous service lanes were created by private subdivisions in the 1870s, and inevitably were paved with bluestone pitchers. Other services essential to the operation of 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-20th century, these had been replaced by more industrial organisation.

In the early-20th century a new trade also emerged with a number of motor vehicle traders, repairers and manufacturers. Sharp's Timber was taken over by General Motors (Australia) for a little over a

decade before they moved to their new plant, and International Harvesters took over the City Road buildings. G.P. Motors was one of several motor garages, which continued to be a dominant type business in the area into the 1960s.

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

Description

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

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

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

The precinct incorporates a small range of building types, including small, single-storey factory buildings with brick masonry walls and corrugated iron roofs, as well as larger, multi-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 19th century into the 1920s. These buildings were fairly plain in style with repeating forms of classically-derived arched windows in the case of Moore's, and Edwardian parapeted and rendered masonry form divided horizontally by capped and ribbed pilasters in the case of Sharp and Sons.

The later buildings in the precinct reflect the changing styles during the inter-war period, such as G. P. Motors with its Streamlined Moderne style giving expression to the modern motor industry.

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

Table 14 Contributory places in City Road precinct

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 off Southbank Blvd	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	Part 107-127 Queens Bridge Street	Individually Significant
Former Castlemaine Brewery	Part 107-127, 129-131 and 133 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-19th and early-20th century buildings in the Southbank area. 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 20th century, and as such is representative of the major industrial development that occurred in the Victorian and inter-war periods.

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

Contributory elements

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

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

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.	

Criterion	Description	Application
E:	Importance in exhibiting particular aesthetic characteristics.	The range of architectural styles as applied to mercantile buildings forms an unusual but cohesive grouping.
F:	Importance in demonstrating a high degree of creative or technical achievement at a particular period	
G:	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.	
H:	Special association with the life or works of a person, or group of persons, of importance in our history.	

Recommendations

Include as precinct inside the Capital City Zone in the heritage overlay.

Revise Heritage Places Inventory.

References

Primary heritage study

Port Phillip Heritage Review, Version 14, 2009 93 Prepared for the City of Port Phillip by Andrew Ward, Architectural Historian.

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Maps

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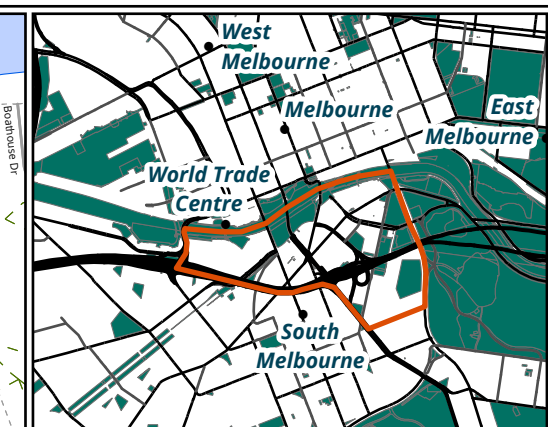
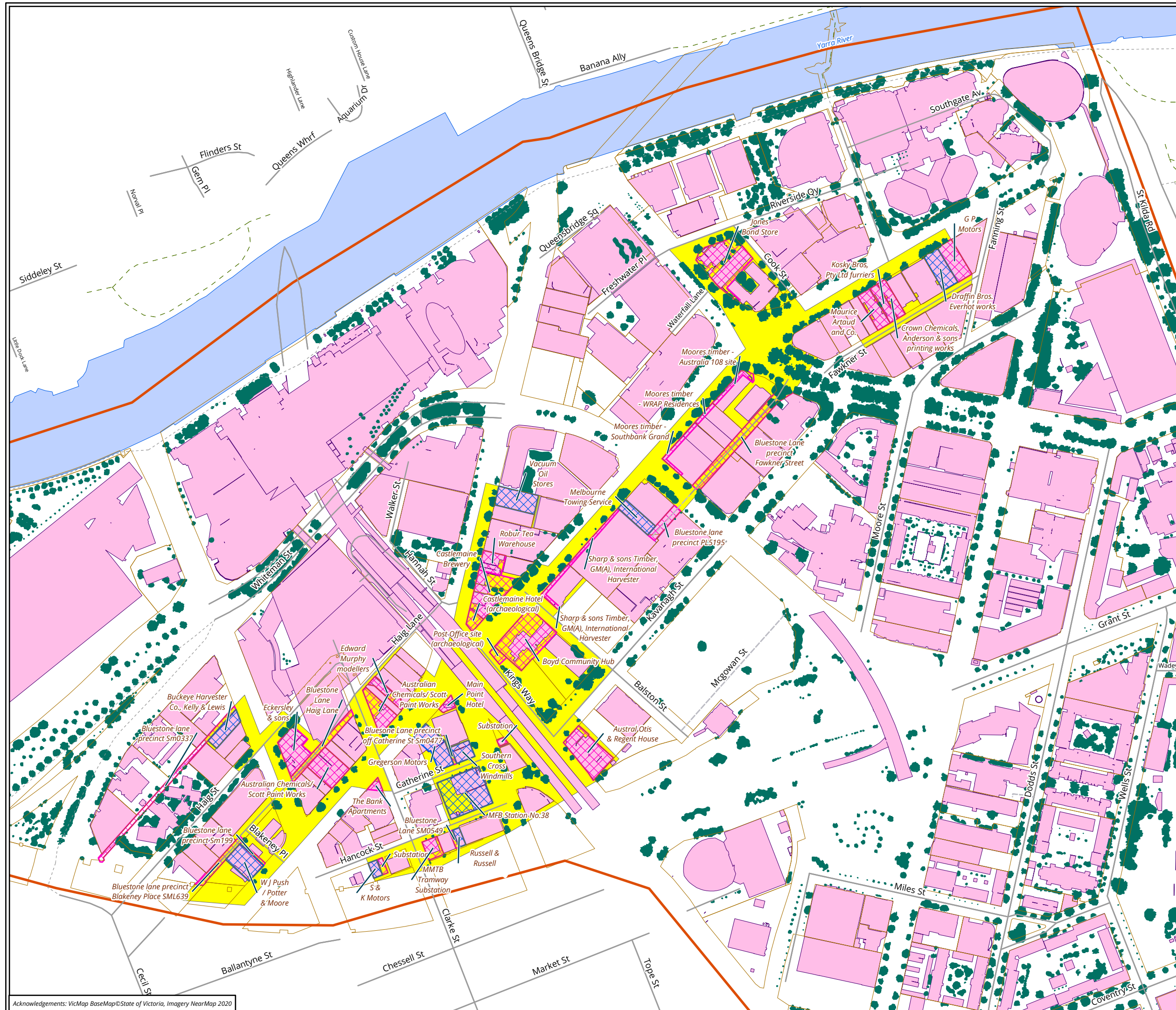
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Sands & McDougall Melbourne & Suburban Directories.

South Melbourne Rate Books.



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_SthBank_FishermansBend_HeritageStudy.aprx

Appendix 2 Citations for existing heritage overlays to be retained

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

- HO760 has separate citations for the Victorian Arts Centre and Hamer Hall,
- HO910 has separate citations for the Police Barracks, Mounted Police Stables and Police hospital, and
- HO764 has separate citations for the Duke & Orr dry docks and Wharf Sheds 2 to 9.

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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. Whitelow and St. Clair on 6 May 1879.

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

James Moore, an Irishman, came to Australia in 1867 after developing a successful construction business in London. His business expanded rapidly in Melbourne with contracts to build the

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 Eating 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 of seat, to pulpits, choir stalls, etc., of ornate design and costly workmanship.

No doubt, after seeing the splendid array of goods in Mr. Moore's exhibit building, a great number of country folk found their way to his extensive timber yards and sawmills, at City Road, South Melbourne, to inspect his large stocks of floorings, linings, weatherboards, oregon, and other – timbers required by them in building.

From a perusal of Mr. Moore's price list for September, it would appear that all kinds of building timbers and materials may be obtained from him at a very low price indeed...

Hamilton Spectator, 5 February 1913

Mr. James Moore.

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

Record, 21 November 1925.

The Timber Mills of James Moore and Sons.

More industries, whose activities are big factors in the development of the instructional side of Australia, are accommodated in South Melbourne more than in any other suburb of Melbourne. It follows that she can show among her leading citizens a greater group of important manufacturers than any of her sister localities. A foremost figure in the direction of immense local works is Mr. Arthur Moore, of James Moore and Sons Pty. Ltd., in whose large timber mills and extensive joinery establishments 600 employees are engaged. This very busy place was visited by the Mayor (Cr. J. S. Kent), along with Cr. A. Shippen and Mr. A. Strang, Principal of Albert Park Technical School, on

Tuesday of last week. They were shown over the works by Mr. Arthur Moore and saw an immense variety of commodities in course of production, ranging from butter boxes to the bodies of electric, tramcars. The work of branding and fastening is done by machinery. Nails are made on the premises from Australian metal. In the joinery department a large company of highly skilled Australian tradesmen were turning out house furnishings of exquisite 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 four cars. Mr. Campbell explained the variety of Australian woods assembled in the work. The seats are made of alternating rods 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 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

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 20th century school wings.

History

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

By 1892, it was amalgamated with the Eastern Road government school (SS1852) and, after surviving a flood in 1928, became a Domestic Arts school in 1930 and renamed the J. H. Boyd Domestic College two years later. Boyd, a successful grazier bequeathed a large sum to establish a

school of domestic science south of the Yarra River, similar to those that had been established in Melbourne's west (Footscray). He '...truly believed that women should be taught to manage a home correctly'.

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

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

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

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

Comparative analysis

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

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

Statement of Significance

Victorian Heritage Register 2017.

What is significant?

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

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

Sources used for this assessment

The following sources and data were used for this assessment:

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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The J. H. Boyd Girls High School is of historical significance as a reminder of earlier philosophies of educational provision, especially for girls. Domestic arts schools developed in the years during and after WWI, at a time when there was a wider concerted push for 'scientific' mothering education. It was considered that mothering skills were not innate and needed to be taught, in the same way that domestic skills needed to be inculcated at school. The school's emphasis on the domestic arts demonstrates the different approach to girls' and boys' education that characterised the school system for much of the 19th and 20th centuries. Less emphasis was placed on academic achievement than on

domestication, to produce young women who would find their place in private rather than public life. Nevertheless, these domestic arts schools were the predecessors of the Girls High Schools and, despite the emphasis on domestic skills, they were a means of expanding secondary education to girls at a time when State Governments were reluctant to provide post-primary education.

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

i-Heritage

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

History

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

Description/Notable Features

Notable features include an elaborate / high standard design of cement rendered surfaces. This suite of school buildings has grown through addition and modification over time, although the Tudor character has been maintained throughout. It is constructed in red and hawthorn brick with white dressings and remains in good condition. The original building remains substantially intact except for a commanding Gothic revival hall-like structure to the east that has been demolished. The 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 the school year (December 19). The building has been entirely remodelled and enlarged, and is now a very well equipped and up-to-date girls' school. Through the efforts of the advisory council, assisted by the South Melbourne City Council, the playing field has been cleaned, drained, and levelled, and now forms a good sports ground. Trees have been cut and lawns laid down, making an attractive setting for the building. In order to qualify for admission pupils must have passed the Qualifying Examination, or an approved equivalent examination, or a satisfactory entrance examination.

Record, 13 June 1885

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

Saturday 23 April 1887

The friends of Mr. Geo. Gray, of Moray Street North, will learn with great regret that his son Frederick died on Thursday last of typhoid fever after some weeks' illness. The deceased, a promising lad of thirteen was a pupil of City-road State school, No. 2686, and the announcement of the sad news was received with deep feeling by his former schoolfellows, who sent three tasteful floral wreaths as an expression of their sorrow. Some of his old comrades of the School Cadet Corps, of which he was a popular member, paid their last tribute of respect to his memory by marching at the head of the funeral 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

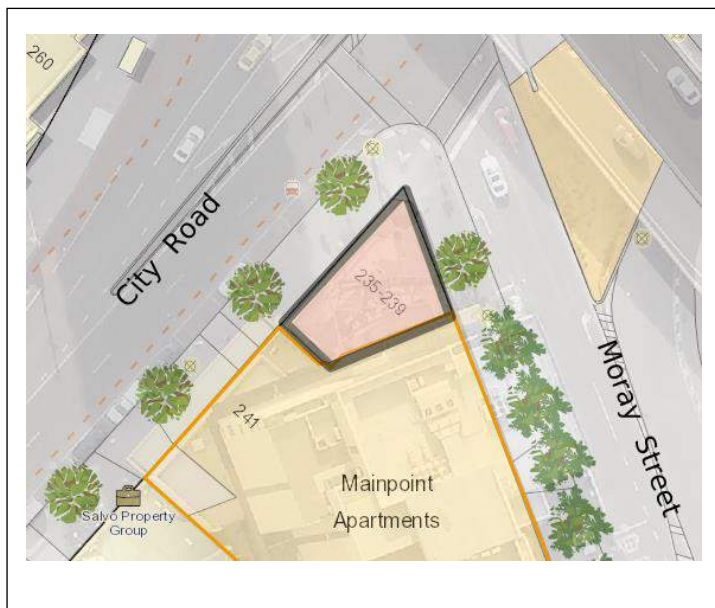
Heritage status:

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 pired 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 pierced parapet;
- parapet piers-surmounted by acroteria;
- a deeply-bracketed cornice;
- rusticated pilasters and moulded strings;
- unusual upper-level doorway at the corner presumably leading to a wrought-iron balconette;
- brackets supporting hood moulds over the segment-arched window openings;
- double-hung timber-framed sash windows;
- a corner entry covered by a richly foliated bracketed hood;
- gas bracket base remnant under the foliated panel over the entry;
- two major bar windows at the corner;
- an octagonal corner tower capped by a fish-scale pattern, metal-sheeted dome; and
- construction date (1903) and building name set in cemented parapet panels.

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

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

How is it significant?

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

Why is it significant?

Socially and historically, as a long-term gathering place within the community since 1903 and as the site of a hotel since the 1860s, also for the link with the well-known hotelier Parer family. (Criterion A & H)

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

Sources used for this assessment

The following sources and data were used for this assessment:

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 m²

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. Francis 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.

'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:

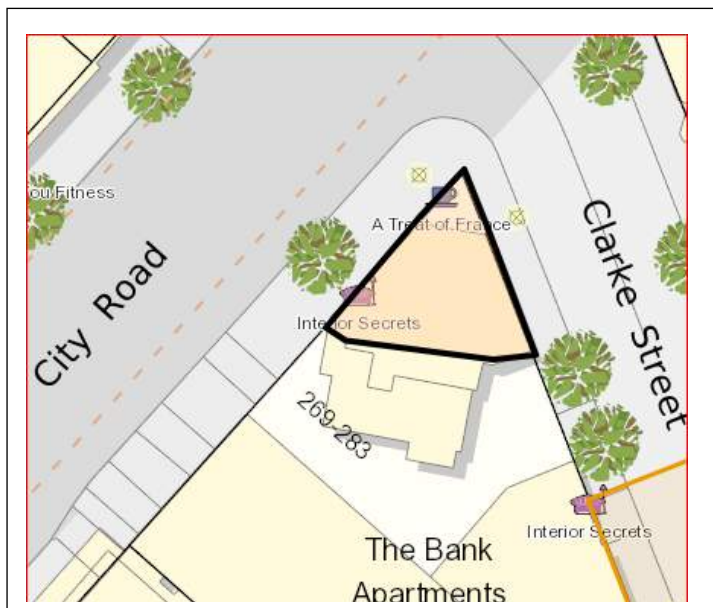
Aesthetic, Historical, Social

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

Comparative analysis

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

Statement of Significance

What is significant?

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

Contributory elements include:

- Jazz Moderne styling;
- parapeted two-story corner form;
- stylised cornice, entablature and string mould, in a simple classical manner;
- detailing reflecting both Aztec and Egyptian influences, typical of the Moderne style;
- scalloped string frieze are stylised papyrus capitals or lotus borders;
- bas-relief chevrons to the architrave to the entrance door;
- punched slit-like fenestration, with casement sashes to City Road and timber double-hung sash windows to the side street;
- bas-relief ornament as foliation, arabesques and shields in pressed cement at the tympanums of window openings and as isolated panels in the stucco, reflecting a medieval character;
- building name in bas-relief in the parapet entablature; and
- Modernistic pressed sheet-metal rain-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 plain, 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 19th and early-20th century the Bank opened branches first throughout Australia and Oceania. It merged with many other financial institutions, finally merging with the Commercial Bank of Australia in 1982 to form the Westpac Banking Corporation. This included at Moreton Bay (Brisbane) in 1850, then in Victoria (1851), New Zealand (1861), South Australia (1877), Western Australia (1883), Fiji (1901), Papua New Guinea (1910) and Tasmania (1910).

1927: BNSW acquired the Western Australian Bank, which had been established in 1841 or 1842.

1931: BNSW acquired the Australian Bank of Commerce, which had branches in both New South Wales and Queensland.

1942: BNSW suspended operations in Papua New Guinea as the Japanese Army captured many of the towns in which it had branches and agencies, and bombed Port Moresby. It resumed operations in 1946.

Newspapers

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 20th Inst., the business of the South Melbourne Branch will be carried on in New Premises situated at 263 City Road, South Melbourne (corner of Clarke Street).

Recommendations

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

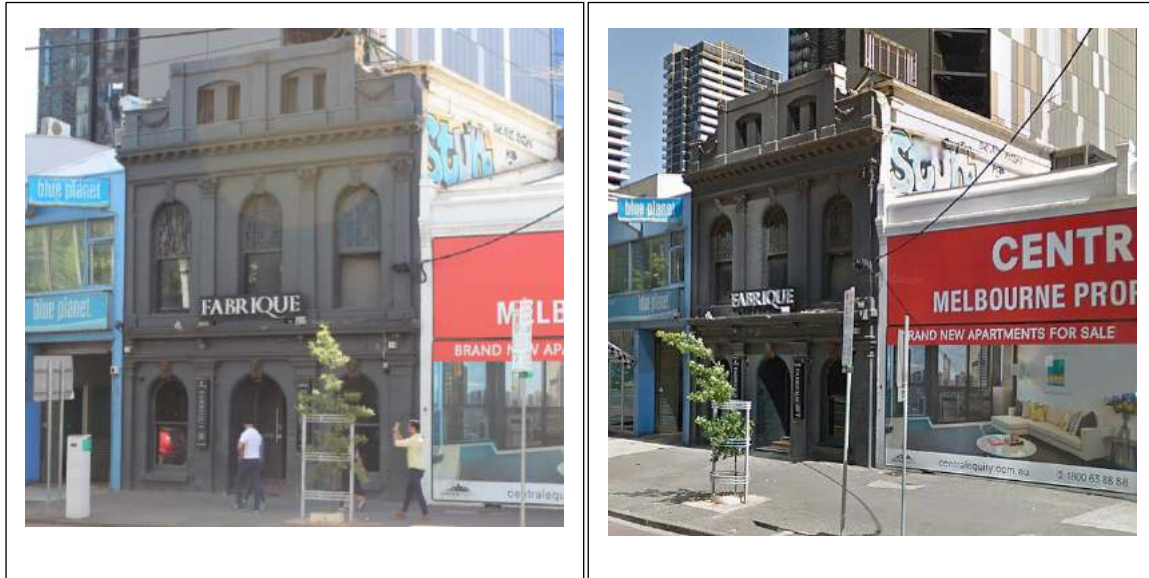
Apply external paint controls with policy to reintroduce original finishes and colour schemes.

Revise heritage overlay mapping to include only the extent of the heritage building and exclude modern tower behind.

Edward Murphy warehouse and workshop, 272 City Road, Southbank

City of Melbourne property number: 110392

Type of place: warehouse



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1887-1892, Victorian-era

Major owners or occupiers: Edward Murphy

Heritage Gradings:

Proposed new system (C258):

Individually significant,

Contributory to a precinct

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

Existing: B2, Proposed: B2

Heritage values:

Aesthetic, Historical

Heritage status:

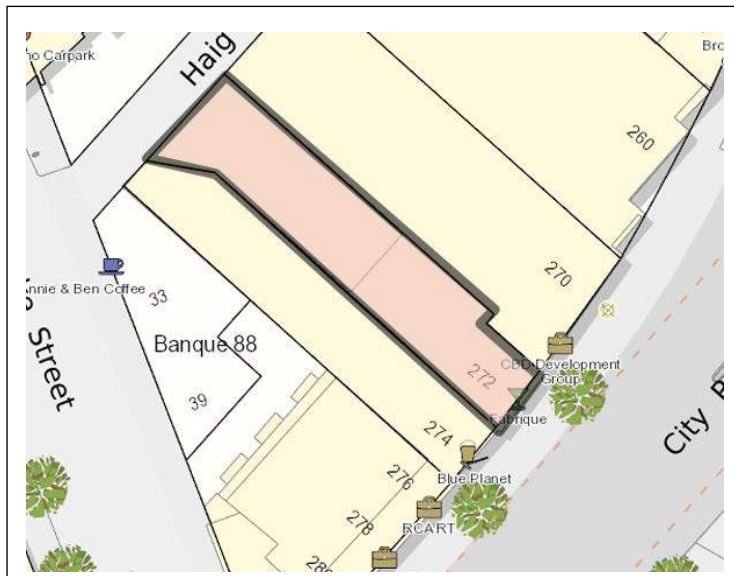
Heritage overlay: HO374

Thematic context:

5.3 Developing a large, city-based economy

5.5 Building a manufacturing industry

10.1 Arts and creative life in the city



Boundary of heritage place

Description

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

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

The facade brickwork has been painted, reducing the building's integrity, but otherwise the upper level and ground level are remarkably well-preserved.

History

Edward Murphy, ventilator manufacturer, purchased two blocks CAs 14 (272 City Road) and 15/80 at the Sandridge (later City) Road and Clarke Street corner, granted 18 Nov 1879. However, he is rated as an owner-occupier 1871 in the Sandridge Road, occupying a workshop. In 1866 he was listed as a painter in a workshop at 3 Coventry Court, off Coventry Street, on land owned by Thomas Lowden. In 1890 Murphy's wife Ellen died, being noted then as a colonist of 40 years which implies arrival in c1850.

From 1874 he was advertising his 'Murphy's Patent Bi-valve Ventilator'.

Below are the list of prices of Ventilating Flowers. This is an improved bivalve ceiling Ventilator, so constructed that it will always be a means of egress for the foul air no matter how hard or from what direction the wind may be blowing.

The great improvement of this patent over all others is that it let the wind blowing from whatever direction, the escape valve must always remain open, and the foul air have unimpeded egress. Plaster and Cement. Trusses and Centre Flowers of every description at lowest rates.' In the following year he was awarded third prize in the jury awards at the Victorian Intercolonial Exhibition, 1875.

Miles Lewis has described Murphy's career in a recent paper:

...Although the latter application (1865) by T. A. Dunn was unsuccessful, a factory to manufacture centre flowers and patent ventilators was established the next year in Sandridge Road (now City Road), South Melbourne, by Edward Murphy, who seems to have obtained some later patent on what he called a bi-valve ceiling ventilator. He received orders from other colonies, employed 10 hands, was awarded gold medals at various international exhibitions, and the business was still operating in the early 20th century under Frederick Murphy.'

Two surviving Murphy ventilators have been discovered in the roof space of the house Glenfern, East St Kilda, where they appear to have been installed in 1876 above the central gas fittings of rooms in the upper floor.

From 1881-1886, Murphy was in a 10-room wooden house and workshop at Sandridge Road, owning and leasing out the adjoining workshops to the west, but by the next available rate book of 1893 he is the owner-occupier of a brick store at 129-131 City Road with an annual valuation of £120. This is the first evidence of the existing building. By then he had also erected the brick stores on his land to the west, leasing them to firms like J. W. Todd & Co. at 119-125 City Road.

Around that time Murphy had an agency in Adelaide advertising 'garden fountains with varied and beautiful designs of garden fountains, vases, pedestals, and unique adjuncts'.

Murphy's firm showed their entrepreneurial spirit in 1902, offering Ballarat East a statue of Her late Majesty Queen Victoria as a '...representation of a statue of Her late Majesty in Portland cement, which is stated continually hardens in wet weather, for the sum of £60.' After a brief period the statue could be coated with enamel paint, which would give it the appearance of marble. In 1913 the firm claimed that 'The leading Architects specify Murphy's Patent Ventilators for Ceilings first prize medals — London, Paris and Philadelphia.'

After the Murphy occupation ended after World War I, T. Walker & Sons, plumbers, were there over a long period.

The noted journalist and writer Edwin Greenslade Murphy (1866-1939) was born on 12 December 1866 at Castlemaine, Victoria, tenth child of Irish-born Edward Murphy, plasterer and clay modeller, and his English wife Ellen, née Greenslade. He spent five years at a South Melbourne school before going to work for his father in City Road. By the 1890s he was in Western Australia and died there.

Comparative analysis

There are now few similar designs in the Southbank Fishermans Bend area in terms of the combination of age, extent and design; many have been reduced to facades such as the former Moore's timber yard in City Road.

Statement of Significance

What is significant?

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

Contributory elements include:

- two-storey brick parapeted form;
- an 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, coppermiths & 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, coppermiths

1920

270 Brit & Aus Machinery Co Ltd, bulk stores
 272 Walker, T. & Sons, plumbers
 274 Dondey & Testro, coppermiths
 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, coppermiths
 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, coppermiths
 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 66th year. A colonist for 40 years. Deeply mourned by her sorrowing family. '

Evening Journal. 18 December 1890, pg.2.

GARDEN FOUNTAINS – Mr. Edward Murphy, of City Road, South Melbourne, has a representative in Adelaide with varied and beautiful designs of garden fountains, vases, pedestals, and unique adjuncts.

The Argus, 2 May 1899, pg.1.

MURPHY – On the 1st May at City Road, South Melbourne, Edward, the beloved husband of Eliza Murphy, and father of John, Frederick, and Edwin Murphy, Mrs. T. Bewley, Mrs. R. Tope, Mrs. J. Kelly, Mrs. F. Davis, aged 75. A colonist of 50 years. THOMAS. On the 1st May, at his brother's residence, 31 The Avenue, Windsor. Richard Thomas, aged 63 years. At rest.

The Ballarat Star. 11 February 1902, pg.2.

It is quite possible that Ballarat East may yet possess a statue of Her late Majesty Queen Victoria, that is, providing the Town Council is prepared to accept one at a cheap rate. A letter has been received at the office of the council from a Mr. Edward Murphy of City Road, South Melbourne, offering to supply a representation of a statue of Her late Majesty in Portland cement, which is stated continually hardens in wet weather, for the sum of £60. The communication further mentions that after a brief period the statue could be coated with enamel paint, which would give it the appearance of marble. The offer will be considered at the next meeting of the council.

The Age, 25 May 1906, pg.6.

A SNAKE IN THE CITY.

A resident of South Melbourne, Mr. Edward Murphy, of City Road, yesterday morning found a snake over six feet long coiled up outside the bedroom door. Sir Murphy carries on the business of a modeller, and lives in the upstairs portion of the premises. When he opened a door on the ground floor at the rear yesterday morning, he was astounded to see a huge snake lying on the topmost step. The reptile was as much alarmed as Mr. Murphy at being discovered, and it dragged its length into the water spouting, which ran just under its nesting place, till oddly a foot of tail was hanging over the ledge. Murphy went for assistance, and a number of active young men came on the scene. One them, who was named Meredith, with a promise to show the onlookers 'how we catch snakes in Tasmania,' ran up the steps and stirred up the snake with a stick. The creature sluggishly crawled out of its concealment, and as so Meredith partially stunned it with a blow from a stick, and then pinned its head to the step with a penknife. The snake curled round the stick, and Meredith tied it fast with a boot lace and bore it off in a bag. Mr. A Coles, taxidermist and furrier, Elizabeth Street, who found that the knife wound was likely to prove fatal, and therefore despatched the reptile. It was a very fine specimen of the non-venomous diamond snake, with beautiful black and white markings, and it measured 6 feet 2 inches in length. It is suggested that the snake was formerly part of the stock in trade of snake charmer who appeared in some months ago. She rented a room in the vicinity of City Road to keep her pets, and is thought that this must have been one of them and that by some means it escaped from its cage. On the other hand, it is possible that it came down in one of the banana crates from Queensland, and crawled from South Wharf, which is at the rear of Mr. Murphy's place, to where it was captured.

Record, Aug 16 1913

GARDEN FOUNTAIN AND VASE WORKS

Designs and Estimates 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 *Jarrahland Jingles* appeared; it was one of the first books of substantial verse published in Western Australia and contained a preface by C. W. A. Hayward that applauded Murphy's 'playful banter' and 'stinging satire', but Hayward noted that much of it was 'quick pressure work' and gave only two poems real praise. Murphy's verses became better known than those of any other Western Australian writer and in 1926 he published *Dryblower's Verses*.

Public men feared his lampooning pen, which did not deter him from running in 1934, unsuccessfully, as an Independent candidate for the Senate.

This exuberant raconteur was thickset and ginger-haired with an aggressive turned-up nose; he was drawn by a cartoonist in 1907 with full drooping moustache, thumbs stuck boastfully in his waistcoat, straw boater and tight stove-pipe trousers. He died of cancer at East Perth on 9 March 1939, survived by his wife and three sons of his five children; 'Dryblower' was buried in the Anglican section of Karrakatta cemetery, having left an estate of £288.

Select Bibliography

V. Courtney, *All I May Tell* (Syd, 1956)
 B. Bennett (ed), *The Literature of Western Australia* (Perth, 1979)
 A. L. Bennett, *Dryblower Murphy – His Life and Times* (Perth, 1982)
 Bookfellow, 30 May 1907
 Daily News (Perth), 9 Mar 1939.

Recommendations

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

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

Revise Heritage Overlay mapping to reflect splayed section of building at rear.

Murphy's buildings, 276-282 City Road, Southbank

City of Melbourne property number: 110394

Type of place: warehouse



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1885, Victorian-era

Major owners or occupiers: Edward Murphy

Heritage Gradings:

Proposed new system (C258):

Individually significant,

Contributory to a precinct

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

Existing: C2, Proposed: C2

Heritage values:

Aesthetic, Historical

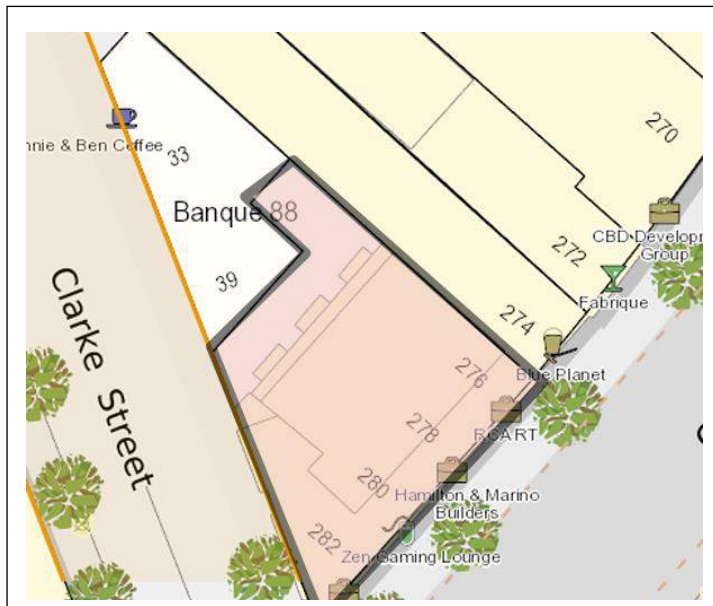
Heritage status:

Heritage overlay: HO375, 278-282 City Road, South Melbourne

Thematic context:

5.3 Developing a large, city-based economy

5.5 Building a manufacturing industry



Boundary of heritage place

Description

This is a brick and cement two-storey parapeted commercial row styled after the Italian Renaissance revival. The parapet has the words 'Murphy's Buildings A.D. 1885'. Window openings are segmentally arched but the former double-hung sash windows have been replaced. The parapet has piers and panels (most replaced by pipe railing) with the splayed corner as the only section near intact. The main cornice is supported on paired brackets with a plain entablature and impost mould under. There is a major string mould at the first-floor level.

The former pitched roofing has been replaced with a terrace and upper level additions (2000) set back from the street, and the brickwork has been painted. A large new development has replaced the corrugated iron clad store shown in images from around 2000.

This row and the adjoining 272 City Road are now rare within the Southbank area.

History

Edward Murphy, ventilator manufacturer, purchased two blocks CAs 14 (272 City Road) & 15/80 at the Sandridge (later City) Road and Clarke Street corner, granted 18 Nov 1879. However, he is rated as an owner-occupier in 1871 in the Sandridge Road, occupying a workshop. In 1866 he had been listed as a painter in a workshop at 3 Coventry Court, off Coventry Street, on land owned by Thomas Lowden. When Murphy's wife Ellen died in 1890, she was noted as a colonist of 40 years, which implies arrival in 1850.

From 1874 Murphy was advertising his 'Murphy's Patent bi-valve ventilator'.

Below are the list of prices of Ventilating Flowers. This is an improved bivalve ceiling ventilator, so constructed that it will always be a means of egress for the foul air, no matter how hard or from what direction the wind may be blowing.

The great improvement of this patent over all others is that, let the wind blowing from whatever direction, the escape valve must always remain open, and the foul air have unimpeded egress. Plaster and Cement. Trusses and Centre Flowers of every description at lowest rates...

In the following year he was awarded third prize in the jury awards at the Victorian Intercolonial Exhibition, 1875.

In 1881-1884, Murphy was in a ten-room wooden house and workshop at Sandridge Road, owning and leasing out an iron workshop to Christopher Lawrence, mattress-maker. New adjoining brick stores were erected in its place in 1885 and leased to John Blogg, mattress manufacturer, and later J. W. Todd & Co. as 119-125 City Road in the 1890s. Dondey & Testro, coppersmiths leased 274, G. Harness, sign-writer, and Thos. Trueman, cabinetmaker 276, Motor Tyre Co. at 278, and T. C. Bradeley, engineer, was at 280 in the Edwardian-era buildings. In 1900 the Australian Chemical Company was occupying the building then listed as 119 City Road, as the street numbering was later changed.

After the Murphy occupation of 272 ended after World War I, Dondey & Testro, coppersmiths, were at 274, Ballantyne, T., engineers, at 276, The No Dust Co. at 278, Long & Denton, ventilating engineers, at 280 and J. & H. Young, pattern-makers, 282.

Comparative analysis

There are now few similar designs in the Southbank Fishermans Bend area in terms of the combination of age, extent and design; many have been reduced to facades such as the former Moore's timber yard in City Road.

Statement of Significance

What is significant?

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

Contributory elements include:

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

How is it significant?

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

Why is it significant?

Historically, as a well-preserved warehouse row associated with the locally prominent pioneering Murphy family that had been linked with industrial development on Southbank since the 1860s. (Criterion A)

Aesthetically, relatively well-preserved and one of the few Victorian-era commercial buildings remaining in Southbank as an indicator of the former key role of the locality in manufacturing and warehousing. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

City of Melbourne maps

1 and 2 storey brick commercial building subdivided into 4 units. Built 1885.
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

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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, drysalterns

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.'

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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

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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.

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Edward Murphy, Sandridge Road. 2,187, ceiling ventilator, third prize.

The Argus 3 October 1890, pg.1.

MURPHY. On the 28th August at Ilfracombe, Devon, England, Ellen, the beloved wife of Edward Murphy of City Road, South Melbourne and Gippsland, loving mother of Mrs. T. Bewley, Mrs. R.

Tope, Mrs. J. Kelly, Mrs. F. Davis and of John, Henry, Frederick, and Edwin Murphy, in her 66th year. A colonist for 40 years. Deeply mourned by her sorrowing family.

Evening Journal, 18 December 1890, pg.2.

GARDEN FOUNTAINS. Mr. Edward Murphy, of City Road, South Melbourne, has a representative in Adelaide with varied and beautiful designs of garden fountains, vases, pedestals and unique adjuncts.

The Argus, 2 May 1899, pg.1.

MURPHY. On the 1st May, at City Road, South Melbourne, Edward, the beloved husband of Eliza Murphy and father of John, Frederick, and Edwin Murphy, Mrs. T. Bewley, Mrs. R. Tope, Mrs. J. Kelly, Mrs. F. Davis, aged 75. A colonist of 50 years.

The Ballarat Star, 11 February 1902, pg.2.

'It is quite possible that Ballarat East may yet possess a statue of Her late Majesty Queen Victoria, that is, providing the Town Council is prepared to accept one at a cheap rate. A letter has been received at the office of the council from a Mr Edward Murphy of City Road, South Melbourne, offering to supply a representation of a statue of Her late Majesty in Portland cement, which is stated continually hardens in wet weather, for the sum of £60. The communication further mentions that after a brief period the statue could be coated with enamel paint, which would give it the appearance of marble. The offer will be considered at the next meeting of the council.'

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 *Jarrahland Jingles* appeared; it was one of the first books of substantial verse published in Western Australia and contained a preface by C. W. A. Hayward that applauded Murphy's 'playful banter' and 'stinging satire', but Hayward noted that much of it was 'quick pressure work' and gave only two poems real praise. Murphy's verses became better known than those of any other Western Australian writer and in 1926 he published *Dryblower's Verses*.

Public men feared his lampooning pen, which did not deter him from running in 1934, unsuccessfully, as an Independent candidate for the Senate.

This exuberant raconteur was thickset and ginger-haired with an aggressive, turned-up nose; he was drawn by a cartoonist in 1907 with full drooping moustache, thumbs stuck boastfully in his waistcoat, straw boater and tight stove-pipe trousers. He died of cancer at East Perth on 9 March 1939, survived

by his wife and three sons of his five children; 'Dryblower' was buried in the Anglican section of Karrakatta cemetery, having left an estate of £288.

Select Bibliography

V. Courtney, All I May Tell (Syd, 1956)
B. Bennett (ed), The Literature of Western Australia (Perth, 1979)
A. L. Bennett, Dryblower Murphy – His Life and Times (Perth, 1982)
Bookfellow, 30 May 1907
Daily News (Perth), 9 Mar 1939.'

Recommendations

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

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

Revise heritage overlay mapping to include only the existing heritage place

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

City of Melbourne property number: 110397

Type of place: warehouse



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1916, Victorian-era

Major owners or occupiers: White & Hancock / White, Hancock and Mills Pty. Ltd.

Designer: Unknown

Heritage Gradings:

Proposed new system (C258):

Individually significant,

Contributory to a precinct

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

Existing: C2, Proposed: C2

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay: HO376

Thematic context:

5.3 Developing a large, city-based economy

5.5 Building a manufacturing industry



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-19th Century. In the early-20th Century, White was listed at 298 City Road, as White & Son, filter & disinfectant manufacturers.

This building appears to have been erected in 1916 when the factory was registered with South Melbourne Council. This coincided with a change of address and name, 296-306 City Road and White & Hancock, Specialists In Poultry and Bird Foods, and marked a new era for the firm. The firm was prominent in the industry, being the authority quoted in the *Weekly Times* on chicken matters.

A later version of the firm was White, Hancock & Mills Pty Ltd. James Smith Mills, a managing director of White, Hancock & Mills, served in the audit branch of the R.A.A.F. during the Second World War

and later devoted much of his time to Red Cross work. He was a member of Hawthorn City Bowling Club for many years, and a member of the board of management of the Chalmers Presbyterian Church, Auburn. The building was sold in 1941. Machinery merchants Malcolm Moore Ltd and Fred Milnes were there in the Inter-war period.

Comparative analysis:

There are now few similar designs in the Southbank Fishermans Bend area in terms of the combination of age, extent and design; many have been reduced to facades such as the former Moore's timber yard in City Road.

Statement of Significance

What is significant?

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

Contributory elements include:

- two-storey parapeted brick warehouse form of approximately 10m depth;
- Edwardian-era Classical revival styling
- six facade bays arranged either side of an ornate cemented entry;
- large parapet pediment above the entry;
- paired 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 under control in about half an hour. Had the fire

got out of hand the consequences would have been serious. A quantity of boiling resin had ignited, and though the contents of the building suffered severely, the building was only slightly damaged.

The Age, 15 February 1941.

296-306 City Road, South Melbourne.

(Almost Corner of Clarendon Street)

TWO-STORIED BRICK FACTORY

Approx. floor space 5,800 sq. ft. land 99 x 122 ft. to R.O.W. at rear, giving access to Clarendon Street.

Approx. 8,000 sq. ft. vacant land for extensions.

UNDOUBTEDLY AN UNEQUALLED POSITION.

For Positive Realisation. Under Instruction from Messrs. WHITE, HANCOCK & MILLS PTY LTD.

The Age, 20 June 1946, pg.2.

Mr. J. S. Mills

Mr. James Smith Mills of Gowan Avenue, Camberwell, who died on Monday, was formerly managing director of White, Hancock & Mills, manufacturers of South Melbourne. During the war, Mr. Mills served in the audit branch of the R.A.A.F. and devoted much of his time to Red Cross work. He was a member of Hawthorn City Bowling Club for many years, and a member of the board of management of the Chalmers Presbyterian Church, Auburn. He is survived by, a widow, son and daughter. Rev. A. G. Harrison officiated at the burial at Burwood Cemetery yesterday afternoon.

Recommendations

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

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

Revise heritage overlay mapping to include existing heritage place.

Fergus & Mitchell, later Robur Tea warehouse, 28 Clarendon Street, Southbank

City of Melbourne property number: 110485

Type of place: warehouse



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1888, Victorian-era

Major owners or occupiers: Fergus & Mitchell

Designer: Nahum Barnet

Heritage Gradings:

Proposed new system (C258):

Individually significant

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

Existing: A3, Proposed: A3

Heritage values:

Aesthetic, Historical

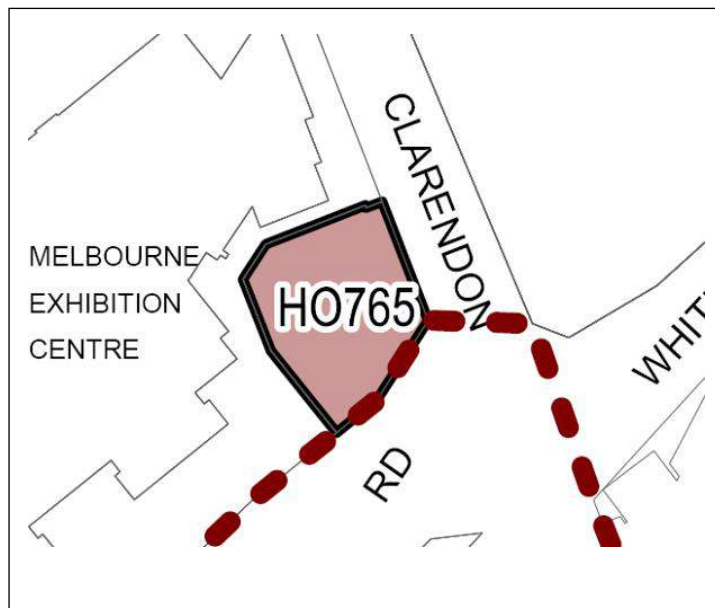
Heritage status:

Heritage overlay: HO765, Robur Tea Building, 28 Clarendon Street, Southbank

Victorian Heritage Register: H0526

Thematic context:

5.3 Developing a large, city-based economy



Boundary of heritage place

Description

The Robur Tea Building is a six-storey warehouse that dominates the local area. It is built of red brick with cream string courses at each floor level. Although some modifications to the ground floor openings have occurred, the upper floors have remained intact, retaining their original double-hung sash windows. A new service tower has been constructed adjacent to the southern facade. The building has been a landmark near the south bank of the Yarra since it was built. Its six-storeyed structure extended far higher than any building in the vicinity and has maintained this dominance over the area. It is built in red brick, and is box-like in form and largely unembellished, except for the main east facade. All the facades are pierced by a plethora of double-hung sash windows and the floors are delineated by cream brick coursing between each floor. On the east facade the central entrance is announced by a surround of outsize render ornamentation that runs to the floor above and is reflected by the arched balconied unit that extends up the top two floors. The whole is terminated by a render parapet announcing '1888'.

The building relates to the nearby Queens Bridge Street warehouse group and was built by James Moore of the nearby City Road complex. It is also close to the Duke & Orr dock and cargo sheds set along the Yarra River to the west.

History

South Melbourne Conservation Study 1997 – Bryce Raworth:

Commonly known as the Robur Tea Building in deference to one of its occupants, this building was in fact constructed as a stationer's warehouse and factory. The firm of printers and manufacturing stationers Fergusson & Mitchell required new premises by the late-1880s. A site had been chosen next to the former Langeland'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 Barnett, 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 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. (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 19th century commerce in Melbourne. The Robur Tea Building is one of the few remaining traces of the industrial and warehousing establishments that, until the 1970s and 1980s, dominated the south bank of the Yarra, in an area where swampy land made substantial building difficult and residential development unattractive. These older uses have now been 'swamped' in their turn by leisure and luxury apartment developments. While the building has been known for some time as the Tea House, it is worth remembering that it was originally constructed as a stationer's warehouse and factory, and is now one of the few remaining factory buildings in the centre of the city. Its later use as a tea

warehouse also serves as a reminder that this part of the riverbank was once a thriving wharf area, before bigger ships and changed cargo handling methods led to the construction of larger-capacity port facilities further towards the mouth of the Yarra. (Criterion A)

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/1037#sthash.NMMPJsOW.dpuf>

Sources used for this assessment

The following sources and data were used for this assessment:

Victorian Heritage Register 2017, H0526

28 Clarendon Street, Southbank, Melbourne City

Last updated on September 28, 1999

i-Heritage

28 to 34 Clarendon Street, Southbank 3006

Precinct Conservation Management Plan

South Melbourne Conservation Study 1997 – Bryce Raworth

Architectural Style Warehouse

Period 1876-1899 – Victorian

Construction Date 1889

Architect Nahum Barnet

Integrity: fair

Condition: good

History

Commonly known as the 'Robur Tea Building' in deference to one of its occupants, this building was in fact constructed as a stationer's warehouse and factory. The firm of printers and manufacturing stationers Fergusson and Mitchell required new premises by the late-1880s. A site had been chosen next to the former Langland's Foundry on the Yarra Bank fronting onto Clarendon Street, and in 1886 tenders were advertised for the six-storey brick building. James Moore built in association with engineer John Grainger, who used an innovative solution to the problem of the buildings foundations, a system of 450 timber piles and concrete rafts, a technique not attempted again until after the First World War. Nahum Barnet, the designer of the building, was a most prominent architect in Melbourne during the city's growth period immediately after the economic depression of the 1890s.

Description/Notable Features

The Robur Tea Building is a six-storey warehouse that dominates the local area. It is built of red brick with cream string courses at each floor level. Although some modifications to the ground floor openings have occurred, the upper floors have remained intact, retaining their original double-hung sash windows. A new service tower has been constructed adjacent to the southern facade. The building has been a landmark near the south bank of the Yarra since it was built. Its six-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 19th century and is a significant element in the industrial landscape south of the Yarra. The manner in which the building remains as a freestanding structure, not encroached upon by taller buildings is integral to its significance, however the addition of the access tower to the south facade had detracted from its significance.

Other Comments

The nature of the render ornamentation is in its bold articulation, typical of the late-Victorian period, and in its combination with the red brick of the facade, reminiscent of the buildings of the decade that was to follow. The building has been refurbished within and an access tower built in red brick added to the south facade.

National Trust of Australia (Vic), Victorian Heritage Database, 2017.

Last updated on October 4, 2005

The principal feature on the site is a six-storey brick building, formerly used principally for the storage of tea chests and still retaining vestiges of the hydraulic lifts which made such a development possible.

The Tea House is a rare example of late-19th century 'high-rise' development outside the central business district and one of the few sites in South Melbourne to be serviced by the Melbourne Hydraulic Power Company's mains.

The site is also significant for its associations with both the Langlands and Fulton foundry companies – the successors to the first foundry and engineering works established in Victoria in 1842.

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

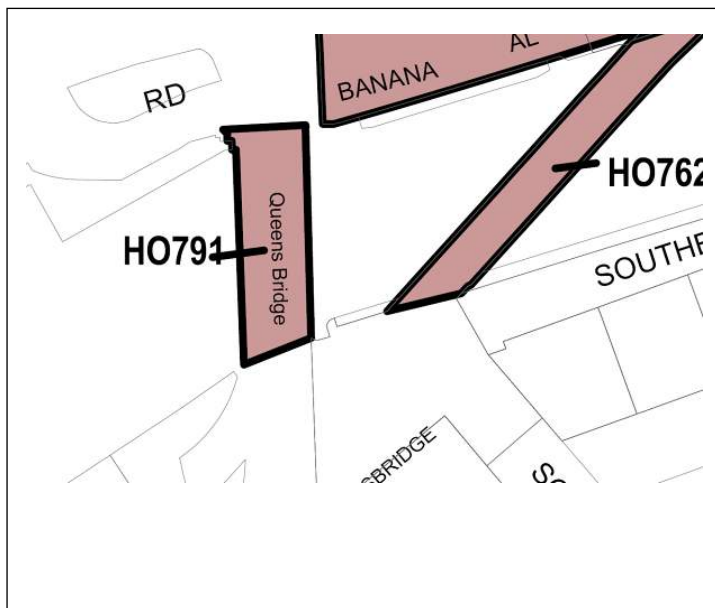
Victorian Heritage Register: H1448

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

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

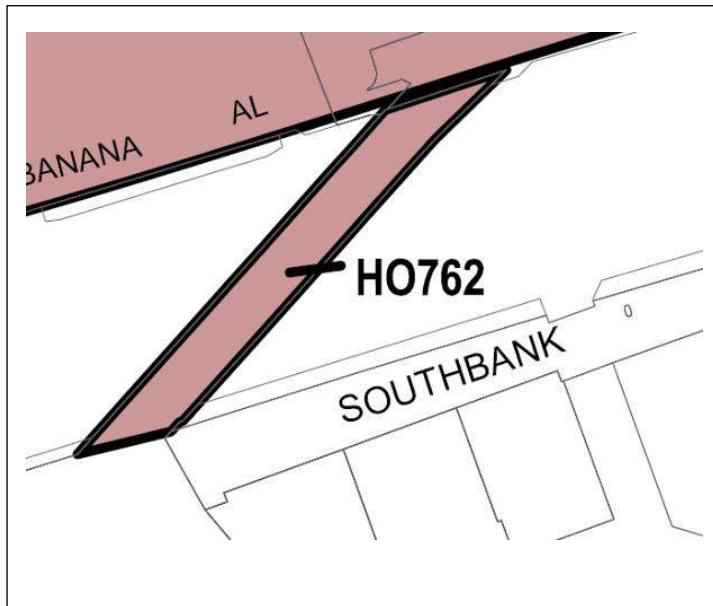
Victorian Heritage Register: H0994

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 satisfactorily 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:

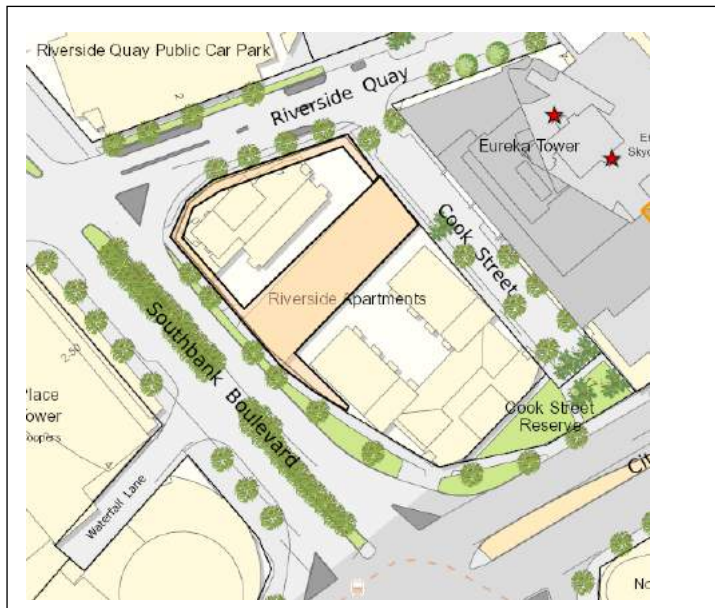
Heritage overlay: HO763, Jones Bond Store, 1 Riverside Quay, Southbank

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

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

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

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 m²

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:

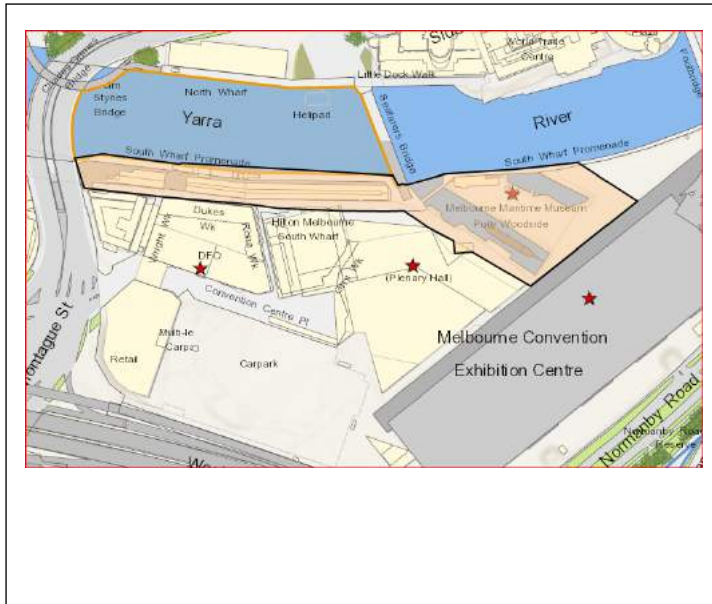
Heritage overlay: HO764, Duke & Orr's dry dock, 2A Clarendon Street, South Wharf, and Cargo Sheds, 4,5,6,7,8,9; 4-9 South Wharf Road, South Wharf

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 19th century barque rigged, iron-hulled, ocean-going trading ship, and was awarded the World Ship Trust Medal for achievement in the preservation of maritime heritage.

This property contains two businesses, one shop and one food and drink outlet.

Engineers Australia website

Pump House at the Duke & Orr Dry Dock

Thursday, 27 November 2014, Engineering Heritage Victoria and the Department of State Development, Business and Innovation conducted a ceremony to recognise the significance of the Duke & Orr Dry Dock Pump House with an Engineering Heritage Marker. The ceremony was conducted as a part of Convention 2014 and the Pump House is physically located alongside the Melbourne Convention and Exhibition Centre (MCEC) In the second half of the 19th century the Port of Melbourne was growing fast and becoming increasingly significant to the import and export of goods. The Victorian Gold Rushes had fuelled great prosperity and trade boomed.

Part of the port infrastructure required was dry docks to repair and service visiting ships. From 1868 several dry docks were built at South Wharf. The latest and largest of these operated until 1975; privately owned and operated, providing services ranging from hull cleaning, painting, repair to propellers and rudders and sometimes repair of severe damage from groundings and collisions. The operation of dry docks required machinery to pump the water out of the dock after a vessel has been floated into it. In the 19th century this was invariably carried out with steam pumping plant. Only the Duke & Orr Dry Dock remains, now housing the barque 'Polly Woodside'. This dock was rebuilt to take large ships in 1904 and at that time a new Pump House with a very large steam-pumping engine was built. This Pump House remains remarkably intact as a relic of the age of steam.

The steam engine at the heart of this Pump House was built by Robison Bros & Co Ltd only a few hundred metres from where it was installed. Some describe this as two engines and the two halves of the engine could be uncoupled and operated independently in the event of a breakdown in one half of the engine. There is no record of this ever happening and the engine remains in good condition more than a century after it was installed and after working through three quarters of the 20th century. The engine has four cylinders in two banks of tandem compound cylinders. The high pressure cylinders are uppermost and all cylinders are controlled by piston valves. A large centrifugal pump is driven directly from the crankshaft at each end of the engine. The engine could empty the dock in an hour when the dock was much larger than it is today.

– Owen Peake Hon FIEAust CPEng, Engineering Heritage Victoria

<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 Buchanan & 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.

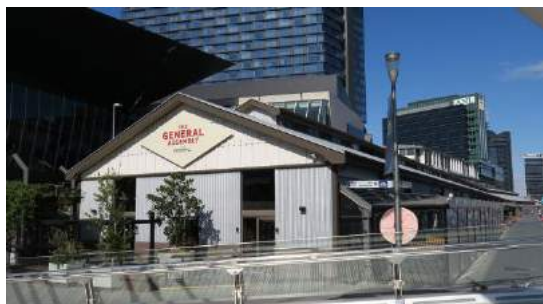
Amend heritage overlay map to exclude elements of the new Convention Centre that impinge on the site, but include the Pump House, which is now encased in glass as part of the Convention Centre.

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

Alphanumeric system (building A-E streetscape 1-3):

Existing: A, Proposed: A2

Heritage values:

Heritage status:

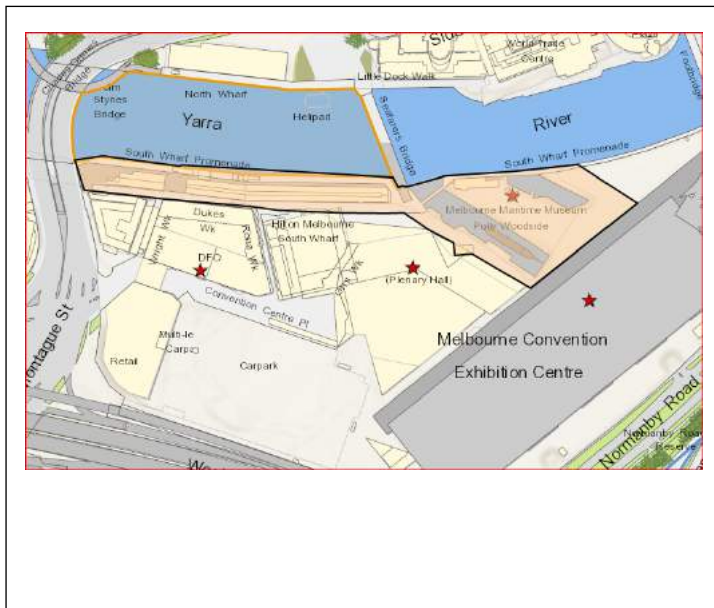
Heritage overlay: HO764, Cargo Sheds 4, 5, 6, 7, 8, 9, 4-9 South Wharf Road, South Wharf

Victorian Heritage Register: H0891

Thematic context:

5.2 Melbourne as a trading port

5.3 Developing a large, city-based economy



Boundary of heritage place

Description

Refer to Victorian Heritage Register: Cargo sheds 4, 5, 6, 7, 8, 9, 4-9 South Wharf Road, South Wharf, Melbourne City

Goods shed, formerly Berth Two, South Wharf

Typical of goods sheds, both maritime and for railways, the roof profile is bowed in section with monitor-type lighting extending along the earlier of the two sheds. Wrought-iron trusses provide the roof structure, corrugated iron, the roof cladding, whilst the balance is of timber columns, set to piles under and clad with vertical softwood boarding. An unusual aspect is the boxed-eaves and circle-segment section timber fascias.

Goods sheds at berths 4, 5, 6 & 7, South Wharf

Their form was typical of this century with a gentle gable-profile and monitor roof lighting over, but otherwise, with their timber cladding carried on the tradition of wharf buildings.

History

Derived from SBCS V1, 1982.

The Melbourne Harbour Trust was established in 1877 to operate and improve shipping facilities in Melbourne's ports and harbours. The Harbour Trust was reorganised in 1978 to form the Port of Melbourne Authority.

The Trust arose from agitation for the establishment of a trust on the lines of those on the Thames in London, the Mersey at Liverpool and especially that on the Clyde (which was run by Glasgow's leading merchants) in the 1860s and 1870s.

No. 1 berth goods shed (formerly No. 8 berth shed) was constructed on South Wharf for the Melbourne Harbour Trust by builders A. Ringholm & Co. in 1891 (320 feet x 35 feet). It was extended in June of that year by 80 feet to the west. This extension was probably to the design of architect Arthur Cutler and was then named No. 9 berth shed, but was later known as No. 2 shed. Shed 2 has since been removed to the 'Polly Woodside' dry dock site and Shed 1 demolished.

Shed 2 was among the last of its type both at the Yarra and at any port in Victoria. In 1982, the preservation of the shed, in situ, was thought vital to any sense of maritime history in the State.

The bowed roof design is identical to that used on piers, documented as early as 1863 at Port Albert, and perpetuated in a continuous curving line along the Yarra River as far as Queen's Bridge (1890) where shipping trafficked until the construction of Spencer Street Bridge in 1930.

The Coode Canal of 1879-1886 refocussed the Melbourne docks, and the creation of Victoria Dock in 1887-1891 in West Melbourne (now Victoria Harbour) took emphasis away from the Yarra River.

Sheds at berths 4, 5, 6 & 7 South Wharf, were constructed as a result of the complete removal of goods storage on the river above the Spencer Street bridge which blocked up-river navigation. The Harbour Trust lost 3,552 feet of wharfage as a result and contracts were let during 1929 to build the shed at No. 4 (100 feet x 30 feet) for £2,274, and sheds at berths 5, 6 & 7 berths (740 feet x 50 feet) for £35,646. These were used for interstate trade, being close to the new interstate swinging basin downstream. No. 4 berth was isolated between the two dry docks, whilst numbers 5, 6 & 7 extended towards the swinging basin, with a slight angle to the axis of the shed to follow the river.

These sheds were considered in 1982 to be of historical interest as an appropriate riverside building, which illustrates an approach to wharf buildings similar to that used last century and, with the shed at No. 1 berth, are the last on the river near Melbourne. The basalt-pitched approaches to the sheds are an essential part of their function; the pitching of roadways receiving heavy wagon use being still the practice in the 1930s.

See MHT, 'Twenty Years of Progress, 1913-1931', p.15.

Comparative analysis

Refer to Victorian Heritage Register:

Cargo Sheds 4, 5, 6, 7, 8, 9

4-9 South Wharf Road, South Wharf, Melbourne City

Statement of Significance

Victorian Heritage Register

CARGO SHEDS 4, 5, 6, 7, 8, 9, 4-9 SOUTH WHARF ROAD SOUTH WHARF, MELBOURNE CITY

Last updated on – October 18, 1999

1. The Cargo Sheds No. 4 and Nos. 5-9 South Wharf represent the last (in situ) remaining link with the cargo and berthing facilities of the 19th century river port of Melbourne, originally extending to Queens Bridge, and is now the most eastern part of the Port of Melbourne.
2. The Sheds and their associated 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 20th century, including roller shutter doors at regular intervals rather than sliding doors, flexible open-floor plans enabling berths to be allocated as required, and ridge lantern lighting for security and lighting.
6. The access roads to sheds Nos. 5-9 (South Wharf Road) display evidence of bluestone cobbles, and contains some of the earliest macadamised roadway within the Port of Melbourne.
7. The sheds and wharves are also closely associated with the heart of Melbourne's shipbuilding and marine engineering industry, carried out on the south bank of the river from the 1850s. As the focal point for Melbourne's commercial shipping trade, the Yarra River in the vicinity of Spencer Street Bridge was an important location for the repair, maintenance and construction of cargo vessels. It is significant that this area survives in close proximity to the commercial centre of the City of Melbourne. The historical importance of the sheds and wharves is therefore enhanced by their location within an area that still retains its 19th century maritime character.

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

See more at: <http://vhd.heritagecouncil.vic.gov.au/places/2339#sthash.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 20th century the Harbour Trust oversaw the development of the Port of Melbourne. The Trust's membership was reduced to five in 1913, with representatives from the chambers of Agriculture and Commerce – exporters and ship owners – dispensing with those from municipal government. By 1927 the Trust employed more than 1,000 men and ran the eighth largest deep-water port in the British Empire. After 1945 new facilities were developed downstream, including Appleton (1956), Webb (1960) and Swanson (1969) docks. In 1978, the Trust was reconstituted as the Port of Melbourne Authority. Subsequent restructuring in 1997 saw the Melbourne Port Corporation take over property and assets, while the Victorian Channels Authority berthing responsibilities and Melbourne Port Services privatised and put out to tender.

David Dunstan, 'Victoria Harbour Docklands Conservation Management Plan'
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 50 feet) for £ 5,646.

Used for the interstate trade, being close to the new interstate swinging basin downstream.

No. 4 berth was isolated between the two dry docks, whilst Nos. 5, 6 & 7 extended towards the swinging basin.

SBCS V1

26. Goods Sheds at

(a) No. 1 Berth

(b) Nos. 4, 5, 6 & 7 berths, South Wharf, Yarra

No. 1 shed (formerly No. 8 shed) was constructed on South Wharf for the Melbourne Harbour Trust by builders, A-Ringholm & Co. in 1891 (320 feet x 35 feet). It was extended in June of that year by 80 feet to the west. The latter work was probably to the design of architect Arthur Cutler (1) and was named No. 9 shed (demolished).

Typical of goods sheds, both maritime and for the railways, the roof profile is bowed in section with monitor type lighting extending along the earlier of the two sheds. Wrought-iron trusses provide the roof structure, corrugated iron, the roof cladding, whilst the balance is of timber columns, set to piles under and clad with vertical softwood boarding. An unusual aspect is the boxed-eaves and circle-segment section timber fascias. The design is identical to that used on piers, documented as early as 1863 at Port Albert and perpetuated in a continuous curving line along the Yarra River as far as Queens Bridge (1890) (2) where shipping trafficked until the construction of Spencer Street Bridge in 1930. This is the last of these both at the Yarra and at any port in Victoria. The preservation of this shed, 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:

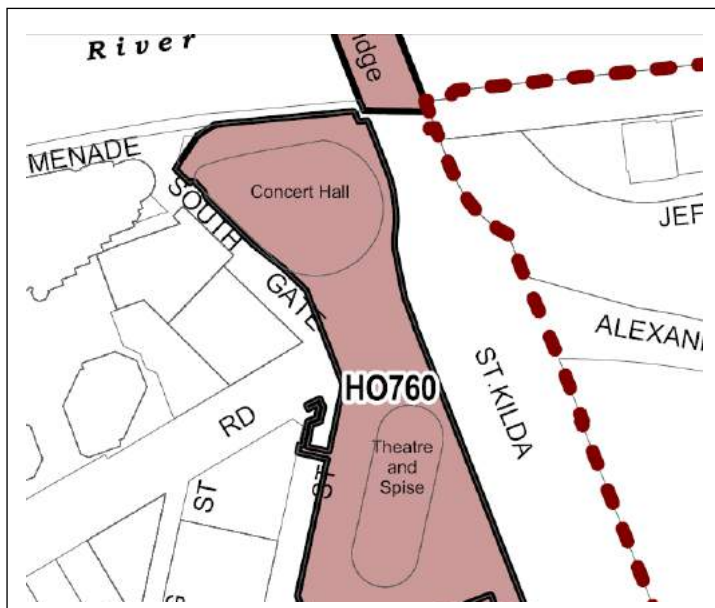
Heritage overlay: HO760, Victorian Arts Centre, 2-128 St Kilda Road, and 1-9 Sturt Street & 93-115 Southbank Road, Southbank

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 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 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:

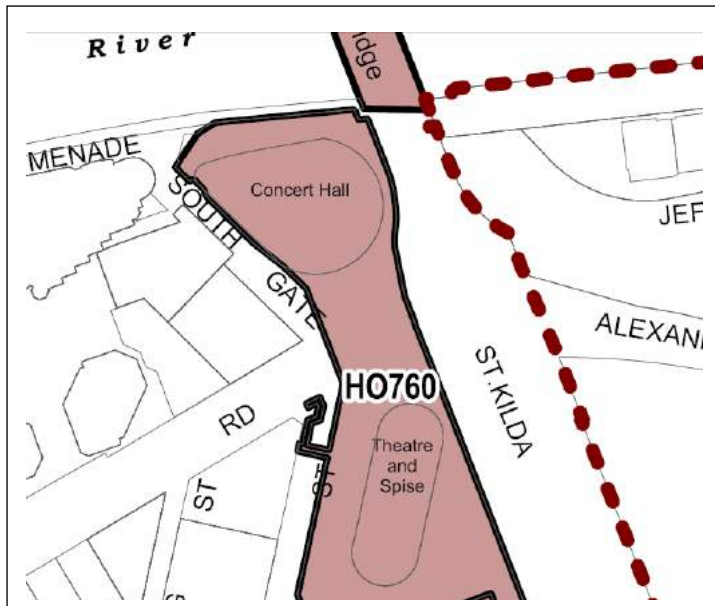
Heritage overlay: HO760, Victorian Arts Centre, 2-128 St Kilda Road, 1-9 Sturt Street & 93-115 Southbank Road, Southbank

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

Description

Refer Victorian Heritage Register H1500, 2017.

Victorian Arts Centre, 2-128 St Kilda Road & 1-9 Sturt Street & 93-115 Southbank Road, Southbank

The draft statement of significance and the above history were produced as part of an Online Data Upgrade Project 2005. Sources were as follows: Allom Lovell & Associates, Victorian Arts Centre Conservation Management Plan, Melbourne 1995 V. Fairfax, A Place Across the River, They Aspired to Create the Victorian Arts Centre, Melbourne 2002.

History

Victorian Heritage Register H1500, 2017

After the National Gallery of Victoria opened in 1968 as the first stage of the Victorian Arts Centre, attention turned to the completion of the remainder of the complex. This included a concert hall, theatres and spire, which had all been conceived by Roy Grounds in his original master plan in 1960 as one building under a spire, and linked to the gallery via a covered porch. He died before seeing the final completion of this project that he began in 1959.

The site selected for this complex, just south of the Yarra, was first proposed in 1943, proclaimed in 1957, and construction of the gallery component finally commenced in 1962. A competition was not held for the design of the Arts Centre and in 1959, Grounds, Romberg and Boyd were appointed architects. In awarding this commission, emphasis was placed on Grounds' 30 years of experience and he subsequently became responsible for the job. He then devoted much of his time, from the 1960s to the 1980s, to this building complex. The rectangular gallery building was constructed to the south of the selected site in St Kilda Road, a triangular art school constructed to the west in 1970, and the area to the north, known as the North End, was allocated to the theatre and concert facilities, located under a circular spire.

Nine years after producing the master plan, and with the gallery complete, Grounds turned his attention to the design of the theatre and concert facilities. Initial plans had been for a new gallery building and a multi-purpose auditorium, however plans for the auditoria components grew, and the State government was persuaded to annex land all the way to the Yarra River. The design for the

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.

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 was a consistent force in the completion of the complex. It became the Victorian Arts Centre Trust in 1980, with actor and film director George Fairfax as its first General Manager, a position he held until 1989. Originally appointed as a technical officer and then Chief Executive Officer in 1972, Fairfax played an influential role in the development of the Arts Centre.

Work began on the theatre site in 1973, with excavation work not completed until 1977-1978, two years later than expected. Work on the more stable Concert Hall site began in 1976. As work began on the substructures, fully-developed sketch plans of the buildings and their interiors were completed. Academy Award-winning expatriate set designer, John Truscott, was employed to decorate the interiors and his theatrical connections added another dimension to the project. His work on the interiors was constrained only by a requirement to leave elements already constructed, such as Ground's 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 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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accommodate 2,000 patrons and concerns over the implications of structural works associated with underground proposals, particularly after the collapse of the West Gate Bridge in 1970, forced Grounds to look at alternatives. The Theatres Building was modified and extended above St Kilda Road level as an undistinguished bush-hammered concrete building, and the spire, lifted to house the fly tower, became an enormous latticed space frame. The Concert Hall, also originally intended to be underground, became a massive, sandstone-coloured, precast, panelled cylinder. As a result, Ground's initial concept for the complex was greatly compromised. Responsibility for the project lay with the Building Committee, established in 1956, and comprised a number of representative members from the community, local councils, regional Victoria, the Victorian Government and the National Gallery of Victoria. These included Kenneth Myer, who was chairman from 1965 to 1989, Professor Joseph Burke and later Professor Margaret Manion from the Fine Arts Department at Melbourne University, Councillor Michael Winneke and Sir Ian Potter. For 25 years this committee were a consistent force in the completion of the complex. It became the Victorian Arts Centre Trust in 1980, with actor and film director, George Fairfax, as its first General Manager, a position he held until 1989. Originally appointed as a technical officer and then Chief Executive Officer in 1972, Fairfax played an influential role in the development of the Arts Centre. Work began on the theatre site in 1973, with excavation work not completed until 1977-1978, two years later than expected. Work on the more stable concert hall site began in 1976. As work began on the substructures, fully-developed sketch plans of the buildings and their interiors were completed. Academy Award-winning expatriate set designer, John Truscott, was employed to decorate the interiors and his theatrical connections added another dimension to the project. His work on the interiors was constrained only by a requirement to leave elements already constructed, such as Ground's 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 RIAA 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:

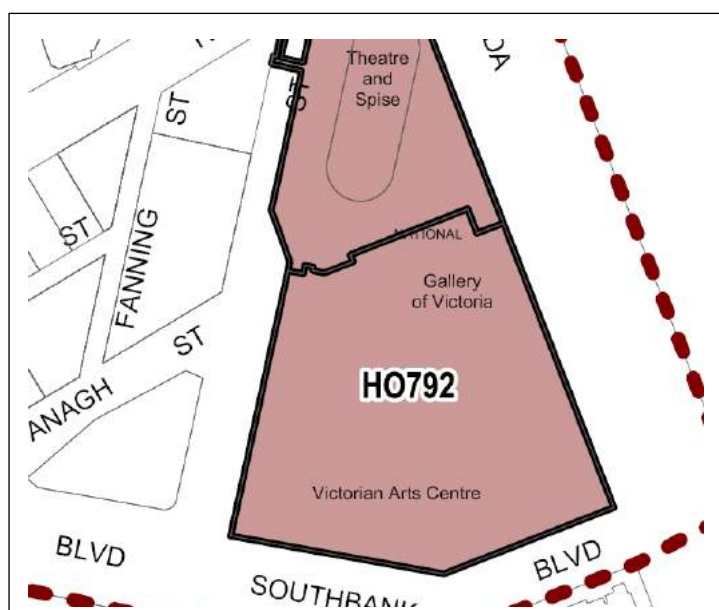
Heritage overlay: HO792, National Gallery of Victoria, 130-200 St. Kilda Road & 93-115 Southbank Road, Southbank

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

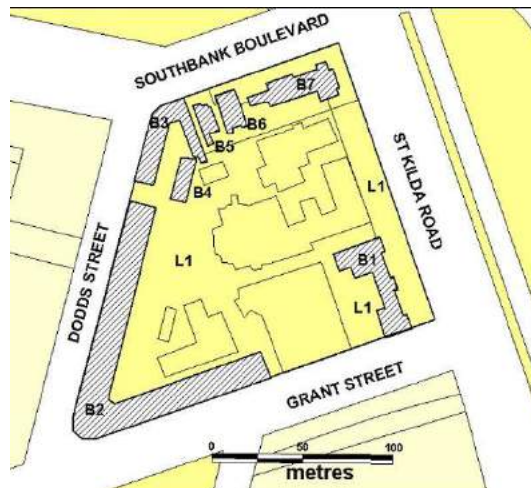
Add to Heritage Places Inventory 2017.

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:

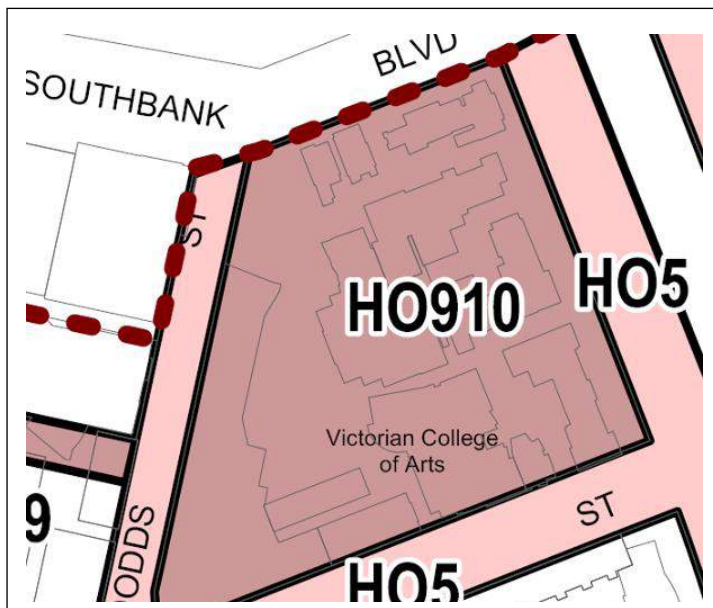
Heritage overlay: HO910, Former Victoria Police Depot, 234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank

Victorian Heritage Register: H1541

Thematic context:

3.2 Expressing an architectural style

4.7 Policing the city



Boundary of heritage place

Description

South Melbourne Conservation Study 1997 – Bryce Raworth

This elegant three-storey structure draws inspiration from Classical Revival sources. It is constructed of cement rendered brickwork with a terracotta tiled roof. The ground floor features a portico of Corinthian columns and rusticated wall surfaces, while the upper floors are adorned by only simple, round-headed windows at the first floor and segmental windows above. It is a three-storeyed, rendered building in a pavilioned form. There are classical references to the decoration across the facade, including the banded rustication to the ground floor, the Tuscan columns to the portico and the Greek revival references such as the wrought iron railings to the balconettes and the Adamesque fanlight above the front door. The building remains in a substantially intact state, including the multi-paned double-hung sash windows and the bevelled glazing to the lobby doors. The form and references of the building are similar to those of the Victoria Barracks buildings that face onto St Kilda Road.

Refer to Victorian Heritage Register Statement of Significance.

History

Refer to Victorian Heritage Register Statement of Significance.

Comparative analysis

Refer to Victorian Heritage Register 2017 H1541.

Statement of Significance

Victorian Heritage Register 2017 H1541.

Last updated on 5 October 1999.

What is significant?

The Former Victoria Police Depot, including the stables, the riding school, and drill hall (1912-1913), police hospital and dispensers residence (1914), police stores and workshop, (1916-1920), Police Barracks (1925) and Rough Riders residence (1929), was constructed between 1912 and 1929 as the

headquarters for police training and mounted police operations in Victoria. The building resulted from the federal government's decision to establish the Victoria Barracks as the headquarters for the newly-formed Commonwealth Department of Defence in 1906. As the Victoria Police had occupied a significant proportion of the Barracks since 1881, provisions were made by the Government to relocate the Police to the nearby St Kilda Road site. The St Kilda Road site of the former Barracks has important associations with the history of Melbourne as the location of Canvas Town in 1852-1854 and the Immigrants Home from 1856-1914. The Victorian College of the Arts began occupying the police buildings on the site from 1973. They subsequently erected substantial buildings and now occupy all of the site except for the Police Stables, which remain in their original use by the police as the operational headquarters for the Mounted Police in Victoria. The whole of the land is significant as the curtilage of the island site of the Victoria Police Depot, notwithstanding the buildings that have been erected or modified by the Victoria College of the Arts.

How is it significant?

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

Why is it significant?

The Former Victoria Police Depot is historically significant as a police training establishment of the early-20th century, and also a police hospital. The former Police Depot demonstrates the association of the site with the Victoria Police and, in particular, the Mounted Police Branch since 1912. The St Kilda Road site of the former Depot has important associations with the history of Melbourne as the location of Canvas Town in 1852-1854, and the Immigrants Home from 1856-1914. (Criterion A)

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

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

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

The former police hospital is historically and architecturally significant as the first purpose-built police hospital to be constructed in Victoria, and one of the few police buildings to still remain in metropolitan Melbourne. Its design was based on the pavilion principle, which expressed the late-19th and early-20th century attitudes to hospital design. The design was intended to provide ample sunlight and ventilation for the convalescing patients, and included a two-levelled veranda on the north and south elevations. The hospital building included a dispensary, reflecting the function carried out by the dispenser in medical practice at that time. The hospital also included a single-storey operating theatre attached to the western end of the building. The associated former dispenser's residence remains virtually intact. It is significant in medical history as it demonstrates the role of the dispenser in the early-20th century medicine in providing 24-hour medical assistance to the police hospital. The Rough Riders' residence is historically significant in the history of mounted police in Victoria, as it is contemporaneous with the continual training of police horses on this site in the period after the introduction of motor transport to police work. In the 20th century the emphasis was changed from general transport use in city and rural areas. Horses had to be trained for ceremonial work and the control of hostile crowds, a use that continues to be necessary today. The police stores and workshop buildings as remaining elements of the entire complex help link the buildings and contribute to an understanding of the historical use and appearance of the site.

The former Police Barracks is architecturally significant as a notable example of the Georgian Revival style that developed in Australia during the early-20th century. The building is a rare example of the combination of this building type with the Georgian Revival style, as it was an aesthetic usually reserved for private residences or commercial buildings such as banks and offices. The design of the former Police Barracks is a major example of the work of the architect E. Evan Smith. As Chief Architect of the Public Works Department from 1922-1929, Smith was responsible for many buildings, none of which were as controversial or publicly discussed as this. Smith's signature style of Georgian Revival also forms an important part of Australia's architectural history, as it was the first time that an earlier style 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:

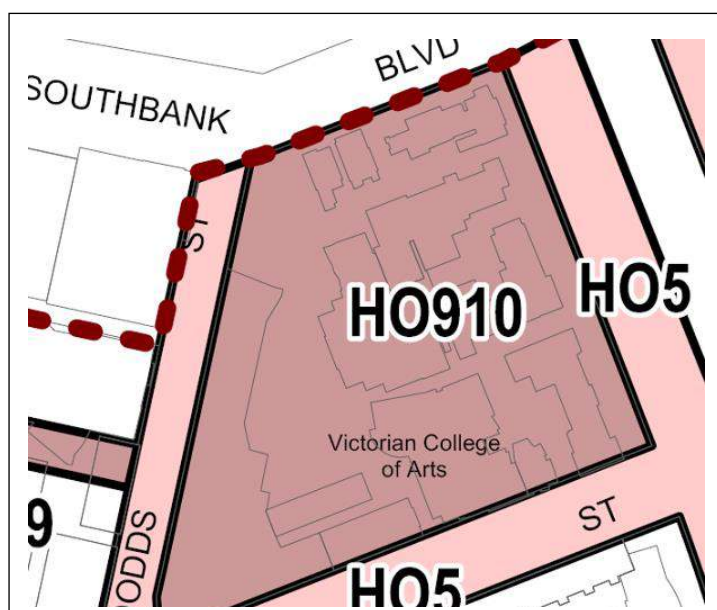
Heritage overlay: HO910, Former Victoria Police Depot, 234 St Kilda Road, 1-39 Dodds Street & 148-170 Southbank Boulevard, Southbank

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-20th century and a police hospital. The Former Police Depot demonstrates the association of the site with the Victoria Police and in particular the Mounted Police Branch since 1912. The St Kilda Road site of the former Depot has important associations with the history of Melbourne as the location of Canvas Town in 1852-1854 and the Immigrants Home from 1856-1914. (Criterion A)

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

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

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

The former police hospital is historically and architecturally significant as the first purpose-built police hospital to be constructed in Victoria and one of the few police buildings to still remain in metropolitan Melbourne. Its design was based on the pavilion principle, which expressed the late-19th and early-20th century attitudes to hospital design. The design was intended to provide ample sunlight and ventilation for the convalescing patients, and included a two-levelled veranda on the north and south elevations. The hospital building included a dispensary, reflecting the function carried out by the dispenser in medical practice at that time. The hospital also included a single-storey operating theatre attached to the western end of the building. The associated former dispenser's residence remains virtually intact. It is significant in medical history as it demonstrates the role of the dispenser in the early 20th century medicine, in providing 24-hour medical assistance to the police hospital. The Rough Riders' residence is historically significant in the history of mounted police in Victoria, as it is contemporaneous with the continuing training of police horses on this site in the period after the introduction of motor transport to police work. In the 20th century the emphasis was changed from general transport use in city and rural areas. Horses had to be trained for ceremonial work and the control of hostile crowds, a use that continues to be necessary today. The police stores and workshop buildings as remaining elements of the entire complex help link the buildings and contribute to an understanding of the historical use and appearance of the site.

The former Police Barracks is architecturally significant as a notable example of the Georgian Revival style that developed in Australia during the early-20th century. The building is a rare example of the combination of this building type with the Georgian Revival style, as it was an aesthetic usually reserved for private residences or commercial buildings such as banks and offices. The design of the former Police Barracks is a major example of the work of the architect E. Evan Smith. As Chief Architect of the Public Works Department from 1922-1929, Smith was responsible for many buildings,

none of which were as controversial or publicly discussed as this. Smith's signature style of Georgian Revival also forms an important part of Australia's architectural history as it was the first time that an earlier style practised in this country was revived.

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

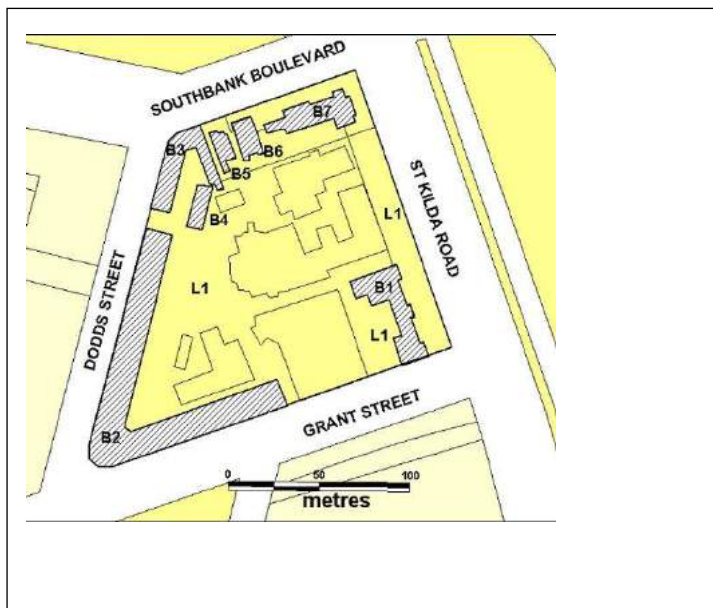
Heritage status:

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

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-20th century and a police hospital. The Former Police Depot demonstrates the association of the site with the Victoria Police and in particular the mounted police branch since 1912. The St Kilda Road site of the former Depot has important associations with the history of Melbourne as the location of Canvas Town in 1852-1854 and the Immigrants Home from 1856-1914. (Criterion A)

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

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

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

The former police hospital is historically and architecturally significant as the first purpose-built police hospital to be constructed in Victoria and one of the few police buildings to still remain in metropolitan Melbourne. Its design was based on the pavilion principle, which expressed the late-19th and early-20th century attitudes to hospital design. The design was intended to provide ample sunlight and ventilation for the convalescing patients, and included a two-levelled veranda on the north and south elevations. The hospital building included a dispensary, reflecting the function carried out by the dispenser in medical practice at that time. The hospital also included a single-storey operating theatre attached to the western end of the building. The associated former dispenser's residence remains virtually intact. It is significant in medical history as it demonstrates the role of the dispenser in the early-20th century medicine, in providing 24-hour medical assistance to the police hospital. The Rough Riders' residence is historically significant in the history of mounted police in Victoria, as it is contemporaneous with the continuing training of police horses on this site in the period after the introduction of motor transport to police work. In the 20th century the emphasis was changed from general transport use in city and rural areas. Horses had to be trained for ceremonial work and the control of hostile crowds, a use that continues to be necessary today. The police stores and workshop buildings as remaining elements of the entire complex help link the buildings and contribute to an understanding of the historical use and appearance of the site.

The former Police Barracks is architecturally significant as a notable example of the Georgian Revival style that developed in Australia during the early-20th century. The building is a rare example of the combination of this building type with the Georgian Revival style, as it was an aesthetic usually reserved for private residences or commercial buildings such as banks and offices. The design of the former Police Barracks is a major example of the work of the architect E. Evan Smith. As Chief Architect of the Public Works Department from 1922-1929, Smith was responsible for many buildings, none of which were as controversial or publicly discussed as this. Smith's signature style of Georgian Revival also forms an important part of Australia's architectural history, as it was the first time that an earlier style practised in this country was revived.

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 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.

The building is also associated historically and visually with the nearby Queens Bridge Street Castlemaine brewery complex.

Beside this Victorian-era malthouse is the modernist Barrett Bros & Burston & Co Pty Ltd cream, brick office building, designed by architects Yuncken & Freeman by 1969, as photographed by Wolfgang Sievers in that year.

History

One of these Victorian breweries was Fitzgerald's Brewery Bond Store, located on Castlemaine-Maldon Road in Castlemaine, which was established in by Nicholas Fitzgerald and his brother Edward, the sons of an Irish brewer, soon after they arrived in the colony in 1857. The business expanded, and by 1872 it had locations in Melbourne, New South Wales and Queensland. In 1871, under the name 'Castlemaine Brewery Company', they commenced operations on the west side of Queens Bridge Street (then called Moray Street North) with J. B. Perrins as managing director, erecting a separate malthouse three years later (Butler 1982 p.46). The newspaper, *The Argus*, recorded that, 'Tenders are invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray Street, South Melbourne,' presumably referring to the premises on the west side of the street (24 December 1874, p.2). This is notable as many other breweries in Melbourne saw a decline at this time, with the number of breweries in Melbourne reducing from 26 to only 13 in just under 20 years between 1871 to 1890. The brewery was described in 1890 as one of the most extensive, most prosperous breweries existing in Australia (Garryowen).

In 1892, a new, larger malthouse was erected for the Castlemaine Brewing Co, on Sturt Street, South Melbourne. This was designed by Richard Buckley Whitaker.

The Castlemaine Brewery Company merged with the Carlton United group in 1907 and much of the original Queens Bridge Street complex was demolished. The second brew tower on the east side of Queens Bridge Street (1888) was converted to other uses, and the Sturt Street malthouse taken over by Barrett Bros. & Burston.

The malthouse was little-used in the later 20th century until 1986 when Carlton and United Breweries donated the building to the then independent Playbox Theatre Company to become their new home, which had previously been located in 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 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 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, 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 20th century in favour of more mechanised production. Many malt houses have been converted to other uses, such as Snape Maltings which is now a concert hall...During the 19th century many small breweries disappeared. Improved techniques allowed larger breweries and specialist maltsters to build their own maltings and operate year round. These were often housed in multi-storey buildings. It was also more efficient to transport malt than barley to the brewery, so many large breweries set up their own maltings near railways in the barley growing districts of eastern England.

Towards the end of the 19th century, pneumatic malting was introduced, in which the barley is aerated and the temperature carefully controlled, accelerating the germination. Large malting floors were no longer necessary, but power consumption was high, so floor malting held on well into the 20th century. Only a handful of traditional malting floors are still in use.

https://en.wikipedia.org/wiki/Malt_house

Recommendations

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

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

Apply internal alteration controls to original timber lining and fittings, and cast iron post and wrought iron beams internal structures.

Amend mapping for HO390 so that it covers the significant buildings. (The existing heritage overlay map shows the overlay on the block to the north in error.)

Appendix 3 Citations for proposed new heritage places

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Victoria Barracks, 256-310 St Kilda Road, Southbank	374
PMG Postal Workshops, Garage & Stores complex, part 45-99 Sturt Street, Southbank	383
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Electricity substations group, Southbank	400
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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

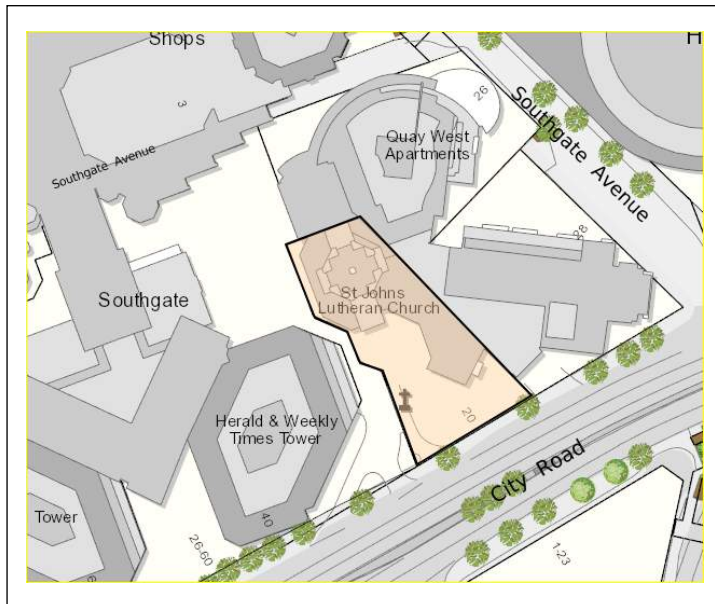
Heritage status:

Heritage Overlay: Proposed

Thematic context:

10.2 Belonging to a religious denomination

15.1 Remembering the past

*Boundary of heritage place*

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 Smege 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 150th Anniversary of the Foundation of St John's congregation. The original St John's church was built in 1927 and located off City Road not far from the present church. The foundation stone was laid on 18 November 1928 and the building was dedicated on 2 December 1928. The site was chosen because of its central location and access to public transport. In 1989 the church building was demolished to make way for the Southgate development. The beautiful, modern church building was designed by David Cole, an architect from Buchan, Laird & Bawden, and was dedicated on 22 March 1992. The design of the church links architecturally with the Southgate complex.

St John's is first and foremost a place of worship. However, St John's was also designed to serve a range of purposes, and it is an ideal venue for concerts and a centre for meetings and functions. The Lutheran church is one of the major Christian churches, and the largest Protestant church. There are more than 60 million Lutherans in the world, traditionally mainly within northern Europe and the USA. Currently, the fastest-growing Lutheran population is in Africa, with more than 14 million members. Ethiopia, Tanzania, Malawi and Cameroon have substantial Lutheran memberships. In Australia and New Zealand, 250,000 people call themselves Lutheran.

The Lutheran church is the oldest Protestant church. It dates back to the Reformation in the 16th century, when Martin Luther challenged some of the teachings and practices of the church of his day, nailing 95 theses on the doors of the church at Wittenberg, Germany. Lutherans celebrate the Reformation as an event that signifies a freedom that is founded in Christ alone.

The Lutheran church was established in Australia and New Zealand 180 years ago. In the 1830s, small groups of the Lutherans emigrated to Australia in search of religious freedom, settling mainly in rural areas in various parts of the country. Today, the Lutheran church comprises people from rural and urban areas and many different cultural backgrounds.

Organ Historical Trust of Australia website

<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

Description

The main facade to City Road is in a streamlined moderne styling with a parapeted two-storey form, built to the street alignment with a pitched roof behind. The ground floor is finished with terracotta faience tiles, with faceted door reveals to the main pedestrian entry on the east. The former vehicle entry to the east has been closed to match the show windows, with cemented streamlining at parapet and window shade levels, and a red brick sill below the windows, which are steel-framed multi-pane glazing to the upper level, and large show windows with upper panes at ground. The stair window has vertical cement ribbing, with four short projecting brick string courses above the upper-level window hood. Oyster light fittings are at either side of the door and transom lights to the show windows.

Internally, the building has been refitted, within presumed original timber truss roof framing and a reinforced concrete upper floor.

The rear elevation has a low brick dwarf wall below similar multi-pane steel-framed glazing, reinforced concrete pillars and beams. The former central vehicle entrance has been fitted with modern sliding glass doors, while the western vehicle entrance has been narrowed with a part-brick panel and modern steel roller door.

These retail premises represent a good example of the moderne style in the South Melbourne or Southbank context. The ground floor faience and the horizontally-banded brickwork above are

typical of the period. The ground-floor fenestration has been modified, but the building retains the original window treatment above.

History

H. Hughes purchased lots 50-53, Section 86, Parish of Melbourne South at auction in 1879 (Parish of Melbourne South). Prior to this, the block appears to have been alienated Crown Land.

By the 1880s Nos. 35, 37 and 39 City Road were listed as private houses (Sands & McDougall directories). The property is shown on the 1895 MMBW detail plan as 'City Road Stores' with a pitched lane on the west side and vacant land on the east side to Fanning Street. The outline of a building on the plan stops short of Fawkner Street.

In the 1920s, Beith, Scheiss & Felstead, a clothing manufacturer (established in Sackville Street, Collingwood, in 1883), occupied a single-storey bulk brick store on City Road, beside timber-merchant J. Wright's timber stacks (Mahlstedt Plan). The structure which they occupied in City Road is shown in the 1920s Mahlstedt Plan and appears to predate the current building on site, as it is only single-storey, and has a slightly different form with the rear wall stopping short of Fawkner Street and having a short iron extension.

Beith Scheiss & Co had previously operated from a five-storey factory in Russell Street, Melbourne, in 1895 and was liquidated in 1933, presumably selling the premises in City Road at this time. In 1934-1935, W. & J. Wright is listed in rate books as owner of the site occupied by Henry Reid, motor body builders, with Draffin Bros. Pty Ltd, merchants, located adjacent. G. P. Motors is first listed in 1938-1939 when the net annual value rises from £360 to £904, so it would seem likely that the current building was completed at this time.

G. P. Motors was established in the 1920s in South Melbourne, originally selling galvanized products. A branch of the business was established in Bairnsdale in the 1930s, where it became a car dealership and automotive repairer. The Bairnsdale firm was owned by the Anketell family until 2000, and in 2008, was acquired by long-term employees (<http://www.gp-motors.com.au/about-us.html>). The Bairnsdale building was designed by John W. Wright (1892-1962) and built by Owen & Hams in the moderne style in 1939, indicating a possible architect for the City Road Building (Spirit of Progress 2008).

G. P. Motors is noted in the directories at the City Road location in 1935 as '35-39 G. P. Mtr, workshop' (Sands & McDougall Directory of Victoria 1935). Newspaper advertisements referring to second-hand cars being sold by G. P. Motors appear regularly from 1937 (*The Argus* 24 March 1937). An auction of their previous workshop at 57-71 City Road was held in August 1940, the auction notice indicating that the sale was 'owing to the removal of their motor repair workshop to new and larger premises at 35 City Road' (*The Argus* 31 Aug 1940, p.12). In 1942 the business is listed as '35-39 G. P. Motors Pty Ltd, motor car agents' (Sands & McDougal Directory).

G. P. Motors was established around 1935 and was one of a number of automotive industry companies on the Southbank area concentrated on and near City Road. The building was described in the 1930s Mahlstedt Plan as 'G. P. Motors Garage & Workshop', a two-storey structure with steel columns and beams, concrete floors, galvanised iron roof and wood trusses. (Note that the dates of the Mahlstedt Plans are approximate dates of completion, and they were subsequently pasted over with updates and amendments, so specific data cannot be dated precisely.)

The company sold new and second-hand cars and undertook service and repairs. In the 1940s they installed several kerbside petrol pumps.

The 1950s Mahlstedt Plan has a new label attached indicating the premises were occupied by Dunlop Australia Ltd, but G. P. Motors were still advertising cars for sale from the address in 1955 (*The Argus* 4 March 1955), so it might be presumed that Dunlop moved into the place some time after that.

In 1989, the Melbourne Spoleto Writers Festival had its office in the building, and it was most recently occupied by Opera Australia for several years, having been extensively refurbished (*INCITE* 7 August 1989, p.17).

The City of Melbourne CoMMap identifies the site as '2 storey brick building with gnd floor offices. Built 1938. Refurbished 1998'.

Comparative analysis

G. P. Motors is one of the last surviving buildings of its type, and an excellent representative example of the moderne-style automobile garages and showrooms that were once more common in the Southbank area. Key examples were Brooklands in Sturt Street, 1939-1941, and Melford Motors Service Centre at 112-118 Sturt Street, designed by Eric C. Beedham (both demolished). In the immediate area, Melbourne Towing Service at 167 City Road provides a strong comparison both historically and aesthetically as a moderne-style two-storey motor garage. The Mac Robertson Girls High School provides a more substantial comparison, with its similar use of cream brick and horizontal and vertical elements. The demolished Victoria Car Park in Russell Street was a comparable use with similar forms, albeit in bare concrete without the more elaborate surface treatments, while the Relova Redressing Laundry in Hoddle Street incorporates a stronger, cylindrical motif above the entrance, contrasting with the more restrained treatment at G. P. Motors.

Other later examples utilising the moderne style exist at 11 Hancock Street (1940-1955) and, in a more austere and altered form, at 18-24 Moray Street. A number of significant streamlined moderne examples are in the Central Activities District, including RMIT Building No. 9, designed by the Public Works Department under Chief Architect Percy Everett; McPherson's Building designed by Stuart P. Calder, and Reid & Pearson, built 1935-1936; Alkira House, a six-storey, reinforced concrete office building, erected 1937; Yule House, designed by Oakley & Parkes and built in 1932; Mitchell House, designed by the architect Harry Norris and built 1936-1937; and Melford Motors Complex on in the CBD, on a prominent corner site bounded by Elizabeth, Queensberry and O'Connell streets, designed by Harry Norris, 1936-1937. These are good but typically much larger examples as befits their CAD location.

Statement of Significance

What is Significant?

G. P. Motors Pty Ltd is a mid-20th century motor garage built for the owners, and operated from the 1930s until the early-1950s. The building comprises a brick masonry and iron-framed structure, formerly with car ramps to the upper level, and an elaborate streamlined moderne facade.

Contributory elements include:

- a parapeted, two-storey form, built to the street alignment with pitched roof behind;
- streamlined moderne styling, promoting the modern imagery of the firm;
- cream-face brick upper-level facade cladding set against distinctive terracotta faience on the ground level;
- cemented streamlining on the facade, at parapet and storey levels;

- multi-pane glazing to the upper level;
- counter-posing of vertical and dominant horizontal elements, as seen in the stair window ribbing, set under the upper-level window hood;
- 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

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 glaciarium,' 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.

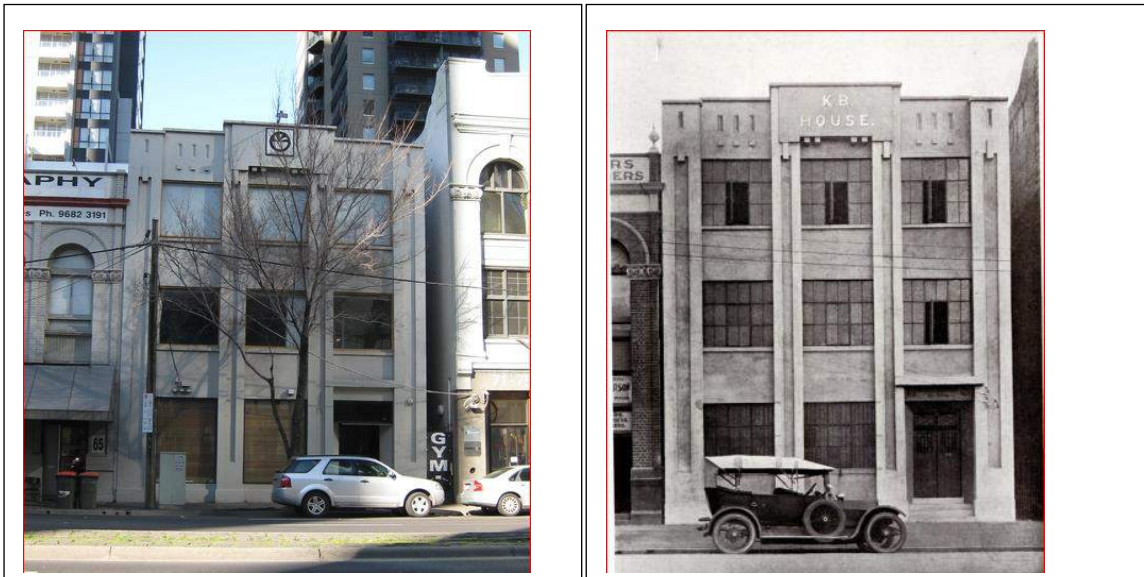
Proposed heritage overlay as Anderson's Printing & Publishing Co. Pty Ltd, 63-65 City Road, Southbank.

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

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 20th century. It was one of a number of fabric and clothing companies in the area (such as Maurice Artaud, next door) with international origins reflecting the role of European immigrants in the import and rag trades in Melbourne. (Criterion A)

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

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

The building is also of historical significance for demonstrating the style of prominent architect Gordon John Sunderland in one of his rare commercial/industrial commissions. (Criteria B & H)

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

Sources used for this assessment

The following sources and data were used for this assessment:

City of Bayside Inter-War & Post-War Heritage Study, Heritage Alliance 2008.

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

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, DII, 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

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. 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;
- brick face and cemented detailing to facade (since painted over);
- tall, arched facade fenestration; and

- Romanesque revival styling typical of Edwardian-era warehouses.

How is it significant?

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

Why is it significant?

The Maurice Artaud and Co. warehouse is historically significant as an example of the factory and warehouse buildings that were characteristic of the Southbank area in the late-19th and early-20th century. (Criterion A & B)

Artaud was an importer of fancy goods and a hat manufacturer, and one of a number of clothing businesses concentrated in Flinders Lane and the inner suburbs of Melbourne as an important part of the 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. (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

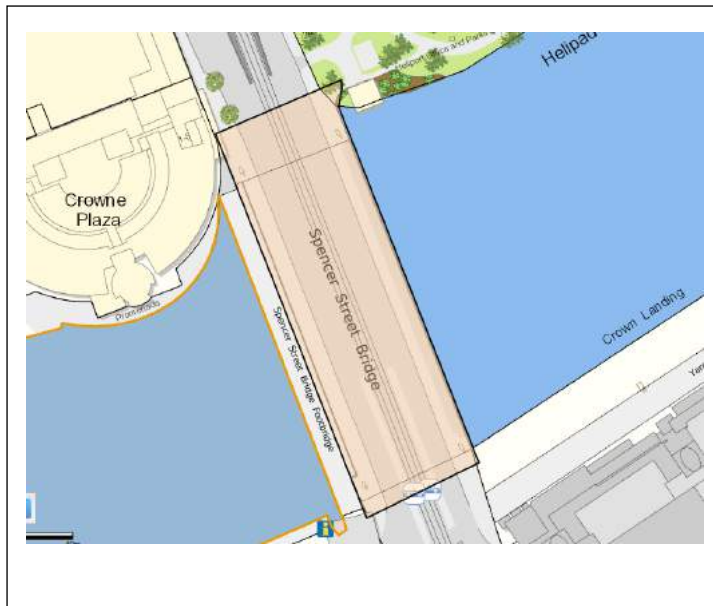
Heritage status:

Heritage Overlay Proposed

Thematic context:

6.6 Street-making, drainage and river works

6.7 Transport



Boundary of heritage place

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-Maroonah Railway (1912-1913), Bairnsdale-Orbost Railway (1914-1916, on which he is attributed with the design of the Nicholson, Mitchell & Tambo River Bridges), the South Kensington-West Footscray Goods Line (including design of the Maribyrnong River Bridge), the Albion-Broadmeadows Goods Lines (1928-1929, including the Maribyrnong/Albion Viaduct and Moonee Ponds Creek Viaduct), the Murrabit (Gonn Crossing) and Robinvale (Euston) road/rail bridges over the Murray River (1927-1929). During the early-1930s, the Railways Construction Branch under Perrin also oversaw major strengthening work on the Bridge Road & Victoria Street bridges over the Yarra, which included pioneering the use of electric arc welding.

Designs for the Spencer Street Bridge were completed in mid-1928, but construction did not commence until 1929, possibly because of the change in government in the intervening months. The first stage of construction involved the demolition and filling of the ferry dock to create space for the bridge abutments. Timber staging was constructed from each bank to provide access to the bridge piles, which were constructed as several steel cylinders jacked down through the mud and filled with concrete. A narrow channel was maintained in the centre of the river in the early stages of construction for the few ships still using the upstream berths. Steelwork was fabricated by Kelly & Lewis Pty Ltd of Springvale, and transported to the construction site by rail and then horse-drawn jinker in 110-foot sections. It was then erected with the assistance of floating cranes and movable derrick cranes on a temporary timber bridge built on the upstream side of the new structure. All nine main girders were in place by September 1929, allowing in situ casting of the concrete deck to begin over-form work.

The Spencer Street Bridge was opened on the 12 February 1930 by the Hon. J. P. Jones, Minister for Public Works. When opened, the bridge immediately changed transport and commerce patterns in the area. While the river wharves upstream were closed to shipping, the industrial areas of South and Port Melbourne gained easier access to Victoria Dock and the rail yards. By the late-1930s the change was manifest as Doyle describes:

How rapid has been the progress since the erection of the Spencer Street Bridge, particularly noticeable in the north-western area of the city (of South Melbourne), where a few years ago the Robur Tea property stood almost alone, extensive factories and bulk stores have been built from Clarendon Street westward in great numbers and of large extent.

Comparative analysis

Each of the main Yarra River bridges in Melbourne represents a peak of bridge design of its period. The Spencer Street Bridge was only the second new bridge built across the lower Yarra following a considerable lull in major bridge building lasting from 1900 until 1920. It followed closely the construction of the open-spandrel reinforced-concrete arched Church Street Bridge (completed in 1924), however, this structure replaced an earlier wrought-iron box girder bridge built in the 1850s. The Spencer Street Bridge was therefore the first new crossing over the Yarra built in over 20 years and, more importantly, was the first bridge to be built below the Falls, effectively cutting off Melbourne's original port to all ocean-going and coastal shipping.

Its proportions, profile and materials intentionally complemented the existing Princes and Queens Bridge, which lie within eyesight further upstream, down to the almost identical handrails.

The design of the Spencer Street Bridge reflects some of the innovative ideas emerging from the Victorian Railways Construction Branch during the 1920s. The use of variable-depth steel girders was a first for the Victorian Railways and although, in part an aesthetic consideration, can also be seen as an interesting response to the constraints of the site, particularly the need to maximise high-water clearance and span width for the benefit of smaller recreational and passenger river craft that would continue to use the river upstream of the bridge.

Whilst some aspects the Spencer Street Bridge parallel ideas emerging from the Country Roads Board's design office in the same period, the Spencer Street Bridge was in many ways ahead of its time, particularly in the use of variable-depth plate girders, which did not become common until the 1950s when welded variable-depth girders were introduced by the CRB for the Napier Street Bridge in Footscray and, the first such structure built in Victoria, the Woolsthorpe Caramut Road Bridge over the Merri River in 1949.

Other major CRB road bridges built around the same time as the Spencer Street Bridge, which are in other aspects comparable, include the Barwon River Bridge (1924-1926, with four cantilever and suspended 104-foot constant-depth riveted steel plate girder spans and a reinforced concrete deck, which may not have been keyed to the girders), the Tambo River Bridge at Swan Reach (1931-1932, which used arc-weld steel plate girders and a reinforced concrete deck) and Lynch's Bridge over the Maribyrnong River (1936-1938, with composite T-beams formed from 70-foot, constant-depth welded steel plate girders keyed to an integral reinforced concrete deck by shear connectors).

Statement of Significance

What is significant?

The Spencer Street Bridge, built by the Victorian Railways Construction Branch in 1929-1930, is significant as a major new crossing of the Yarra River, reflecting engineering and design standards intended to enhance the Yarra River as both an aesthetic and recreational adjunct to the City of Melbourne.

Contributory elements include:

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

How is it significant?

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

Why is it significant?

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

The Spencer Street Bridge is of historical significance as it is, in the 1920s, the first major new crossing (as opposed to replacement of older bridges on existing crossings, such as the 1924 Church Street Bridge) to be created over the lower Yarra in Melbourne after a considerable lull in such projects – the previous one was the Morell Bridge of 1899-1900. Its lagging construction demonstrates the political difficulties of the time and the growing importance of motor vehicle traffic to Melbourne's commerce. The Spencer Street Bridge was the first permanent structure over the Yarra built below the Falls and, as such, is historically important because it was the first bridge to effectively cut the city off from direct contact with its port. For five decades Spencer Street was the furthest downstream bridge on the Yarra River, and today it still forms a principal gateway to the CBD, and is one of the most significant Yarra crossings. (Criterion A)

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

The Spencer Street Bridge is also of historical significance for being a focus in the political and local infighting that hindered cooperation between the various authorities with a stake in the

crossing, preventing the bridge being built for many years. It is also noteworthy for the social change it created in Melbourne, altering travel and communication patterns between suburbs, the industrial areas and the city following its construction. (Criterion A)

The bridge is of technical significance as it is the earliest known variable-depth steel plate girder bridge in Victoria, and one of the earliest examples of composite road bridge design in which plate girders were 'keyed' to a cast in situ, reinforcing the concrete deck by shear connectors to form an integral structure with enhanced stiffness. While this was not part of structural design for increasing bearing capacity of the bridge, this design choice foretells design trends which would become a standard in the 1930s. (Criterion C)

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

The bridge is of aesthetic significance as a representative example of the nature of large civic construction of the inter-war period, with its subdued art deco design. The aesthetic design qualities of the bridge are apparent in its understated and somewhat austere parapets and pylons using the standard Melbourne building material of bluestone, as well as the combination of humped or arched overall deck profiles over the three individual arches of each variable-depth girder span. (Criterion E)

Alterations to the bridge in recent years have demonstrated a lack of appreciation of the significance of the bridge design. However, its historical and technical values are still intact and can be appreciated, despite changes that have taken place, such as the addition of a modern footbridge on the downstream side.

Sources used for this assessment

The following sources and data were used for this assessment:

Allom Lovell Sanderson, 1987, South Melbourne Urban Conservation Study.

Daley, Charles, 1940, History of South Melbourne, p.90.

Dingle, T. & Rasmussen, C. 1994, Vital Connections: Melbourne and its Board of Works. 1994, p.194.

Gould, Meredith, 1992, City of Melbourne Conservation Study: Railways, Port and Industrial Areas.

Harrigan, L., 1962, Victorian Railways to '62, Victorian Railways Public Relations and Betterment Board, Melbourne.

Lewis, Miles, 1983, South Bank: Architectural and Historical Study: An Industrial Seed Bed, vol. 2.

O'Connor, C. 1983, Register of Australian Historic Bridges Institute of Engineers, p.71.

Rasmussen, C. 1992, 'A Tale of Two Bridges: The Hawthorn Bridge Controversy 1929-30', *Victorian Historical Journal*, vol.63, no.1, June 1992.

South Melbourne's Heritage, An illustrated guide to the history and development of South Melbourne's Heritage.

VicRoads, Prospect Hills Road Office, CRB bridge construction and design section, Bridge Files.

Victoria, 1922, Report of the Board of Inquiry in regard to the erection of a bridge over the River Yarra at Spencer-Street, Govt. Printer, Melbourne, 1922. (SLV SF 624.25099451 R42R)

Victorian Parliament, Spencer Street Bridge Act, 1927.

Isaacs, D. V., Engineering experience with the Railway Construction branch of the Board of Land and Works, with special reference to the design of Spencer Street Bridge, 1924.

Chapman, Wilfred Dinsey & Hughes, Harold, and the Institution of Engineers, Australia. Spencer Street Bridge. Sydney, The Institution of Engineers Australia, 1929.

Hogan, E. J. Speech by the Hon. E. J. Hogan, MLA (Premier), delivered at State Parliament House, Victoria, on, 27 July 1927. H. J. Green, Govt. Pr, Melbourne, 1927.

Institution of Engineers, Australia. Victoria Division 1984, Melbourne Yarra Bridges, Victoria Division of the Institution of Engineers, Parkville, Victoria.

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

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 re-clad, as modern laminated alloy sheeting is in place. The other elevations are intact.

History

Allotments 1 & 2, Section 79, were purchased by D. Boud in 1879. The blocks appear to have remained unbuilt up to the end of the century. Eckersley & Sons established a soda fountain manufacturing works in Clarendon Street, South Melbourne, by 1913, selling electrically-operated and -refrigerated equipment to the catering and hospitality trade (*The Age*, 15 October 1913). They had previously operated from 623 Bourke Street producing Mentoline and other health concoctions as well as equipment for the manufacture of aerated water.

Eckersley & Sons branded bottles are known from the early-20th century, generally packaging cordial. The company expanded from cordial and aerated water manufacture to manufacture of retail refrigeration and dispensing equipment. Advertising as 'SODA FOUNTAINS – Eckersley's for Electric Automatic Refrigerated Fountains', they stressed that they were the 'actual makers', and trademarked their claim that their soda was 'made from pure carbonic acid'. They also had the trademark brand 'Clown'. In the 1920s the firm was making complex fittings incorporating counters, soda dispensers, refrigerators, ice cream servers, sinks and cabinets, which were

advertised as the most modern and scientifically constructed. The firm had retail branches in Queensland, South Australia and Western Australia (*The Argus*, 6 July 1927, p.9).

In the 1940s, Eckersley & Sons were advertising as refrigeration and air conditioning engineers, but by the 1950s the factory had been taken over by Johnson & Phillips (Mahlstedt Plans). By the 1960s A. J. Eckersley & Sons Pty Ltd of Melbourne had been taken over by the South Australian firm of Coldstream Refrigeration Ltd, which was the parent company of a number of manufacturing businesses (GABR).

Comparative analysis

The more angular Edwardian elements of Eckersley & Sons are uncommon in Southbank, although the much-defaced *Herald Sun* television studio in Dorcas Street would have once been similar.

There are almost no other single-storey sawtooth-roof factory buildings left in Southbank. This was once the ubiquitous style of building, particularly in the area west of Kings Way and Hannah Street and concentrated around Whiteman Street, which Miles Lewis and Peter Milner defined as 'Melbourne's Industrial Seedbed'.

Austral Otis within the City of Melbourne, Johns & Waygood, and Union Can Company, just outside the municipal boundaries, are the remaining comparative examples.

Statement of Significance

What is significant?

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

Contributory elements include:

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

How is it significant?

The Eckersley & Sons soda fountain works is historically and aesthetically significant to Southbank and to the broader city of Melbourne.

Why is it significant?

The Eckersley & Sons soda fountain works is historically significant as it is one of few remaining relatively intact engineering works in the Southbank area representing what was once the characteristic building form and use. Eckersley & Sons was an unusual manufacturer as well, and reflects the diversity of industrial activity that developed in Southbank in the early-20th century. (Criterion A)

Eckersley & Sons is of aesthetic significance for its well-resolved utilitarian Edwardian style which was typical of both the period and function. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Lewis, Miles. 'South Bank architectural and historical study'. Area history and development analysis: An Industrial seed-bed, Volume 2. Victoria 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

Description

A tall brick structure with a hipped roof and rendered parapet, gables and upper part of the walls, with large corner pilasters in the style of square Doric columns with large square capitals. Three sides have recessed panels created a trabeated effect. Windows at the lower level are small, deeply recessed and barred, while those high on the rendered part of the wall have steel frames. A rendered geometric motif runs around the top of the pedestrian entrance on Hancock Street (with steel fire door), a large vehicle entrance to Clarke Street (with modern roller door) and upper windows. Another pedestrian door is on a mezzanine on the south wall accessed by external staircase. Brickwork is of engineering red, machine-made bricks in English bond. Fittings include metal grilled vents, large fabricated iron rain heads, through-wall glazed ceramic insulators for carrying the high-tension cables, and circular roof vents. The letters 'M.M.T.B.' are set into the rendered panel above the vehicle entrance.

History

The expansion of the electric tram network under the Melbourne & Metropolitan Tramways Board (MMTB) created a need for greater capacity and control of the electricity distribution system. This led to a series of new substations and refitting of existing substations. As technology improved and various installations degraded, a variety of new installations were also carried out which upgraded some equipment. All tramways used direct current (DC), and originally power stations generated DC current and sold DC current to users. However, alternate current (AC) technology was better for generation and transmission, and so was converted back

to DC at the tramway substations. Electricity supply was purchased from the railway supply (Newport Power Station) and later SEC generators, and transmitted via the power existing grid. The exception was the North Melbourne and Essendon Tramway, which had its own steam-powered generators, as it also provided a domestic electric supply. The earliest systems used rotary converters which employed a mechanical system using an electric motor to drive a generator.

With the establishment of the MMTB came the provision of new substations for the converted cable lines and new routes, and to systematise the distribution of power from the SEC Latrobe Valley generation with 12 new substations. In some cases the cable tram tunnels were re-used for power cables. The South Yarra substation in Daly Street was one of the first projects carried out under the direction of MMTB architect, A. G. Monsborough, who designed a series of large substations with common art deco elements between 1924 and 1929. These were built in Camberwell, South Yarra, Ascot Vale, South Melbourne, Malvern Depot, Fitzroy (Young Street) and Carlton as part of the aggregation of the former separate private and municipal trust operated systems (Jones, 2014).

Extensions and conversion of cable trams in South Melbourne meant new electric routes along Clarendon Street, Sturt Street, and, during WWII, Queens bridge and Hanna streets. Substation S, therefore, was required to provide capacity in this area, and was commissioned in 1926 (Trams Down Under).

Comparative analysis

This is one of a number of tramway substations constructed by the MMTB in the 1920s, generally to the design of their in-house architect Monsborough. 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

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 6t , 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 far 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

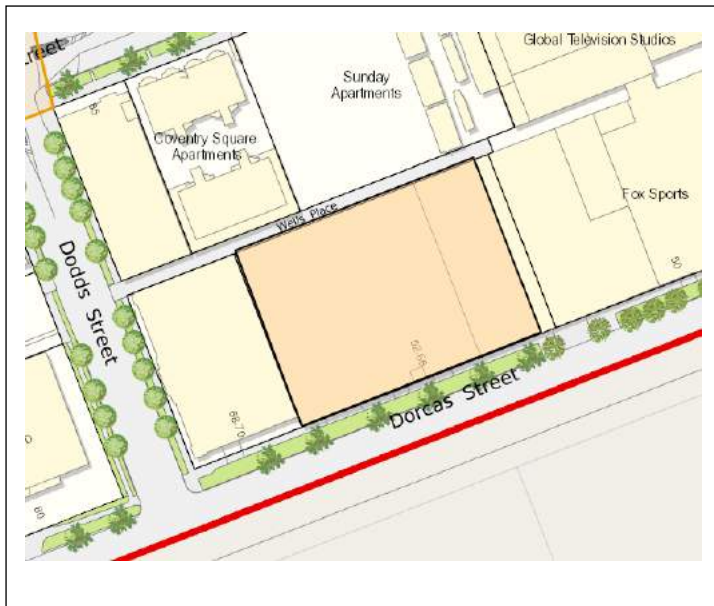
Heritage status:

Heritage Overlay: Proposed

Thematic context:

5.5 Building a manufacturing industry

6.7 Transport



Boundary of heritage place

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

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 in Sydney. He also studied in 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, aesthetically and associatively significant to Southbank and to the City of Melbourne.

Why is it significant?

'Vault' is historically significant as the main public art element that had been proposed for Melbourne City Square as part of the revitalisation of the central city in the 1970s and 1980s. It was intended to demonstrate the progressiveness of the city and act as a focal point for the square, but due to public and media criticism, it became a controversial symbol of conservative backlash, resulting in its dismantling and banishment to the much less-frequented Batman Park on the Yarra. It is therefore historically significant as an iconic representation of the politicization and responses to public art, and the conflict between conservative and progressive aesthetics and urban planning ideas. (Criterion A)

It is of 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

Description

The site comprises a brick and stone masonry two-storey, Victorian Italian Renaissance revival corner office section at 127 Kavanagh Street, which fronts a single double-height timber- and iron-framed and corrugated iron-clad factory space behind. The office building features round arched window openings to the ground floor and segmental arches in the upper floor, with a splayed corner entrance (now bricked in). Partly rendered surfaces are articulated with rusticated pilasters between pairs of windows with recessed panels, deep cornice mouldings and shaped keystones. The whole has been over-painted. The post-WWII office block has a concrete and steel structure with aluminium-framed windows.

History

The engineering firm of Hughes, Pye & Rigby was formed in 1878 to manufacture mining plants, steam engines, elevators, and wool and other hydraulic presses. They had a small premises in Moray Street, South Melbourne in the late 1880s. Hughes, Pye & Rigby was incorporated as a public company in 1887 as The Austral Otis Engineering and Elevator Company Limited (*The Argus*, 12 November 1887, p.7) and in October 1893, changed its name to The Austral Otis Engineering Co Ltd. The company epitomised the boom era, having been founded with only £600 in capital, but by the end of the 1880s it employed 300 workers and was producing large numbers of pumping engines, mining machinery, hydraulic lifts and huge steam engines for the city's cable trams and first electric power stations (Milner 1989).

The new office premises in South Melbourne were designed by prominent architect Charles D'Ebro, and built by W. Hearnden in 1888 (Architect Index), with the works overall covering about four acres.

Austral Otis won numerous tenders for large steam engine installations as well two steam traction engines, and had important agencies for machinery including Worthington pumps and the Otis Bros & Co. elevators. The company undertook many major contracts for mining and other machinery equipment and it was awarded prizes for its steam engines and hoisting equipment at the Centennial Exhibition in 1888, at Melbourne. The company made steam engines for the Melbourne cable tramway system, for gold mines and sluicing plants, and the Ballarat Woollen Mills. It also built steam rollers, but only two examples of these are known in the world. One of its more unusual products was Big Lizzie, constructed for the Mount Gunson copper mine around 1912 as a super-heavy truck using Frank Bottrill's 1906 patent for 'Dreadnaught Wheels' to handle swamps and to ford small rivers.

Between 1895 and 1897 the Melbourne and Metropolitan Board of Works sewage pumping station at Spotswood was being built and fitted with large, triple-expansion steam engines built by Hathorn Davey & Co. of Leeds, UK, and Thompson & Co. Worthington-type triple-expansion engines. Austral Otis built an engine for the No. 6 pumping well in 1901 which was patterned on these earlier engines. Austral Otis subsequently prepared plans for four additional pumping engines in 1909 based largely on the successful Hathorn Davey design. Austral Otis was able to demonstrate its substantial expertise in steam engineering. The first two new Austral Otis engines were commissioned in June and July 1911, with the remaining two following in mid-1914.

The development of multi-storeyed iron- and steel-framed buildings during the skyscraper boom in the 1880s, was in part facilitated by the invention of safe, fast and reliable passenger lifts such as those developed by the Otis Elevator Company in the United States and Waygood in Britain. An initial system was developed in 1889 using a reticulated hydraulic power system, one of very few in the world at that time. Austral Otis had a substantial part of this market. The Melbourne City Building was originally served internally by an early Otis hydraulic lift, and Otis lifts were also installed at the new Melbourne Stock Exchange Building in 1891. The 1932 Manchester Unity Building has a rare surviving original Otis-Waygood escalator between the ground floor lobby and mezzanine. This was the first building in Victoria to have escalators installed.

In 1958, a modern, two-storey concrete and steel warehouse and office building was constructed along the Hannah Street (now Kings Way) frontage of the old Austral Otis Site, which was known as 'Regent House'. Austral Otis changed its name to the Food Machinery Australia Ltd in 1952, and then to FMC Ltd in 1962 (Defunct Companies Index).

Comparative analysis

Other Italian-style Victoria industrial premises in the study area include Sharp's and Moore's timber yards, as well as White & Hancock's warehouse. All of these are in City Road.

Unlike many of the early manufacturing buildings of the period that incorporated relatively plain company offices, Austral Otis adopted an elaborate architectural style consistent with shopfronts and commercial premises commonly seen in the central business district, rather than the more basic face brick of many of the contemporary industrial buildings of South Melbourne. Johns & Waygood, for example, had a plane brick facade with minimal decorative elaborations.

It is necessary to look to the later warehouses on City Road, such as Maurice Artaud and Crown Chemicals, or to some of the CBD warehouses such as Thomas Warburton's warehouse at 365-367 Little Bourke Street to find comparable buildings.

Statement of Significance

What is significant?

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

Contributory elements include:

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

How is it significant?

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

Why is it significant?

Austral Otis is of historical and aesthetic significance as a distinctive and long-lived engineering firm which pioneered the development of steam and electric power installations in Melbourne, and was a major contributor to the development of fast electric passenger lifts which facilitated the design and construction of multi-storey office buildings in the late-19th century. As such, it contributed to the Melbourne building boom and economic development in the state. (Criterion A)

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

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

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

Sources used for this assessment

The following sources and data were used for this assessment:

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:

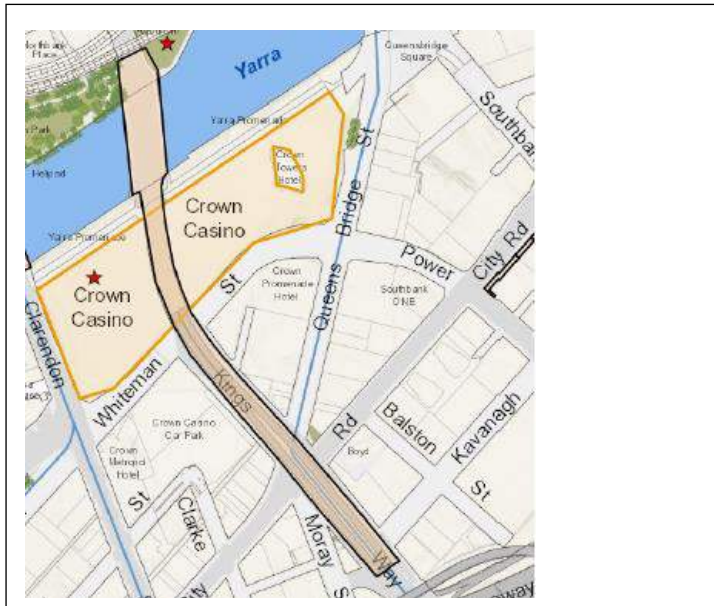
Aesthetic, Historical, Scientific, Social

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 19th and early-20th century buildings provide unusual views from the elevated roadway. These include the Castlemaine Brewery and former City Road primary school, later the J. H. Boyd Domestic College. The Flinders Street Overpass, part of the initial conception over the bottom of King Street, was a more conventional steel girder design. The Flinders Street Overpass was demolished in 2005 to open up the bottom end of the city to the re-landscaped riverbank precinct, being replaced with a traffic-light controlled intersection.

History

The layout of central Melbourne was established in 1837 by surveyors Robert Russell and Robert Hoddle. They laid out a grid of 24 blocks, each 10-chain square aligned along the straight reach of the Yarra River at the point where a natural rock bar separated the fresh and salt water, and so defined both the upper limit of navigation and the lowest available fresh water. Initially, communication was by boat from the south, and land to the north, so the river crossing was not so much of an issue. However, once the settlement south of the river had expanded and the Sandridge Beach became a significant port of call for ships not able to traverse the shallow channel of the River, a bridge became essential. Initially the privately-built and -operated Balbernie's Toll Bridge served the function, soon to be replaced by Lennox's grand stone arch Princes Bridge. A second crossing was provided by the Falls Bridge and, in the 1880s, both the crossings were improved with the present Princes and Queens Bridges being constructed.

Early routes south of the Yarra originally traversed undesirable swamp or flatland and converged on crossings between The Falls and Swanston Street. Kingsway was plotted as an alternative to join King Street to a south-eastern exit point. Later, in the 1980s, the West Gate Elevated Freeway was routed to carry vehicles around instead of through the central city.

The industrial settlement on the south bank was part of the settlement of South Melbourne. Early wharves, building trades and a few noxious industries were displaced by manufacturers and warehouses. The wharves fell into disuse as port facilities were moved downstream, particularly after the low bridge joining Spencer and Clarendon streets was opened in 1929.

In 1997 the Crown Casino was opened, comprising a gambling complex with a 500-room hotel, ballroom, shops, restaurants, a 14-theatre cinema and space for over 8,000 parked cars. Kings

Way is bridged by the complex, adding a dimension of competition for inner urban space to the view of the bridge.

The role of road- and bridge-building in the metropolitan area became a matter of debate between various public works authorities in the mid-20th century. The 1929 Melbourne Strategy Plan was an attempt by the Town and Country Planning Commission to provide consistent urban planning across Melbourne. The Commission was an advocate for road development and addressed issues of the bottlenecks in and out of the central city and, in particular, those caused by the limited crossings of the Yarra River, where only two bridges (Princes and Queens) served much of the south and south-eastern suburbs. An element of this plan was the development of Hannah Street (now Kings Way) through South Melbourne as an alternative city approach to St Kilda Road. The original intention was to link Hannah Street to a proposed ring road along Grant Street and eventually to Clarendon Street and the Spencer Street Bridge. However, this changed with the 1954 MMBW town plan that identified a need for three more river crossings and, following preliminary inquiries, King Street was given first priority. The project was initially conceived as just a river bridge, but was expanded into an overpass from Flinders Street to Grant Street as a result of a preliminary 1955 study by the Country Roads Board (CRB) (Lay 2003, p.173).

A precedent for Kings Way can also be found in the Spencer Street Bridge, built by the Board of Land and Works Railway Construction Branch as the third city river crossing in 1929-1930, authorised by an Act of Parliament of 28 September 1927. The Spencer Street Bridge was the first structure in Victoria to use a combination of cantilevered and suspended steel girders with a reinforced concrete deck, achieving a clear span of 110 feet (33.66 metres) for the main river span.

Like its predecessor, Kings Street Bridge incorporated the most up-to-date engineering and design practises of the time. As Melbourne's main gateways crossing the principal river of the metropolis, the Yarra River bridges have always claimed a highest status, and therefore the chosen designs needed to demonstrate the importance of each crossing.

Heavily-congested roads resulted from the dramatic increase in car ownership in the 1920s, when traffic jams in the southern part of the city led to the construction of the Spencer Street Bridge, and even more so in the post-WWII boom of the 1950s and 1960s. One of the most pressing demands on bridges and bridge engineers in the post-war period was the increase in legal mass limits for heavy vehicles, which meant that many older bridges required replacement or were given restrictive load limits.

After WWII, the Melbourne & Metropolitan Board of Works (MMBW) was given responsibility for metropolitan planning and developed a Melbourne Metropolitan Planning Scheme in 1954. As part of this strategy a series of interlinking arterial roads were proposed which appeared to draw to some extent on the 1929 plan, but introduced freeway standard roads with a series of controlled-access, divided roads, radiating from the CBD and circulating around the city in three ring roads. About 450 kilometres of controlled-access arterial roads were proposed in the scheme, only a fraction of which were subsequently built, and some (such as the Metropolitan Ring Road and Scoresby Freeway, now the Eastlink) have only recently come to fruition.

Initially, road-widening had accommodated increased traffic, but this was clearly having destructive results for urban areas. For example, widening Hoddle Street resulted in the removal of all the houses and shops along the west side of the street. The Country Roads Act of 1956 dealt in part with bypass roads, and can be seen as the first stage in the development of freeways in Victoria, but it only applied to country towns. The MMBW, however, began to take a more prominent role in road planning and construction at this time and was constituted as the

Metropolitan Main Roads Authority in 1956 (MMBW Act 1956) on the basis that it administered town planning (Anderson 1994, p.91). Its freeway proposals were slowly implemented, with the first projects being initiated by the MMBW over the following decade. The South Eastern Freeway was seen as a means to reduce congestion on Toorak Road and other routes to the eastern suburbs. The MMBW commenced construction of the freeway in 1962, while the CRB constructed Victoria's first freeway-standard road in 1961, with the completion of the Maltby Bypass around Werribee. By 1968, the Tullamarine Freeway had been jointly constructed by the MMBW and CRB, linking the city to the new international airport (Anderson 1994, p.200-204).

Both the 1929 Melbourne Strategy Plan and the MMBW 1954 Melbourne Metropolitan Planning Scheme, identified a major traffic route to the city along Hannah and Roy streets in South Melbourne, and discussed the need for three new river crossings in the city area. Following preliminary enquiries, King Street was given the first priority among these crossings (Darwin 1960, p.167).

The project was seen as part of the road strategy for Melbourne, developed by the MMBW as the metropolitan planning authority at the time and, once completed, the bridge would be the responsibility of the MMBW. However, the expertise in bridge construction lay more with the CRB, and the latter organisation was made the responsible authority for supervising construction under the King Street Bridge Act (1957). The CRB had previously been given responsibilities for major bypass roads which were eventually incorporated into modern freeways. The King Street Bridge was perhaps the beginning of a new age of road building, which saw multi-lane bypass roads and freeways as the solution to road planning. Such roads relied on grade separation 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, Caldwells Pty Ltd, J. S. Lee and the Forest Products Laboratory of CSIRO – were compulsorily acquired for the bridge, as were many other properties along the Kings Way route through South Melbourne.

The CRB provided preliminary drawings for tender purposes which determined the location and general form of the bridge, including the unusual side ramps on the river crossing. The brief was to prepare specification:

...with a view to the invitation of worldwide tenders, for the design and construction of a bridge 410 feet long and 149 feet wide with a continued elevated structure of 1,800 feet long and 63 feet wide over the Yarra River at King Street, together with an overpass at Flinders Street 600 feet long and 58 feet between kerbs. The whole project is estimated to cost £3,500,000. (CRB Annual Report, 1956, p.22)

Tenders were invited on a worldwide basis for design and construction in 1957, with seven tenderers submitting a total of 14 tenders. The CRB had the responsibility of assessing the tenders and advised the Government to accept the tender of Utah Australia Limited, for £2,374,360, noting that construction was due to start in early 1958 with a scheduled completion date in September 1960. The contract between Utah and the CRB was signed on 13 August 1957.

The design and construct tender form was unusual in Australia at the time. It had been employed 30 years earlier for the Sydney Harbour Bridge, in circumstances where specifications were very constrained, limiting opportunities for alternative designs. With the King Street Bridge, the design and construct tender system allowed for a wide range of designs and materials, and was apparently chosen out of the belief that it would deliver a superior result in terms of cost

savings. There was also an implied assumption that local consulting engineers would not be able to meet the workload involved in the bridge design (Charrett, 2004).

Cec Wilson, Senior Design Engineer with the CRB, was in charge of overseeing the tenders and received a wide variety of designs and costings, including both pre-stressed concrete girder and steel beam designs. One unusual proposal was for a concrete bridge formed from closely-spaced mushroom columns, connected at the top to form the roadway. Raleigh Robinson, who assisted Wilson, suggested that the CRB was fairly conservative in its design approach at the time, and so the more radical designs were not considered. Among these was a nonconforming foundation design using slender piles prevented from buckling by the lateral support of the soft silt, using a theory developed by Professor Arthur Francis of the University of Melbourne (CRB Annual Report 1957, p.21; 1961, p.48; Anderson p.192-196; VicRoads Retirees Association, 1995 p.63-64).

Wilson went on to be associated with the West Gate Bridge, and his experience with Kings Way perhaps explains the preference for bolting to welding, which had unfortunate consequences.

Design and construction of the bridge was undertaken by Utah Australia Ltd as part of a consortium known as King Street Bridge Design Ltd. The CRB's chief engineer responsible was J. Mathieson and the deputy chairman was C. Roberts, whose signatures on the drawings indicate the organisation's approval of the drawings submitted by Utah Australia.

Utah Australia was a subsidiary of the Utah Construction Company, originally formed in Ogden, Utah, in 1900 by prominent Mormons including Thomas D. Dee (the first company president) and several members of the Wattis family. The company prospered with lucrative railroad contracts and soon expanded into building dams. In 1931, Utah Construction became a major partner in Six Companies, which built the \$55 million Hoover Dam. Projects further diversified to include residential and commercial construction, spreading to 13 countries across five continents. Utah undertook the enlargement of the Eildon Dam in 1951 and established the subsidiary Utah Australian as part of the King Street Bridge consortium. Utah Australia went on to work on major projects such as the Jindabyne Dam in 1963. In 1976, Utah merged with General Electric, but continued to operate as an individual entity until it was purchased by BHP in 1984.

The King Street Bridge drawings record the designers only by their initials, W. H. and H. R. Roy Hardcastle led the design team as part of the firm King Street Bridge Design Ltd, which was formed specifically to carry out the design of the bridge. Roy was seconded to KBD from Hardcastle & Richards (H & R) Consulting Engineers. H & R was first established in Melbourne in 1952 after having initially won the competition for the design of the 1956 Olympics' main stadium grandstand that was to have been built at Carlton football ground (now Optus Oval). The main stadium was moved to the Melbourne Cricket Ground by the first Cain Labour government after H & R had left the structural engineering manufacturers Johns and Waygood, and set up H & R on the strength of their winning the competition. H & R eventually expanded to have offices in Melbourne, Perth, Sydney, Brisbane and Broken Hill, before being absorbed into URS in the 1990s (URS website).

Clearance of properties was completed in June 1958 and Utah Australia began their operations on the site on 25 November 1957, constructing a temporary bridge over the river to give access to the river pier locations. The first piers to be constructed were adjacent to Riverside Avenue and at the north bank of the river (CRB Annual Report 1958, p.26-27). Because of the difficulty of constructing foundations in the Coode Island silt, the contractors employed the Benoto method, importing two machines for the purpose directly from France. Using this method, 123 five-foot-diameter welded steel cylinders lined with concrete were sunk into a firm foundation, then belled out to provide a greater bearing area. The lower portions of the cylinders were concreted

by means of a tremie, a device used to place concrete or grout underwater, to make an adequate plug. The cylinder was then pumped out and the remainder cast in the dry (CRB Annual Report 1958, p.26-27).

Traffic commenced using the east and west lanes of the low-level bridge in November 1960. The King Street Bridge was completed and officially opened in conjunction with the elevated section of Kings Way and the Flinders Street Overpass on 12 April 1961 by the then-premier, the Honourable H. E. Bolte, and The Commissioner of Public Works, the Honourable Sir Thomas K. Maltby, unveiled the commemorative plaque (CRB Annual Report 1961, p.42).

The bridge became the responsibility of the MMBW under the terms of the King Street Bridge Act (1957) and the MMBW Act (1956), a responsibility that, according to historians at the MMBW, was assumed with some reluctance (Dingle & Rasmussen 1991, p.246).

This was the first example in Victoria of a major grade-separation bridge extending across multiple road intersections. However, it did not include on-and-off interchange ramps with the main roads it crossed. While the side lanes of the river bridge gave access to Yarra Bank Road and Queens Wharf Road, there was no access to City Road, the main road crossed by the elevated section. Therefore, it did not serve the same purpose as the full freeway interchanges which came soon after with such projects as the Maltby Bypass and South Eastern Freeway.

The design incorporated several innovative features. Firstly it used all-welded, high-tensile steel girders instead of the usual mild steel, with suspended and cantilevered spans, and incorporated a mix of concrete and steel-trestle piers. The CRB engineers were sufficiently impressed by the importance of the project that a substantial article was produced on the engineering of the bridge, under part authorship of the chairman himself, who had a hands-on involvement with the development of the project (Darwin et al 1960).

However, Darwin's enthusiasm was perhaps premature, since the King Street Bridge gained unfortunate notoriety when, a little over a year old, on a cold morning on 10 July 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)

Sources used for this assessment

The following sources and data were used for this assessment:

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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.

Queens Bridge Hotel, 1-7 Queens Bridge Street, Southbank

City of Melbourne property number: 108040

Type of place: hotel



Images of place 2016-2017

Historical associations:

Creation or major development date(s) of place: 1927, Inter-war (WW1-WW2)

Major owners or occupiers:

A. Borthwick, Carlton Breweries Ltd

Designer: Peck & Kempter

Heritage Gradings:

Proposed new system (C258):

Individually significant

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

Existing: D, Proposed: C3

Heritage values:

Aesthetic, Historical

Heritage status:

Heritage Overlay Proposed

Thematic context:

13.6 Eating and drinking



Boundary of heritage place

Description

The Queens Bridge Hotel occupies a prominent, splayed corner site facing the city from across the river. The building is designed in a stripped, classical style and constructed of reinforced concrete, incorporating a rendered facade with giant order pilasters with neo-Egyptian reeded capitals that rise through the first and second floors to support an entablature with deep cornice and central corner pediment with flagpole. The hotel name is emblazoned on the raised corner parapet, while deep verandas shade a tiled dado, glazed mottled cream with a brown stripe.

History

The Yarra River created a barrier to traveling to Melbourne's south for most of the city's existence. A rock bar near the foot of Market Street originally prevented further navigation upstream, but also provided a fording place when water levels were low, and the privately-tolled Balbirnie's Bridge was built just upstream of there in 1845. John Batman's only son was drowned at the age of nine while playing on the rocks. The Falls Bridge replaced 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 1900 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 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-19th century.

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 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).

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, C. Hall, perambulator manufacturers, were still listed at 107-109 Queens Bridge Street, Robur Tea Store, at 111 Queens Bridge Street, and McIntyre Bros. tea warehouse at 117 Queens Bridge Street. These occupants are the same in 1910 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 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.

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 20th century, and as such, is representative of the major industrial development that occurred in the Victorian-era and 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

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 an other stage in the growth of a concern which has been little affected in its trading operations by constantly changing fashions. Other factories, however, have now rendered it necessary for the company to provide extra facilities, including increased accommodation for employees, improvements in the general lay-out,' and the introduction of special' methods which will still further attract attention to the various tea blends with their distinctive labels. Plans prepared by . Messrs. Twentyman and Askew, architects, of Bourke-street, contain provision for the construction of a brick, steel and concrete two-storey building oil the area south of land between the present premises and the railway line. The building will have a frontage of only 15 feet to Clarendon street, but will widen out to about 60 feet at the western side, with a depth of 140 feet. An interesting aspect is that the foundations, on account of the site being nil old reclaimed portion along the river, will be carried on a concrete raft. To make way for the new structure an existing building of obsolete type will be removed. The main structural items specified for the work, which will he put in hand immediately, comprise a steel roof of saw-tooth (Resign, an unusually large number of windows, taking up about halt the area of the walls, and a yell for a goods lift.

Recommendations

Revise Heritage Places Inventory.

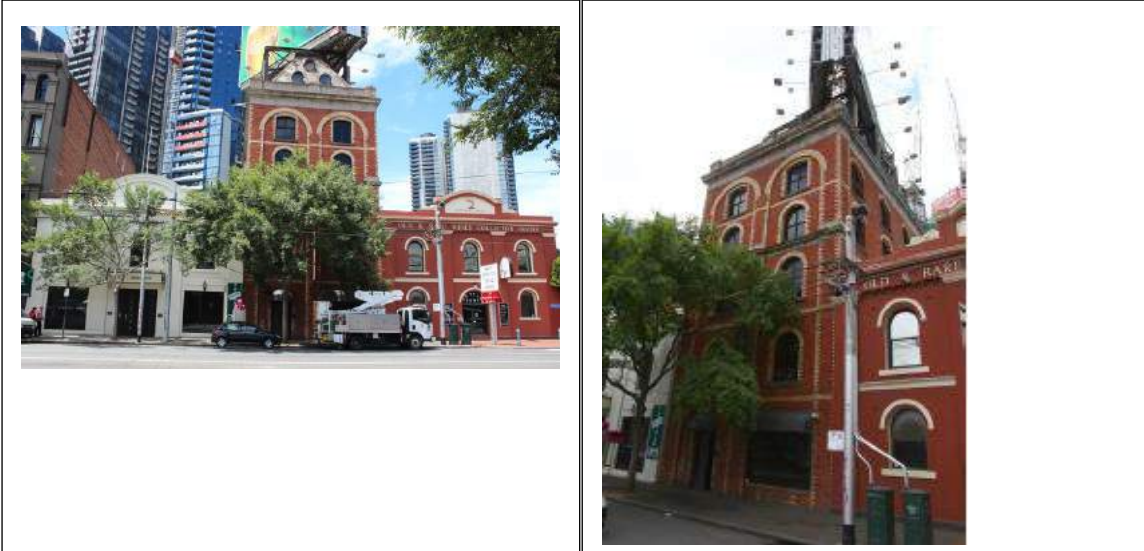
Proposed heritage overlay as Robur Tea Company factory/warehouse, 107-127 Queens Bridge Street, Southbank, and within City Road industrial and warehouse precinct.

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

Former Castlemaine Brewery, 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 overtop indicates that part of the area was used for cool storage. The first floor of the bottle store at 133 Queens Bridge Street is of timber and slopes notably. A brick wall enclosing a yard runs along the City Road boundary, where a former brick structure once abutted this wall, probably comprising lean-to sheds or stables (1895 MMBW plan).

To the south was the rear wall and yard of the former Castlemaine Hotel. Gates, visible in a photograph taken in 1905 provided access to the yard. The wall originally extended for the full length of the City Road boundary of the property, but the sections at the rear of 129 and 131 Queens Bridge Street have now been demolished.

History

The south bank of the Yarra River was only partially-developed in the mid-19th century, with a series of shipping-related structures – including wharves, warehouses and engineering works – along the river bank. Sandridge Road ran up to the Falls Bridge and St Kilda Road, where the first private bridge was erected in 1844-1845 (Balbirnie's Bridge), followed by Lennox's Princes Bridge which opened in 1851 and the Falls Bridge in 1860. This last was replaced by the Queens Bridge in 1889, which gave its name to Queens Bridge Street, formerly Moray Street North. As a result, the route between Melbourne and the bay-side piers at Sandridge became one of the principal thoroughfares south of the river, along with St Kilda Road. The proximity of initial industry to the wharves also determined the character of the area, notable for the absence of any residential buildings north of City Road.

Beer-brewing was one of the first industries in Melbourne, with brewers and maltsters located around the fringe of the CBD. Thomas Capel was selling locally-brewed beer from the Britannia Brewery near the Yarra wharves by 18438 (Garyowen). Later in the year, John Moss began to manufacture ale at the Ship Inn Hotel in Flinders Lane and by 1839 a third brewery was established. By 1850 there were seven breweries in Melbourne, mostly concentrated in the CBD. By the mid-1850s, breweries were established in Victoria Parade, Carlton, Fitzroy, Collingwood, Richmond, West Melbourne and South Melbourne, such as Thomas Graham's brewery (later the Shamrock Brewery) in Victoria Street, Abbotsford (1852), Thomas Aitken's 'fire' brewery (later the Victoria Brewery) in Victoria Parade, East Melbourne (1854) and John Wood's Yorkshire Brewery in Wellington Street, Collingwood (1861) (Allom Lovell 2001).

Lack of cold storage and the demand for fresh beer ensured that breweries were located close to areas of consumption. By 1871 there were 125 breweries in Victoria, 80% of which were located outside Melbourne. One of these local breweries was Fitzgerald's Brewery Bond Store, on Castlemaine-Maldon Road in Castlemaine, established by Nicholas Fitzgerald and his brother Edward, sons of an Irish brewer, soon after they arrived to the colony in 1857. By 1872 they had branches in Melbourne, New South Wales and Queensland.

In 1871 they commenced operations on the north side of Queens Bridge Street (then called Moray Street North) with J. B. Perrins as managing director, and by 1874, erected the malthouse on the north side of Queens Bridge Street for the company (Butler 1982, p.46). 'Tenders are invited for the erection of a Malt House, plans available at Castlemaine Brewery, Moray Street,

South Melbourne' (*The Argus*, 24 December 1874, p.2). Presumably this was on the west side of the street.

The site at 115-133 Queens Bridge Street was initially used for the brewery's stables until stores were built here in 1881 (Sands & 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 19th century is represented today by a number of buildings of varying degrees of intactness. Those most akin to the Castlemaine Brewery include the former Victoria Brewery in East Melbourne, the former Yorkshire Brewery in Collingwood, and the former Carlton & United Brewery in Carlton

Former Yorkshire Brewery, 8 Wellington Street, Collingwood.

Established in 1858 by John Wood, the Yorkshire Brewery became a major Melbourne brewing enterprise and remains probably the most significant brewing complex in Victoria. The most prominent feature of the complex is the six-storey brew tower, completed in 1877 to the design of John Wood's architect son, James. The tower is made of polychromatic brick with a slate-clad mansard roof. More elaborate than the tower of the Castlemaine brewery, it has full-height bays to all elevations, defined by pilasters with cream brick quoining with arched windows surmounted by a parapet. The mansard roof has round-arched dormer vents and is capped by a wrought-iron balustrade 'widow's walk'. Other surviving buildings have survived in the complex, providing a notable example of a 19th century brewery.

Former Victoria Brewery, 416-442 Victoria Parade and Powlett Street, East Melbourne.

Founded in 1854, the former Victoria Brewery is the oldest surviving brewing complex in the state. It is an extensive complex and, although recently redeveloped, retains many of the original structures from different periods. One of the earliest buildings on the site is the old brew tower, originally four stories tall, constructed in 1858 with an additional floor added in 1879. At the

same time, the tower was refaced in polychrome brickwork. The old brew tower is not only visible from within the development. A number of buildings on the site, including the distinctive 1895 Lager Bier Cellar building on the corner of Victoria and Powlett streets, were designed by the notable architect William Pitt. Pitt's pilastered and castellated design was continued in later buildings extending along both Victoria and Powlett streets, giving the complex a distinctive character.

Former Carlton and United Brewery, Bouverie and Swanston streets, Carlton.

Replacing an earlier brewery business established on the site in 1858, the Carlton Brewery began operation on this site in 1864 and, under various owners, developed rapidly through the 1870s and 1880s until, by 1897, it was the second-largest brewery in Melbourne. In 1905 the company bought the Victoria Brewery, and in 1907, amalgamated with McCracken's City Brewery, Foster's Brewery, the Shamrock Brewery and the Castlemaine Brewery to form Carlton and United Breweries. Most of the buildings on the property have now been demolished, with the exception of the bluestone buildings along Bouverie Street, which date from 1883 to 1925, and the 1904 malthouse in Swanston Street. The mansard-roofed brew tower on Bouverie Street has been demolished.

Other surviving brewery buildings.

A single-storey building is all that remains of 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-

19th century, and unlike many others, the Castlemaine Brewery complex still substantially retains its original form. The two-storey building at 133 Queens Bridge Street and the former bottling stores of the Castlemaine Brewery are significant as being part of the wider complex.

Statement of Significance

What is Significant?

The Castlemaine Brewery complex (bottling stores and brewing tower at 117-127, 129-131 and 133 Queens Bridge Street) is a group of three buildings constructed in 1888 for the Castlemaine Brewery: a central five-storey brew tower 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-20th century when its beer was affected by a bacterial contamination. The company was also in poor financial shape when it became one of the six breweries that amalgamated to form Carlton & United Breweries in 1907, at which point the Castlemaine Brewery as its own entity ceased to operate. The once-extensive brewery complex on the west side of the street has now been demolished. The former stores are now used as offices.

The bottling stores of the former Castlemaine 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;
- internal¹ cast iron columns and riveted wrought iron girders;
- internal² exposed brick walls; and
- internal³ 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:

¹ Internal controls apply to the uppermost two storeys only

² Internal controls apply to the uppermost two storeys only

³ Internal controls apply to the uppermost two storeys only

- representative of the boom in Melbourne's brewing history during the late-19th century, and in particular, as one of South Melbourne's largest industries during a period of substantial growth in the area;
- being acknowledged, in 1890, as one of 'the most prosperous breweries at present existing in Australia'; and
- having a connection with the Fitzgerald Bros. and their managing director, J. B. Perrins, who, from their earliest establishment in Castlemaine and then in South Melbourne, went on to develop breweries in Newcastle, NSW, and Brisbane – eventually becoming one of Australia's major brewing operations, under the name, Castlemaine Perkins. (Criterion A)

Aesthetically, it is significant:

- as 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;
- 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 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; 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 claims the honor of having been connected with this establishment since its foundation. Speaking of the difficulty experienced in introducing their locally-made beer to those who had been accustomed to obtain their supplies from Castlemaine, he said "As an illustration of prejudice, soon after we started a customer of some years' standing with the old brewery, called and asked for a sample of our best brew. I supplied him with a glass of the best in the cellar, which after having critically tasted, he condemned as comparative rubbish, assuring me at the same time that, in his opinion we would never be able to brew anything approaching in quality to the Castlemaine ales, and being a publican of some thirty years' standing he ought to know something about it". Our friend added: "I did not tell him the beer he had just tasted had only arrived that morning from Castlemaine, and was in fact, a sample of the very beer of which he had spoken with so much regard, fearing that any such insinuation of thirty years' experience might prove detrimental to his future patronage". Such

was the prejudice that the founders of the Castlemaine Brewery, had to contend with – they have done so with the utmost success our readers will readily see.

Among the various gentlemen who have acted as brewers in this establishment may be mentioned Messrs Kirby, H.B. Godby and E. T. Moulden. This responsible position is at the present time occupied by Mr Edmund Baron, and it has been during this latter gentleman's term of service that the trade has thrown such a remarkable increase.

It was on 1st March 1885, that the business was floated into a public company, the proprietors receiving £20,000 as goodwill. The trade done at that time was from 400 to 500 hhds per week. The shares of the company, which were originally 20s, are not valued at from 58s to 60s each, at which figure sales are effected daily, and for the past two years the dividend has been 25 percent on the paid-up capital.

The brewery premises and the Malthouse are situated in Moray-Street South Melbourne, where they cover an area of rather more than two acres – a valuable property; indeed, when we consider that they are within five minutes walk of the centre of the city. To give our readers a further evidence of the enviable position commanded by this company at the present time, thanks mainly to the untiring zeal and energy at all times shown by its managing director (Mr. James B. Perrins), and the judgement displayed by the chairman of its director (Mr. Nicholas Fitzgerald), we would quote the following statements which fell from the lips of the latter gentleman at the half-yearly meeting of the shareholders of this company, held at Scott's Hotel on the 19th inst: - "The directors felt justified in declaring an interim dividend at the rate of 15 per cent per annum and a bonus of 1s per share, which was equal to a dividend at the rate of 25 per cent per annum. The business continued to be as prosperous as the best wishes for its success could desire, and had grown beyond anything they had reason to expect". It is a matter of congratulations that this brewery is locally owned, and not the property of English capitalists, as is the tendency for all such prosperous concerns to become, and while the business is in the hands of such competent men as its present board and indefatigable managing director, it is quite possible that its present 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. Teriwiell, 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.

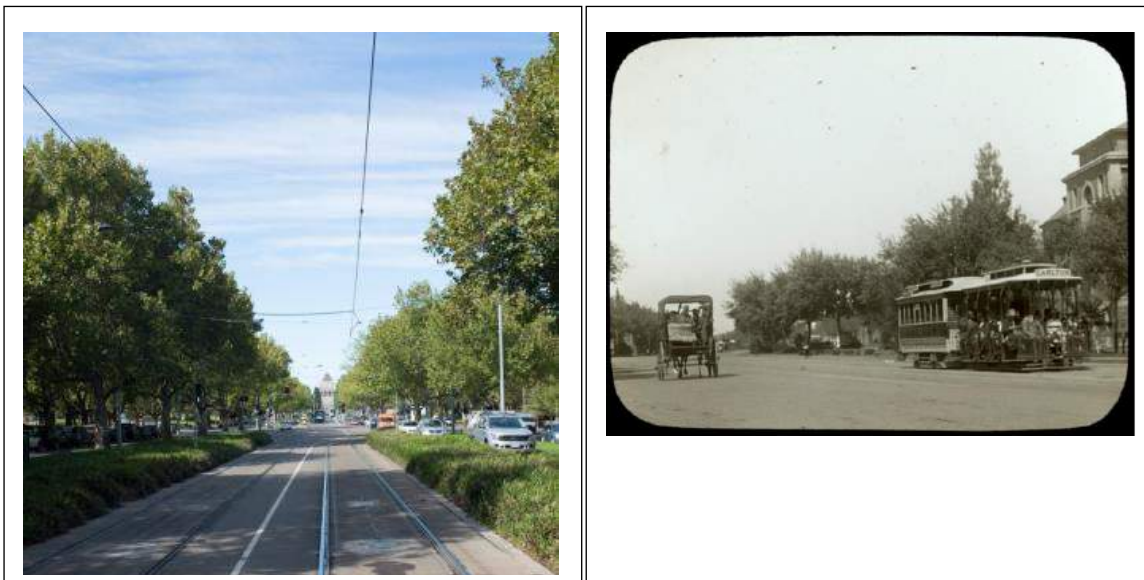
Include adjacent Castlemaine Hotel site on Victorian Heritage Inventory.

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

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

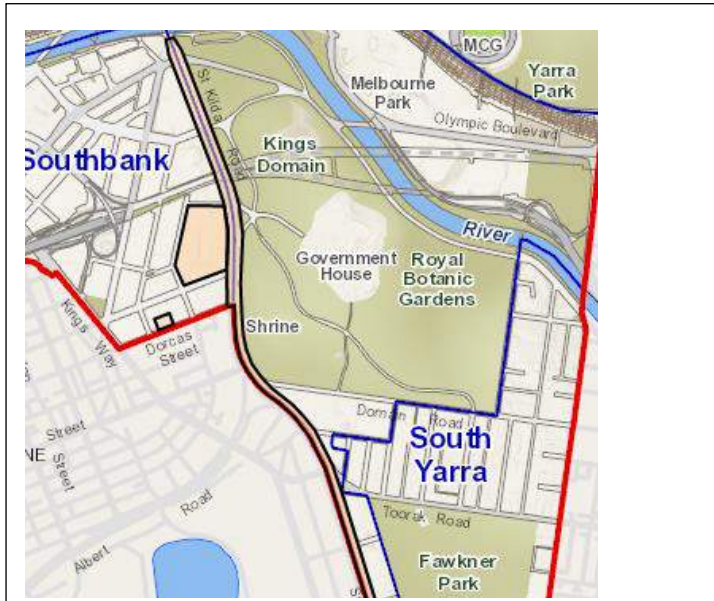
Victorian Heritage Register: H2359

Thematic context:

6.6 Street making, drainage and river works

6.7 Transport

7.2 Cultivating the 'Garden City' aesthetic



Boundary of heritage place

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 19th century. In 1867, the northern end of St Kilda Road was used as part of the ceremonial route from Sandridge (Port Melbourne) to Melbourne for the arrival of the Duke of Edinburgh.

Historian Judith Buckrich recounts how the procession had 50 carriages, and as it wound into St Kilda Road it was met by a group of schoolboys, including a contingent from Wesley College who presented arms. Closer to the bridge, the women at the Immigrants Home were standing on raised benches specially erected so they could see easily the prince and procession. In the mid-1870s, the first allotments along St Kilda Road, near Fawkner Park, were auctioned off for residential development. (VHR citation)

Comparative analysis

Other grand avenue or boulevard-type roads in Melbourne have their roots in the same early planning started under Governor LaTrobe and William Hoddle. Royal Parade and Flemington Road to the north of the city present the same form of multiple rows of trees dividing separate carriageways, while Wellington Parade and Victoria Parade do the same for east-west travel. Dandenong Road continues the southern approach to the southeast. Queens Parade and Alexander Parade form narrower and later avenues, thanks to landscaping and improvement schemes instigated in the early 20th century.

The development of these boulevards was shaped by the 1853 Roads Act, which provided for a number of wide (three- or four-chains' width, approximately 60 or 80 metres) main radial routes from Melbourne, which Surveyor-General Robert Hoddle envisaged as being important for the growth of Melbourne as important thoroughfares and transport routes. The roads deemed 'main' under this legislation included St Kilda Road, Royal Parade, Wellington Parade, Hoddle Street, Victoria Parade, Queens Parade, Flemington Road, Dandenong Road east of Chapel Street, Brighton Road south of Carlisle Street and Geelong Road.

By the late-19th century, a number of Hoddle's main radial roads had been improved through the planting of trees and the use of central medians, which would ultimately develop 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-19th century and was the location of some of Victoria's major public institutions. From the 1880s, Melbourne's wealthy constructed impressive residences at this prestigious address, and from the 1950s it became a centre for commercial activity. St Kilda Road has been used for ceremonial and celebratory processions including those associated with the Duke of Edinburgh's visit to Melbourne in 1867, the opening of the International Exhibition of 1880 and the opening of the Australian Federal Parliament in 1901. It remains the site of Victoria's annual Anzac Day march, Moomba parades and political protests. (Criterion A)

St Kilda Road is significant as a fine and representative example of a boulevard. It was one of the first of Melbourne's main roads (along with Royal Parade, Flemington Road, Dandenong Road and Queens Parade) to be laid out in boulevard-style around 1889, and is the longest metropolitan boulevard in Melbourne. Boulevards are wide, tree-lined roads which often separate traffic types with medians strips. They are a form of urban design that characterised the development of European cities from the 1750s onwards, and first appeared in Australia from the mid-19th century. St Kilda Road demonstrates many characteristics of a boulevard, with consistent medians and trees extending almost the whole length of the road – approximately four kilometres in length – although there is variation in the intactness of some of the plantings. St Kilda Road has developed over time to safely accommodate many different modes of traffic, including trams, cars, bicycles and buses. (Criterion D)

St Kilda Road is of aesthetic significance as an iconic boulevard which has been recognised as a place of beauty and a visually outstanding element in Melbourne's urban landscape. A broad and stately thoroughfare, its intact and impressive plantings of mature elm and plane trees beautify the southern access to the city. The overarching tree canopies are of considerable visual appeal, providing a sense of enclosure and exemplify the aesthetic use of trees as a road design device. The sweeping views between the Shrine of Remembrance, St Kilda Road and Swanston Street are significant for their emphasis on St Kilda Road as a processional route between the Shrine and the city. There are also important visual associations with the Queen Victoria Garden and Domain parklands to the east. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study

Bryce Raworth – South Melbourne Conservation Study 1997. (no specific mention)

Other heritage studies

South Melbourne Conservation Study 1987. (no specific mention)

Heritage Assessment of

Building Identification Form 1997.

Other References

Victorian Heritage Register:

<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, 2011a, p. 22).

George Hallandal was responsible for the design of many of the other Defence buildings, with notable buildings from the same period including the Royal Australian Army Medical Corps Training Depot and the Royal Melbourne Regiment Drill Hall. Hallandal worked with the Commonwealth Works Department from 1923 to 1966, and had a long and distinguished career.

New matching wings were added in 1946-1947, designed by another noted Commonwealth architect, D. B. Windebank. Many ex-servicemen received invaluable treatment there over the years.

The clinic was administered by the Repatriation Commission as part of its healthcare role for veterans, as it was specifically built to manage demands on existing facilities (*The Argus*, 1936). The Repatriation Commission was established in 1920 by proclamation of the Australian Soldiers' Repatriation Act 1920 (Department of Veterans' Affairs, 2014). The Repatriation Commission was intended to manage returned soldiers, and encompassed healthcare, settlement, pensions and vocational training. This was an unusual example of a federal approach to healthcare, with most healthcare institutions at the time being managed by the state (Sax, 1984, pp. 15-42). The clinic is also an unusual example of a centre being built specifically to manage healthcare controlled by

the Repatriation Commission. Most hospitals used by the Commission were typically former field hospitals managed by the Services that had now been handed over to the Commission, generally after World War II; for example, the Heidelberg Repatriation Hospital was formerly the 115th Heidelberg Military Hospital (Austin Health, 2015).

The role of the Repatriation Commission shifted after the introduction of Veterans' Entitlements Act of 1986 and the establishment of the Department of Veterans' Affairs, after which Repatriation Hospitals were gradually transferred to state control. The length of use of this Repatriation Centre as a clinic is unknown, but it was temporarily used as a store for Defence, and also used by the Maintenance Engineering Agency for a time during the 1990s. In 1999, it was described as unoccupied and in 'disrepair', and has been vacant since. All asbestos material is recorded as having been removed in 2005, and the exterior was refurbished in 2006 (Godden Mackay Logan, 2011a, p. 22), however the absence of asbestos material is currently unconfirmed.

Comparative analysis

The clinic is typical of the late-1930s Commonwealth government architecture, erected in the lead-up to the World War II in the form of drill halls and other military structures. Two drill halls in the Melbourne CBD are on the Victorian Heritage Register, both designed by the same person, and both highly-significant, although one has been altered.

The streamlined moderne-style used for the clinic fits the corner site and purpose of the building, and detailing such as the terracotta, wrought-iron grilles and gates is notable, as is the building's condition and integrity.

Statement of Significance

What is significant?

The former Repatriation Outpatients Clinic, designed for the Commonwealth Repatriation Commission by noted Melbourne-based architect George Hallandal acting under H. J. Mackennal of the Commonwealth Department of the Interior, built by Blease McPherson & Co. of Queen Street, and opened in 1937.

New matching wings were added in 1946-1947, designed by another noted Commonwealth architect, D. B. Windebank.

The use of manganese brick differentiated the design from the adjoining barracks, as was its function. This approach attracted criticism from the artist Sir Arthur Streeton who wanted bluestone, but otherwise the clinic was heralded across Victoria as a modern, much-needed facility. The construction was part of a million-pound repatriation program undertaken by the Commonwealth Government across Australia.

At the time, St Kilda Road was regarded as one of the 'Great Streets of the World'.

Contributory elements include:

- streamlined moderne-style, parapeted two-storey form;
- symmetrical facade to St Kilda Road;
- salt-glazed manganese brickwork and pressed cement detailing;
- corner site with stylised neo-classical cemented colonnade addressing both frontages, rounded corners and stepped-plan form along Coventry Street;
- grand terracotta faience portico-in-antis facing St Kilda Road with fluted reveals, keystone, roundels, metal grilles, vertical beading and an urn;

- 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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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-20th century glazed roof-lights to the veranda.

C Block: The Armoury – a two-storey basalt wing, and *The Ordnance*, a single-storey and basalt structure which was enlarged in 1912.

F Block – two-storeyed bluestone with hipped roof clad with corrugated iron, and a parapet with a bluestone cornice below. The front facade is symmetrical and there is a central timber door with double-hung sash windows on either side. Windows have picked 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 12th and 40th Regiment of Foot, who were involved in putting down the armed Eureka Stockade rebellion in Ballarat, Victoria, and later the Colony of Victoria's colonial forces (*The Age*, 24 June 1862, p.6).

The Barracks first appear on a map of the military reservation dated in 1859. The progress of the construction of A Block was dependent on available funding, although its completion was clearly a priority of many of those in command. In March 1860, the Deputy Adjutant General's office wrote to the Honorary Commissioner of Public Works stressing its importance: '...it is desirable that the Officers Quarters should be proceeded with without delay, both as a matter of convenience and discipline.'

The earliest building, G Block, was built by soldiers of the 40th Regiment under the supervision of a royal engineer officer. Later, building was undertaken by civil contractors. A large extension – A Block, New Wing – was added in 1917 to accommodate the headquarters of the Department of Defence, designed in the style of the original A Block building, although the construction method and interior were completely modern for the time. The art deco M Block was added in 1939, and the floor was the first continuous concrete pour in Australia. The Barracks were named in honour of Queen Victoria.

From 1901 to 1958 this was the site of the Commonwealth Department of Defence headquarters.

During World War II, the Victoria Barracks housed the Australian War Cabinet Room. The War Cabinet comprised senior members of parliament from the Government and Opposition parties. The Defence Secretariat occupied the second floor of A Block New Wing, which also contained the offices of senior military staff, the Secretary of the Department of 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.

Sources used for this assessment

The following sources and data were used for this assessment:

Department of Defence, Victoria Barracks Melbourne, Victoria, Commonwealth of Australia 2013. http://www.defence.gov.au/id/_Master/docs/NCRP/VIC/1043VictoriaBarracksMelbourneVic.pdf

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.

Vazenry, G. R., 'Military Forces of Victoria 1854-1967'. Extracts on Department of the Army, Southern Command, File 707/S7/Z.

National Trust of Australia (Victoria), file 204.

'Analysing Nineteenth Century Military Building Typologies: an Australian Perspective', N. K. Boyd & J. Rice WIT *Transactions on The Built Environment*, Vol 143, 2014.

Newspapers

The Age, 24 June 1862, p.6.

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 40th 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 40th Regiment, 140, and the Royal Engineers, 20. As it is not probable that the Imperial forces in the Colony will be numerous or at least, for some time to come, there is no great prospect of the barracks being soon completed, according to the original plan. The officers' and [...] quarters were designed by Captain Pasley and the remaining portions of the barracks have been executed by Captain Scratchley, R. E., through the Public Works Department. The method of proceeding favours of the Circumlocution Office, as though Captain Scratchley superintends the works, the contractors cannot receive instructions from him. Every trivial matter has to form the subject of a communication with the Public Works Department, and as may be easily imagined no little delay

is caused, while it would be difficult to say who would be actually responsible should a fault be discovered. The cleanliness and good order of the existing accommodation are such as to reflect great credit upon the men and upon the Barrack Master, Captain Pitt, and the energy and skill displayed by Captain Scratchley in the constitution of the works are very obvious. The soldiers' quarters have cost £25,000, the officers' quarters £16,000, and the outer buildings £10,000 in addition — making a total cost, up to the present, of about £51,000.

City of Melbourne maps

Victoria Barracks Melbourne:

Defence complex of 5.7 ha. Established on this site in 1856 and first built for the British Imperial Garrison. From 1901 to 1958 it was the site of the Headquarters for the Commonwealth Department of Defence. During World War Two it housed the Australian War Cabinet. Noted for its many Colonial era structures. Of note is A Block facing St Kilda Road. A three storey bluestone structure originally built as officers' quarters in 1876 with the South Wing added in 1917. The earliest structure is G Block a two storey bluestone building and built between 1856 and 1858 as a barracks. At one stage in the 1890's it was an industrial school and used to accommodate destitute children. J Block, originally the Staff Sergeants' quarters, a two storey bluestone building was designed in the Georgian style by the Public Works Architect Gustav Joachimi and built in 1860. It was used later as a police hospital. The Guard House, known as B Block, is a single storey bluestone building and built in 1862. C Block is a three storey building and built around 1870. F Block a two storey bluestone building was built in 1867 as a hospital and is the earliest surviving hospital building in Victoria. M Block designed in the art deco style was built in 1939. It is thought to be the first continuous concrete pour in Australia. Also of note is the remnant of a bluestone wall on the Western Boundary. This is known as The Keep and is part of the original fortification built in 1860.

City of Melbourne i-Heritage

The Victoria Barracks extends over a large tract of land and comprises many buildings, a number of which are already recognised as of cultural significance by their having been listed on statutory registers. It has been beyond the scope of this study to expand on the research on the Barracks undertaken by the Dept of Housing and Construction. That work has been most comprehensive in identifying sites and buildings of consequence on the site, and particularly the work by Nigel Lewis and Associates for the 'Masterplan, Victoria Barracks : Melbourne' prepared by the Department of Housing and Construction for the Department of Defence in February 1984. `

Description/Notable Features: The Victorian Barracks comprise a number of buildings constructed over a long period of time in a variety of architectural styles. The buildings are generally in good condition although their integrity varies from structure to structure.

Statement of Significance: The Victoria Barracks site as a whole is of significance for having been a major influence on the development and planning of South Melbourne since the formation of the suburb. The significance of the individual buildings within the barracks has been researched by the Department of Housing and Construction and has not been expanded on in this study.

Other Comments: Many of the individual buildings and the group itself are of extremely high significance.

Recommendations

Revise Heritage Places Inventory.

Include as an individual significant place in the heritage overlay in the event that the place is sold or divested by the Commonwealth, and if so:

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

- Apply tree controls to mature palms in front of main building on St Kilda Road and to other mature trees within compound.

- Investigate interiors for original fittings and joinery with a view of inclusion on future internal controls.

PMG Postal Workshops, Garage & Stores complex, 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

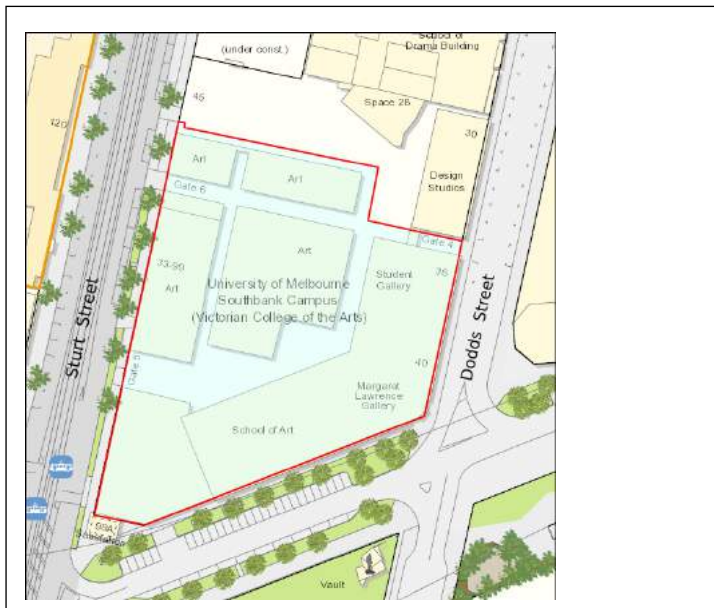
Heritage status:

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 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 complex is located opposite the similarly-designed former Victoria Police stable and hospital complex and not far from the Victoria Barracks, marking the area a public building precinct.

The important government architect John Smith Murdoch employed variations on the modern classical style, with his significant High Court Building (modern Georgian), Little Bourke Street (1928, Victorian Heritage Register) and the earlier and grander Melbourne Mail Exchange, 1917, as a seven-storey, steel-framed red-brick-clad building (Victorian Heritage Register). His imposing telephone exchanges in Melbourne (City West Telephone Exchange 1929, 1937) and Sydney (City South Exchange) provide other more sophisticated examples of his style.

Local Commonwealth government designs under Mackennal during the 1930s were typically moderne-style with significant drill hall complexes included among them, such as A'Beckett Street (Victorian Heritage Register). This complex befits its utilitarian propose with simple but nevertheless stylised elevations. This complex is distinguished and a recognisable Commonwealth of Australia design.

The adjacent Mounted Police stables on Dodd and Grant streets offer a variation on the red-brick-and-cement-bands style that typifies Commonwealth utilitarian architecture of the 1920s-1940s. The RAAF Williams Laverton airbase represents a large complex of such buildings, where rendered and white-painted horizontal bands through red brick walls and steel-framed windows tie together a diverse range of buildings for accommodation barracks, warehouses and aircraft hangars.

A similar effect can be found at the Richmond Airbase in New South Wales. These can be seen as an evolved form of the earlier first wave of Commonwealth industrial buildings types, primarily of red brick and corrugated iron, found at sites such as the Federal Woollen Mills in Geelong, the Naval Drill Hall in Port Melbourne, and the Royal Australia Field Artillery Barracks in Maribyrnong, all designed by Commonwealth chief architect John Smith Murdoch.

The combination of red brick and white rendered bands can be seen as a signature device in Commonwealth buildings, both in plain utilitarian structures or applied to more elaborate public buildings such as the Richmond South Post Office (1905).

The substation compares with a small group of contemporary Edwardian and Inter-war substations scattered around the City of Melbourne, such as that on the corner of Munro and Johnston streets, South Melbourne (Vines 2007).

History

The Australian Commonwealth government took over responsibility for postal, telegraphic and telephone services from the new states at Federation in 1901. All these services came under the control of the Postmaster General, and the need for their formation was a major factor in the unification of the states and strategic defence.

Prior to Federation, individual states were responsible for postal, telegraph and telephone services. With the creation of the Postmaster General, a post first held by the Honourable J. G. Drake, these became centralised Commonwealth services with a uniform penny post and federal postage stamps (both introduced in 1911) substituting for the various colonial systems. Employees of the postal telegraph and telephone services automatically became federal public servants. The PMG became the largest Commonwealth department with about 10,000 permanent staff and another 6,000 contractors (Lee 2003).

A trunk line link to Sydney was created in 1907, and Australia's first automatic exchange was opened in Geelong in 1912. Airmail was a further development; Australia's first overseas call reached London in 1930, and Victoria was linked to Tasmania by submarine cable in 1935. As the effects of the Depression waned, the Postmaster General's department commenced an extensive building campaign, providing, for example, automatic telephone exchanges at Caulfield (2,000 lines), Brunswick (3,600 lines) and City West (6,000 lines).

In 1935, Caulfield was the first to be completed, coinciding with the start of the City West Exchange building. After a lull, during World War II some millions of pounds were spent on a temporarily-curtailed capital works programme for communications in general. In 1935, 92 telephones per 1,000 people were connected, via 1,650 Victorian exchanges. It took nearly 20 years for this figure to double.

Crown Land in South Melbourne near St Kilda Road was reserved from sale for potential future uses until well into the 20th century. This proved to be beneficial for the establishment of facilities for the new Commonwealth postal service.

The block bounded by Sturt, Dodds, Grant and Nolan streets remained Crown land (Section C, lots 1 & 7-12) until quite late, having been retained as part of a large area for government purposes. Subdivision occurred in 1885, with the block initially divided into 12 allotments. However, of these, only four properties were created. The land was occupied partly by the Victoria Barracks, and progressively, parts were reserved either for government purposes or were gradually sold off. A subdivision by J. H. Reed, Assistant Surveyor, was undertaken by 1885, creating about two dozen allotments on either side of Sturt Street, of one rood and 32 perches each (about 0.18 hectares), as well as some other odd-sized lots.

In 1895, the middle part of the block contained 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-20th century, the block was occupied (from north to south) by Radio Corporation Pty Ltd (lots 11-12), Alcock Thomson & Taylor billiard table manufacturers (Lots 9-10), C. M. Kerr & J. Train (lots 7-8), and the Commonwealth of Australia (lot 1, formerly lots 1-6). The Radio Corporation site became the present-day Recital Centre location. Alcocks continued occupation into the 21st century. The Kerr and Train lot at 43-47 Sturt Street was occupied by Lucy Secor Dressmaker from around 1936 (at 35 Sturt Street) until at least 1957 (Sands & McDougal Directories).

The presence of the PMG garage in Sturt Street, South Melbourne, is recorded in newspapers by at least 1923, when a PMG van driver from the Sturt Street garage was involved in a 'street fatality' (*The Ballarat Star*, 25 September 1923, p.7.). A new gabled masonry workshop wing was planned for the complex in 1926 under J. S. Murdoch's authority as Director General of Works, located facing Grant, Moore, Power and Macgowan streets; this appears to have since been demolished.

Extensive damage was caused to the motor garage in 1927 when two RAAF aeroplanes taking part in the aerial welcome to the Duke and Duchess of York collided in mid-air, with one crashing into the building, '...where it caught fire and destroyed five motor cars...' (*Jerilderie Herald and Urana Advertiser*, 28 April 1927, p.3.).

The damage to the buildings was described in detail thus:

"... the interior of the garage of the Postmaster-Generals department in Sturt Street had become a raging furnace. Employees of the garage, none of whom, fortunately, was beneath the portion of the roof through which the aeroplane crashed, had found it quite impossible to approach anywhere near the blazing machine. One side of the garage is one storey, and the other of two stories, so that the roof rather resembles a large step. It was on this "step" that the aeroplane fell. It tore through the sheets of corrugated iron as if they had been paper, smashed the floor of the upper storey of the building, and crashed with a great roar to the stone floor of the garage itself. The upper floor, it is understood, is little used. The aeroplane fell across four large motor-trucks and three motor-wagons, such as are used to collect mail from street pillars. There were many other motor vehicles in close proximity, and much petrol about the place, and but for the prompt action of several postal employees, who drove out as many of the vehicles as they could, much more damage must have been done. Certainly the position would have become exceedingly dangerous owing to the possibility of an explosion..." (The Argus, 22 April 1927, p.16.)

The garage buildings were rebuilt in 1928 with a sumptuous ceremony, perhaps designed to purge the tragic memories of the previous year:

The new Postal Garage was opened with a dance with the building decorated with bunting while the opening ceremony was presided over by the deputy Director of the Postmaster-Generals Department Mr R. N. Partington. Among those present were representatives of many business and State organisations, the P.M.G. being represented by the Chief Inspector of Stores and Transport (Mr. P. C. Cameron), the State superintendent (Mr. W. Packer) and Supt. Salmon (of the Motor Branch). Mr. C. K. Bremen (transport officer) acted as the chairman for the evening, and Mr. R. A. Sullivan as honourable secretary. During the evening a clock was presented to Mr. Bromell, the case of which was made of wood from the original Princes Bridge. After the ceremony some 350 guests joined in the dancing (The Argus, 5 May 1928, p.32.).

The Mahlstedt Plans of the 1920s indicate that only the southern half of the block was occupied by the PMG facilities, with mostly single-storey, corrugated iron buildings – including the motor garage, cable store and open store yard, blacksmith's shop, horse yard and stables. A small, two-storey masonry building on Sturt Street was labelled the 'GPO Workshop'.

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, 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 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 comprise:

- Building 876 part (1973 amenities unit)
- Building 877 part (1937 garage modern addition)

How is it Significant?

The former PMG Postal Workshops, Garage & Stores complex is historically and aesthetically significant to South Melbourne as well as to the City of Melbourne.

Why is it Significant?

The former PMG Postal Workshops, Garage & Stores complex is historically significant as being representative of the growth of telecommunications in the lead-up to World War II, and a massive Commonwealth government building program beginning in the first decade after Federation to create unified communication services across the country. Prior to 1901, postal and telephone services were the responsibility of separate colonial governments, but under Federation of the colonies, the role reverted to the Commonwealth and became a major factor in the unification of the states. (Criterion A)

The buildings 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.

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

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.

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.⁴

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

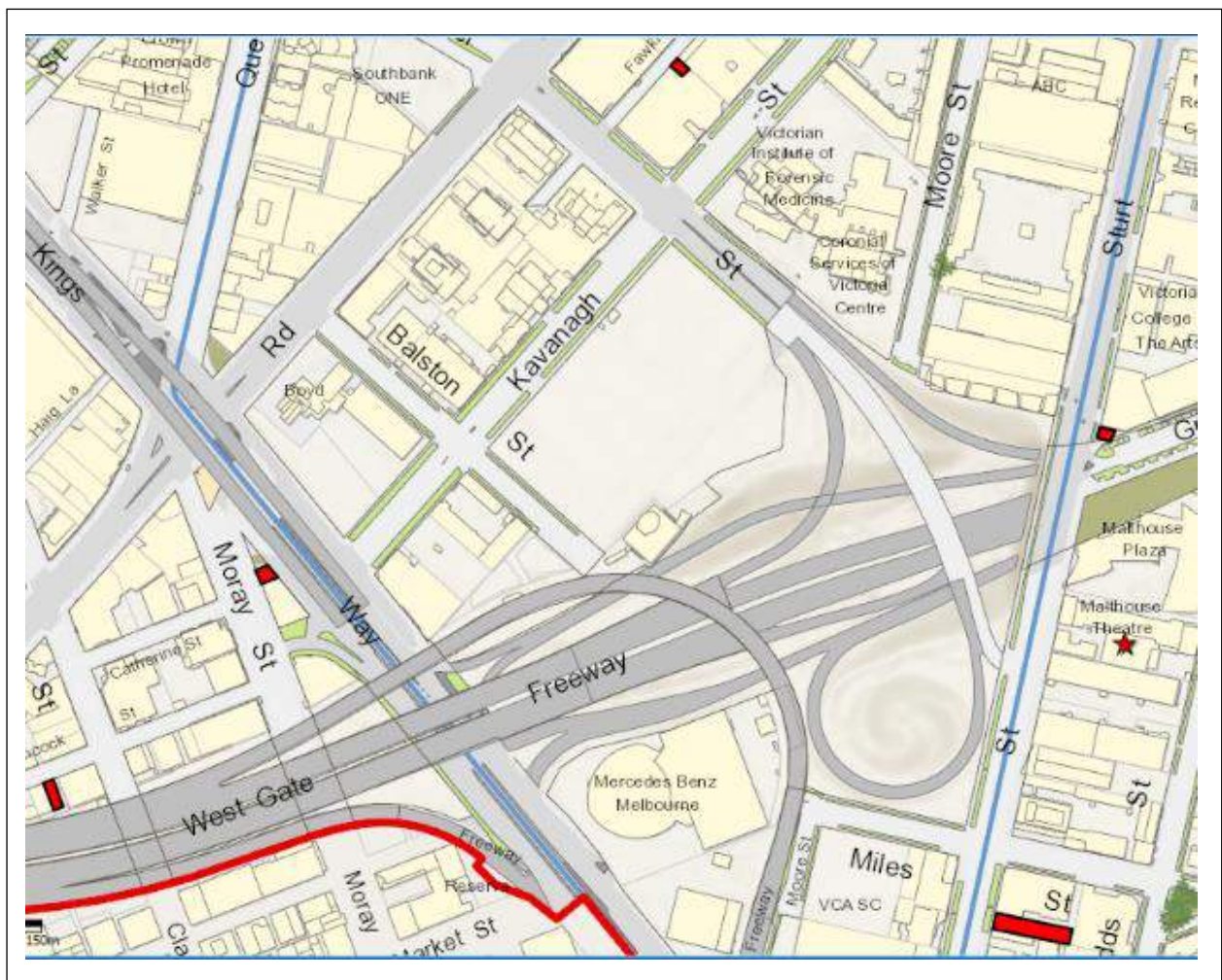
Heritage status:

Heritage Overlay Proposed group

Thematic context:

6.3 Providing essential services

⁴ <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 Fawcett 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

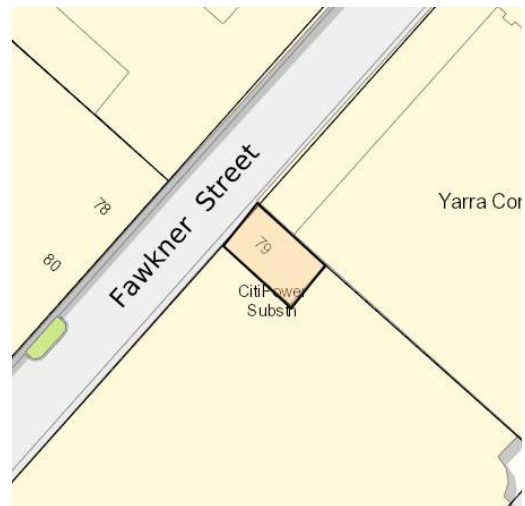


99A Sturt Street





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-19th century included the Australian Electrical Co. Ltd, who had a power station in Russell Place in the city, the New Australian Electric Lighting Company, who built the Richmond Power Station, and Alcock's Electric Light and Motive Power Company, who established a generating station in Corr's Lane, Melbourne. In 1889, Alcock moved to a new site in Neptune Street, Richmond. His company supplied electric light to Richmond, Fitzroy, Collingwood, Kew and South Melbourne.

The inefficiencies and inadequate coverage of competing private electricity companies led to the development of municipal electricity suppliers, and ultimately nationalisation under the State Electricity Commission. Electricity generation in Victoria had started out with a wide array of private companies moving into the emerging market of electric light and power. To regulate these companies in 1896, the first Electric Light and Power Act was introduced, determining which suppliers could operate and establishing municipal electricity undertakings. The City of Melbourne commenced its own electricity supply in 1897 with a power station on Spencer Street.

In 1899, the Brush Electrical Engineering Co. of England took over both the Alcock Company and the New Australia Electric Lighting Company to form the Electric Light and Traction Company of Australia Ltd. It was renamed the Melbourne Electric Supply Co. in 1908 and supplied power to southern Richmond, Prahran and South Melbourne. Their network formed the basis of the State Electricity Commission (SEC) distribution system when the SEC was formed in 1919 and progressively unified the various systems in the 1920s.

Comparative analysis

Electrical substations around Melbourne show a variety of architectural treatments, generally reflecting the civic and urban design concerns of municipal-based electricity supply departments rather than the earlier commercial electric companies or the role of the SEC. The City of Melbourne in particular has some fine pavilion-style substations, located in or adjacent to parkland – such as Fitzroy Gardens and Royal Park – and others from a similar period, designed by the Melbourne City Council City Architect in South Yarra, Parkville and East Melbourne. The pavilion types are atypical because of their parkland settings. Other contemporary substations in urban streetscapes tend to reflect more austere modernism, such as an example in Nottingham Street, Kensington, built around the 1920s, which displays red brick all over, but with details such as a projecting cornice and string and soldier courses over the doorways and vents. The more common substations of the period are more likely to be quite plain red brick structures with gabled or hipped roofs, rarely with decorative treatments.

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 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-20th century as local engineering firms created a much-increased demand for electricity, and former Crown land reserves were sold for new development. The individual substations were generally connected to specific industrial developments in their local area, such as the 99A Sturt Street substation being established adjacent to the PMG workshops in the 1920s. (Criterion A)

The substations are of aesthetic interest for their utilitarian brick, Inter-war style, which was typical of both the period and function. (Criterion E)

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study

Bryce Raworth South Melbourne Conservation Study 1997 (no specific mention).

Other heritage studies

South Melbourne Conservation Study 1987 (no specific mention).

Building Identification Form 1997 (BIF).

Other references

Miles Pierce, 'Early Electricity Supply in Melbourne', 3rd Australasian Engineering Heritage Conference 2009, Miles Pierce B. E. (Elec), FIE Australia.

Melbourne Open House, Russell Place Substation. Accessed online 1 September 2015.
<http://wongm.com/2011/07/melbourne-municipal-electricity-undertakings/>

City Power, Electricity in Early Victoria. Accessed 1 September 2015.
<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

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:

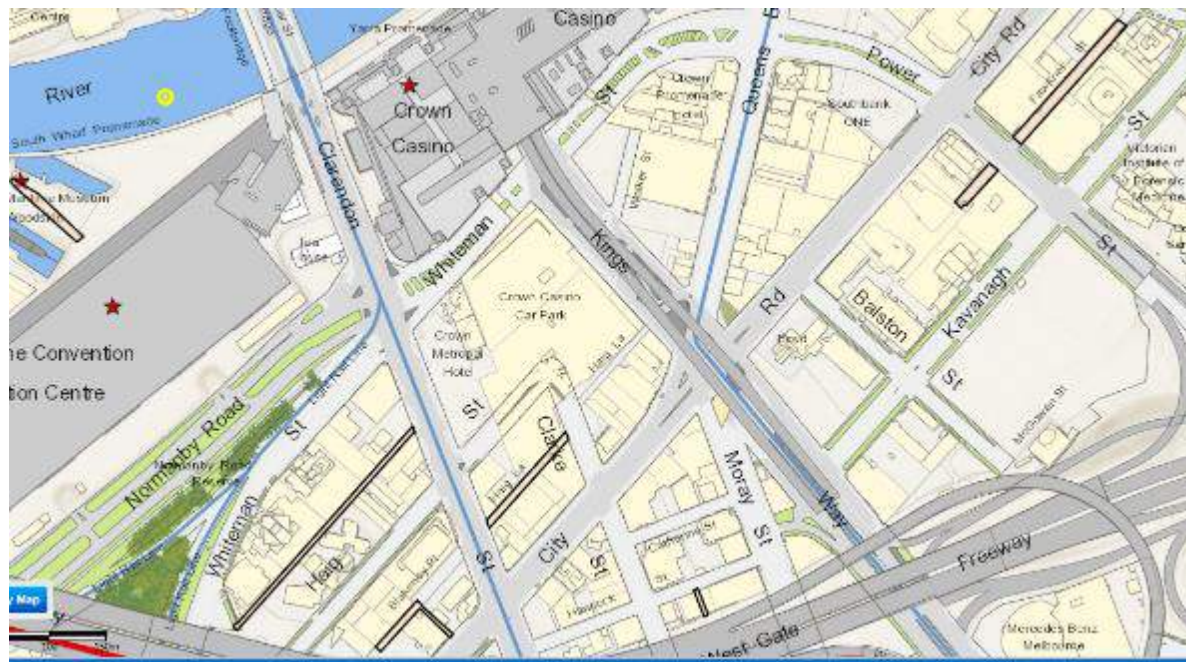
Aesthetic, Historical

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

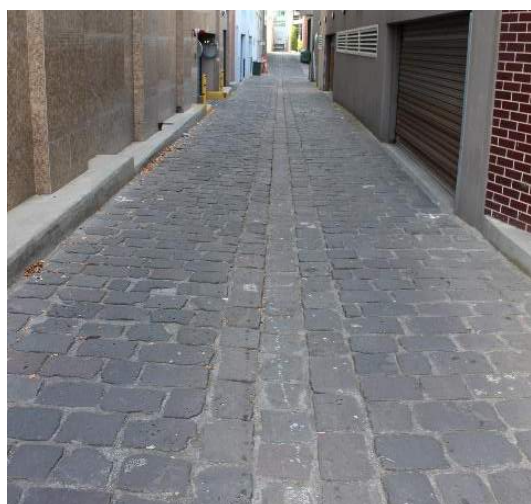
The bluestone-paved lanes comprise several separate sections of laneway which retain their original pattern of bluestone pitchers, generally with a central surface drain formed from one or more lines of slightly depressed pitchers. The sides of the lanes slope gently to this drain. In

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.

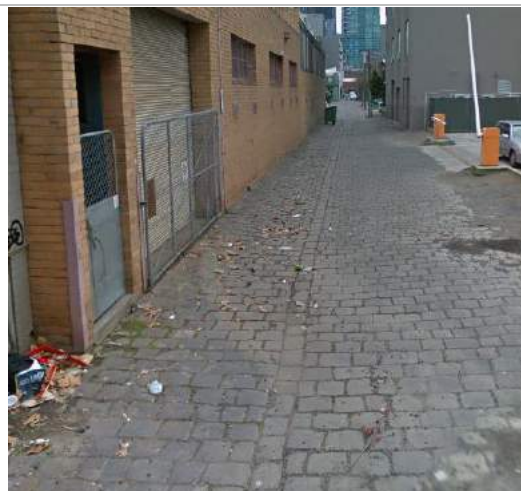
Stone pitchers are generally between 20 to 30 centimetres wide and 30 to 40 centimetres long, and 15 to 20 centimetres deep. They are formed with tapered sides so that the top surface can be fitted closely together, and the smaller base was originally set in sand. This was intentional, as it allowed 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
Stone-pitched lane, Anthony Lane	Anthony Lane, between Coventry Street and Dorcas Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, Blakeney Place, SML639	Blakeney Place, off Clarendon Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, off Catherine Street, Sm0477	Between 4 and 8 Catherine Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, off City Road, Sm0199	Off City Road, Southbank	c1870	D	3	Yes
Stone-pitched lane, off Clarendon Street, Sm0337	Adjacent to 54 Clarendon Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, Fawcner Street	Southbank Blvd to Power Street and west of Power Street. Southbank	c1870	D	3	Yes
Stone-pitched lane, Haig Lane	Haig Lane between Kings Way and Clarke Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, off Hancock Street, Sm0549	off Hancock Street, Southbank (not including section south of 11-13 Hancock Street.)	c1870	D	3	Yes
Stone-pitched lane, off Power Street, PL5195	Southeast of 76-80 Power Street, Southbank	c1870	D	3	Yes
Stone-pitched lane, Wells Place, SML609, SML247 & Sm0248	Wells Place, Southbank	c1870s	D	3	Yes



Anthony Lane



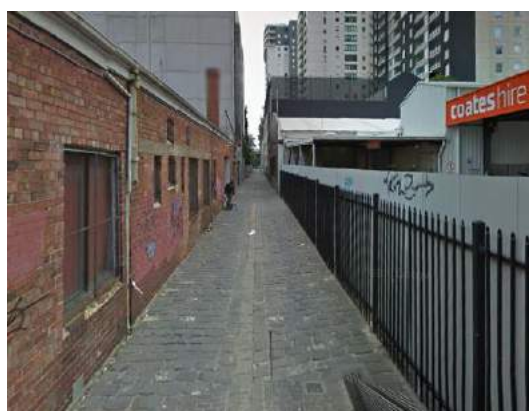
Blakeney Place



Lane Sm0477 off Catherine Street



Lane Sm0199 off City Road



Lane Sm0377 off Clarendon Street



Haig Lane



Fawkner Street



Lane Sm0549 off Hancock Street



Lane PL5195 off Power Street



Wells Place

History

The South Melbourne lanes were created as part of subdivisions during 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) (CoMMap).

Comparative analysis

The Southbank stone-paved lanes area is a fragmentary remnant of once more extensive laneways, many of which have been re-laid, or subsumed into new road alignments and widening or private allotments. They compare with the more extensive networks of laneways throughout Melbourne and the inner suburbs, although less intact than the less-developed mostly-residential areas.

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), 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 (Sm0549), off Power Street (PL5195), and Wells Place (SML609, SML247 & Sm0248).

(Note that 'Sm', 'SML' and 'PL' are City of Melbourne location designations from its CoMMap system, and variously use upper and lower cases with three- or four-digit numbers. Presumably they refer to 'South Melbourne Lane', 'Private Lane', or some similar nomenclature.)

The significant fabric comprises all bluestone pitchers, including the arrangement and method of setting, dry-jointing (without mortar or cement), alignment of stones and existing levels and slope angles.

How is it significant?

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

Why is it significant?

They are of historical significance for their representation of the character of 19th and early-20th century urban design and the historical patterns of use which required rear service access for factories and warehouses, and night cart access for emptying cesspits and toilet pans prior to the construction of the Melbourne sewerage system. (Criterion A)

The lanes provide a direct and tangible link to the former industrial and working class residential character of the Southbank area, which has been entirely assimilated into modern commercial and high-rise residential development. They represent the last fragments of the original road and lane surfaces from the middle-to-late-19th century and were once the standard form for inner-city areas.

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

Sources used for this assessment

The following sources and data were used for this assessment:

Primary heritage study

Bryce Raworth, South Melbourne Conservation Study 1997 (no specific mention).

Other heritage studies

South Melbourne Conservation Study 1987 (no specific mention).

Building Identification Form 1997 (BIF).

Other references

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

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.

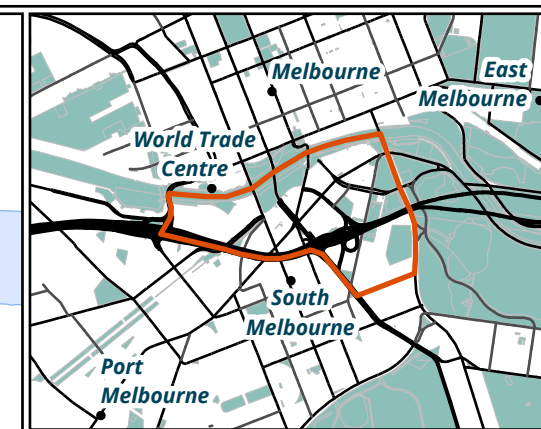
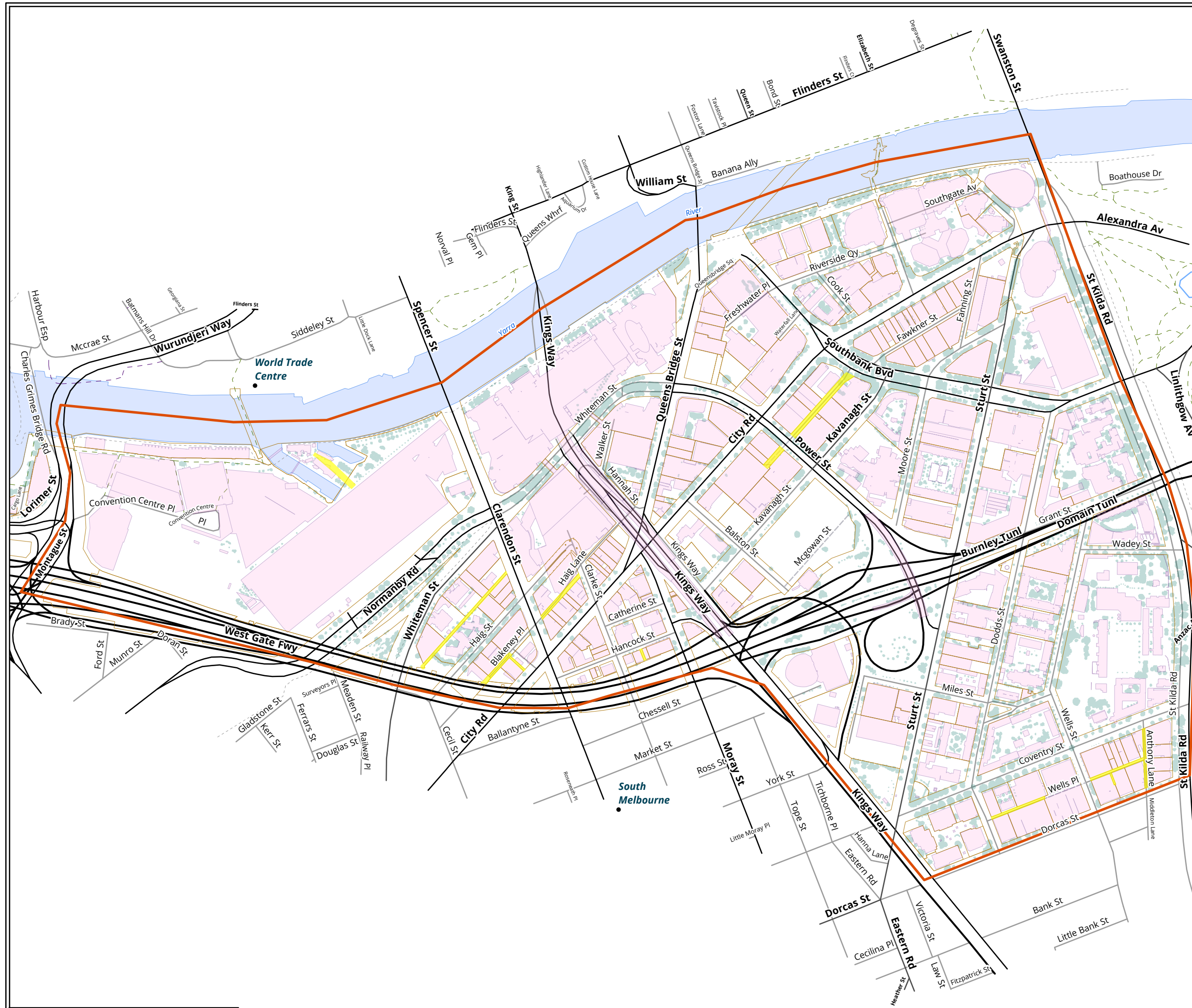
The City of Melbourne CoMMap.

Recommendations

Include as a thematic heritage overlay group. (with the exception of Phayer Street, which is already within HO764)

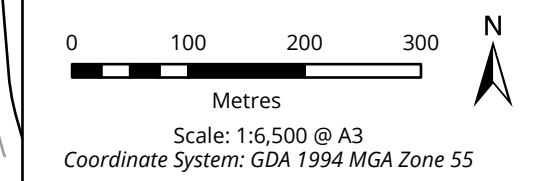
Revise Heritage Places Inventory

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



Appendix 4 Citations for archaeological places

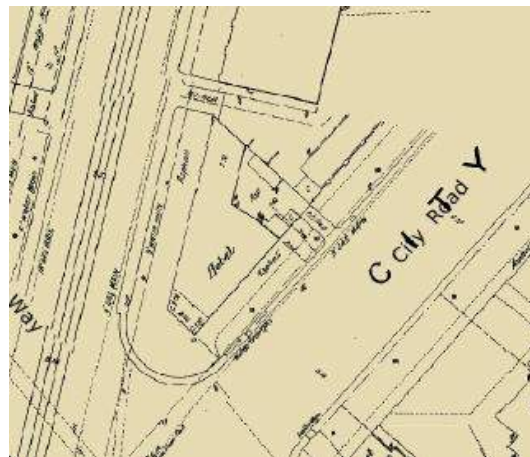
Contents

City Road Park / Castlemaine Hotel (archaeological), 135 Queens bridge Street, Southbank ..	420
South Melbourne Post Office site (archaeological), 229 City Road, Southbank	423

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

Existing: no grading

Proposed: D3

Heritage values:

Historical, Scientific

Heritage gradings:

Proposed new system (C258):

Individually significant

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

Heritage status:

Proposed for nomination to Victoria heritage Inventory

Thematic context:

13.6 Eating and drinking



Boundary of heritage place

Description

The Castlemaine Hotel was a two-storey brick structure with a cellar. The site is currently occupied by a small park. Part of the original building footprint, about 15 metres of the western corner, was taken over for road widening when creating the slip lane off Queens bridge Street. The brick wall on the eastern side of the park is a modern construction. MMBW plans show the hotel wrapping around the corner site with a small yard facing City Road, containing a closet (probably originally with a cess pit), sheds and drainage features. Archaeological remains are likely for all of these, including the wall footings and potentially occupation deposits both in the under floor areas and the rear yard.

History

The corner lot on Queens bridge Street (Originally Moray Street North) and City Road was originally purchased by W. G. Boyd. John Phillipson erected the Commercial Hotel on this corner in 1882, and the following year Phillipson also opened the Trades Hotel in City Road.

The Commercial was situated opposite the Castlemaine Brewery, which was on the western side of Queens bridge Street and next door to its bottling store. With the expansion of the Castlemaine Brewery to the east side of Queens bridge Street, the hotel was renamed the Castlemaine Hotel.

In 1885, 'Fitzgerald & Co., brewers', occupied the bottling store at 129-133 Queens bridge Street, which had replaced the original stables with the brewery. In the same year, Fitzgerald was recorded as owner and John Clark was recorded as licensee of a hotel on the triangular allotment adjacent to the site on the corner of City Road, known as the Castlemaine Hotel.

In the 1930s, the Castlemaine Hotel operated under the ownership of Henry Stokes of the Commercial Hotel, Fitzroy (Rate Books 1936-1938).

The Castlemaine Hotel was de-licensed on 7 March 1958 and then demolished to widen the intersection under the Kings Way overpass.

Comparative analysis

Few hotel sites have provided archaeological potential in the South Melbourne Area, although a number have been excavated in the city, such as the Mistletoe Hotel. Like the nearby former South Melbourne Post Office site, this offers opportunities for investigation of the material culture of the late-19th and early-20th century.

Statement of Significance

What is significant?

The Castlemaine Hotel archaeological site, northeast corner of Queens bridge Street and City Road.

How is it significant?

The Castlemaine Hotel archaeological site is of historical and archaeological (scientific) significant to Southgate and the broader city of Melbourne.

Contributory elements include:

- archaeological evidence of structural form and occupation deposit; and
- present grassed open space as indicator of its location.

Why is it significant?

The Castlemaine Hotel archaeological site is historically significant as it is one of a small number of former hotels in the Southbank area that served the predominantly industrial workers of the district and, in particular, workers from the Castlemaine Brewery for the period it was operating from the 1880s to 1920s.

Sources used for this assessment

The following sources and data were used for this assessment:

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

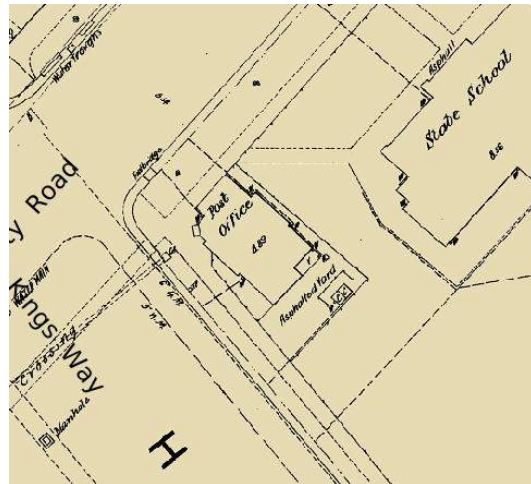
Revise Heritage Places Inventory.

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:

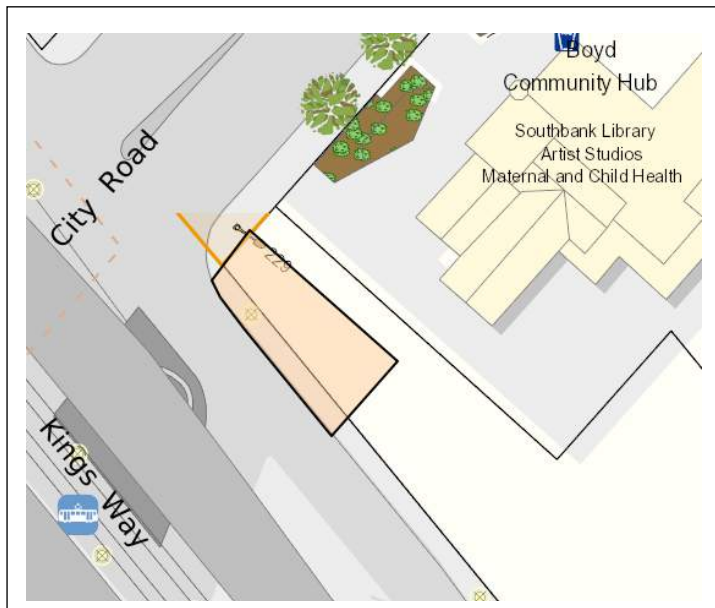
Historical, Scientific

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-19th and early-20th century occupation of this location..

Sources used for this assessment

The following sources and data were used for this assessment:

SBCS, V1 FOOTNOTES

5. J.H. Boyd Domestic College

1. Burchell, pps. 149, 153

2. R. Lapidus in Vision and Realisation, V3 p.383

3. (a) Ibid

(b) Air Spy (SLV)

4. Burchell, p.153

5. Mahlstedt's South Melbourne Plans, c1928, (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, . and Miss Webb, unfortunately for herself. as it afterwards proved, had worked the business up to such an extent that the department was compelled to make it a stall office. The public was loth to lose Miss Webb, and petitioned the Postmaster-General to retain her services. The ' request was granted for a time, but eventually it was intimated that tbc laws of the department demanded (hat. a staff officer be placed' to charge. Those who had been in the habit 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. tavier, 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.

Recommendations



Revise Heritage Places Inventory.



Nominate the site to the Victorian Heritage Inventory as archaeological place.



Appendix 5 Potential heritage places for future investigation



Table 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
Melbourne Towing Service	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>	
W. J. Bush Ltd / Potter & Moore perfume & cosmetics, now Urban Central	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
Buckeye Harvester Co. / Kelly & Lewis motor garage	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>	
Evan Walker Bridge	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
S & K Motors	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>	
MFB Station No 38	26-40 Moray Street, Southbank	1991			C	3	<p>Individual HO.</p> <p>Potential Architectural value, needs to be confirmed from sources.</p> <p>Recent age.</p>	



Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Southern Cross Windmills	18-24 Moray Street Southbank	1937			C-D	3	<p>Individual HO - Rare surviving industrial building related to theme- potential architectural value as representative of period</p> <p>Relatively plain so architectural value limited, may only be typical of historical uses (Demolished 2018)</p>	
Children's Court	9-15 Queens Bridge Street, Southbank	1930	D	3	C-D	3	<p>Individual HO. 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>	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Crown Promenade Hotel	40-56 Queens Bridge Street, Southbank	2003			C	2	<p>Individual HO.</p> <p>Significance as architectural award winner.</p> <p>Recent age.</p>	
Vacuum Oil Company stores	87-89 Queens Bridge Street, Southbank	1930	D	2	D	3	<p>Contributory to precinct.</p> <p>Historical significance as rare surviving industrial building related to Southbank historical theme.</p> <p>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.</p> <p>Historical value only as representative of former motoring industry theme.</p>	



Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Eureka Tower	3-7 Riverside Quay, Southbank	2002-2006			C	3	Individual HO. Architectural award winner. Recent age.	
Southgate	3 Southgate Avenue, Southbank	1990-1992			C-D	2	Individual HO. Historical and social value. The project that triggered Southbank transformation. Recent age.	



Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Vacuum Oil / Mobil / Southgate Apartments	28-32 Southgate Avenue Southbank	1960/1996			D	3	<p>Originally a early significant glass curtain wall building, contemporary with ICI house.</p> <p>First of the transformational developments south of the river.</p> <p>Heavily altered, probably insufficiently-intact for heritage consideration.</p>	
Southern Link elevated road	West Gate Freeway, Southbank	1987-1988			C-D	3	<p>Individual HO.</p> <p>Longest elevated roadway: historical and technical development.</p> <p>Recent age, utilitarian and poor aesthetics.</p>	

Name	Address	Date	Grading	Streetscape level	Grading revised	Streetscape level revised	Recommendation	Image
Crown Casino	2-68 Whiteman Street, Southbank	1997			B-C	2	<p>Individual HO.</p> <p>Architectural award winner.</p> <p>Recent age, community stigma may be attached to it.</p>	
Melbourne Exhibition Centre	Convention Centre Place, South Wharf	1996			B-C	2	<p>Individual HO.</p> <p>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
Melbourne Convention Centre	Convention Centre Place, South Wharf	1996			B-C	2	Individual HO. Significance as architectural award winner. Recent age.	
Melbourne Recital Centre	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
Melbourne Theatre Company	140 Southbank Boulevard, Southbank	2009			B-C	1	Individual HO. Significance as architectural award winner. Recent age.	
ACCA / Malthouse Plaza	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
VCA Drama School	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>	
Victorian College of the Arts	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
Seafarers Bridge	South Wharf	2009			C	3	Individual HO. Significance as architectural award winner. Recent age.	
Russell & Russell gauge manufacturers	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

City of Melbourne **Project Brief**

The Southbank and Fishermans Bend

Heritage Study

Consultant Project Brief

Project Owner

Robyn Hellman

Project Manager

Peter Mondy

Submission Deadline

26 August 2016

Date Updated

21 July 2016

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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

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)



Southbank and Fishermans Bend Heritage Study



Approx. Scale 1:25000



The City of Melbourne does not warrant the accuracy, currency or completeness of information in this product. Any person using or relying upon such information does so on the basis that the City of Melbourne shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

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		
Architectural Style	Italianate	
Period	1876-99 - Victorian	
Construction Date	1887	
Source for Construction Date	1887	
Integrity	Fair	
Condition	Fair	
Original Building Type	Bottling Store	
History		
Description/Notable Features	<p>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.</p>	
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
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South Melbourne Heritage
Precinct

Conservation Study	Study Date	Status
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South Melbourne
Conservation Study 1997 -
Bryce Raworth

Building and History Information

Architectural Style	Italianate
Period	1876-99 – Victorian
Construction Date	1887
Source for Construction Date	1887
Integrity	Fair
Condition	Fair
History	

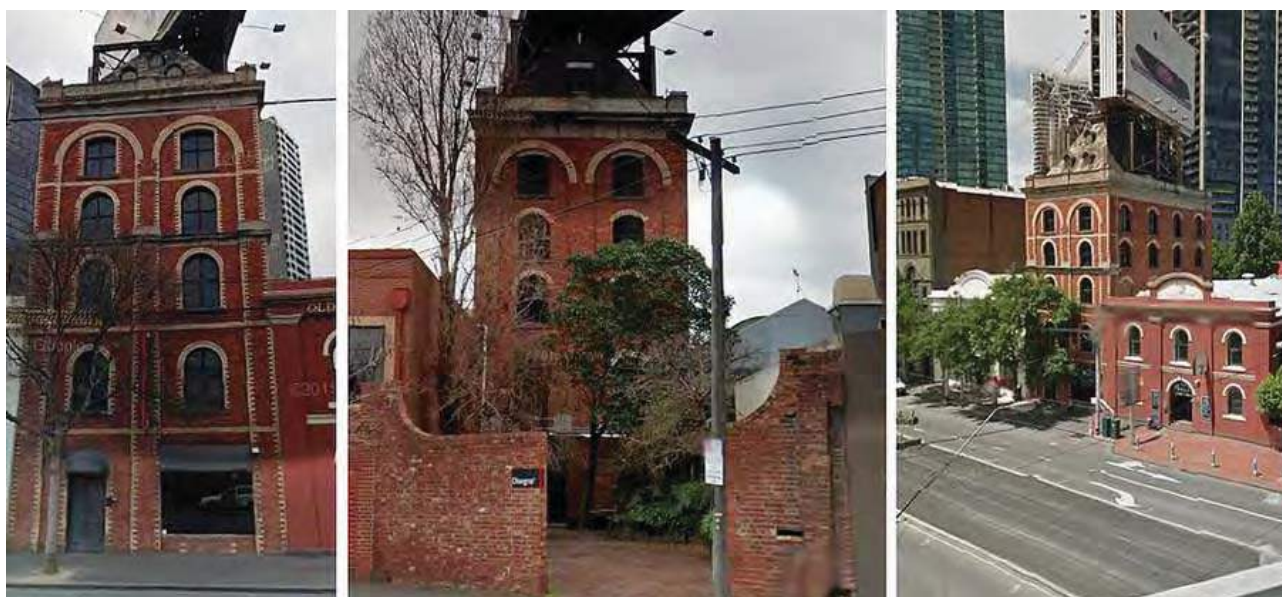
Description/Notable Features

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

Recommended Alterations	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

Statement of Significance

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.

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

Period	1876-99 - Victorian
Construction Date	1895
Source for Construction Date	1895
Integrity	Fair
Condition	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.)
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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

Recommended Alterations	Signage, external air conditioner (inappropriate - remove) Painted brick (inappropriate - ram)
Other Comments	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
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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

Architectural Style	Early Modern
Period	1926-39 - Inter War
Construction Date	1935
Source for Construction Date	1935
Architect	
Integrity	Good
Condition	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.
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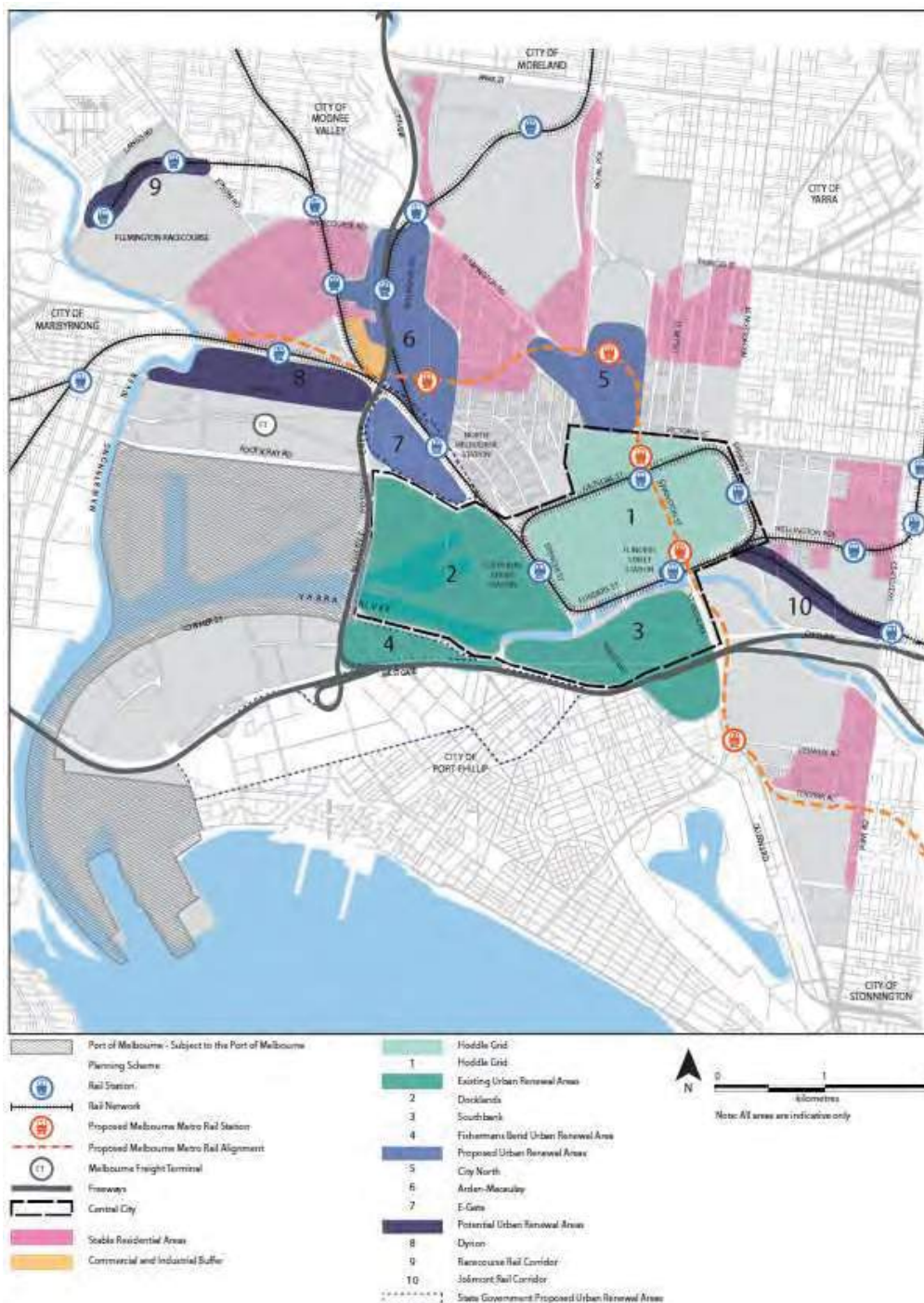
Statement of Significance

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



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 Philip) 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.