

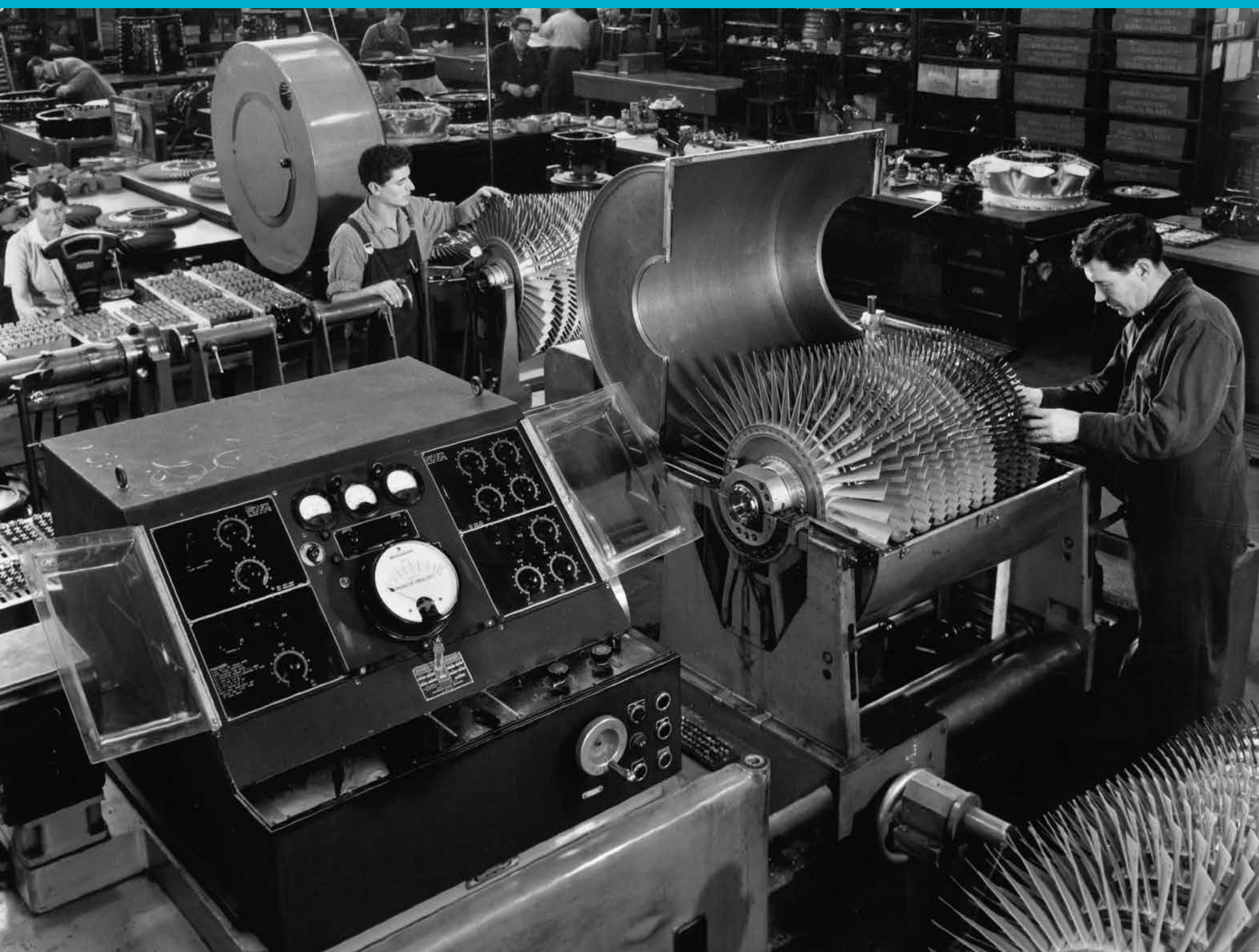
SELF-GUIDED BICYCLE RIDE

FISHERMANS BEND HERITAGE REVIEW

Industry in the City

Tour Distance: Approx. 8km, flat terrain

Tour Time: Approx. 1 hour 30 minutes



Acknowledgement of Traditional Custodians

The City of Melbourne respectfully acknowledges the Traditional Custodians of the land, the Bunurong Boon Wurrung and Wurundjeri Woi Wurrung peoples of the Eastern Kulin Nation and pays respect to their Elders past, present and emerging. We are committed to our reconciliation journey, because at its heart, reconciliation is about strengthening relationships between Aboriginal and non-Aboriginal peoples, for the benefit of all Victorians.

THE REVIEW

The Fishermans Bend In-depth Heritage Review is the most comprehensive review of heritage buildings and structures in Fishermans Bend to date. The independent review took a holistic view of several sites, carefully considering historic and contemporary heritage values.

The recommendations in the Review are being implemented through Planning Scheme Amendment C394, which has been prepared by the City of Melbourne.

Find out more and have your say at **Participate Melbourne**.

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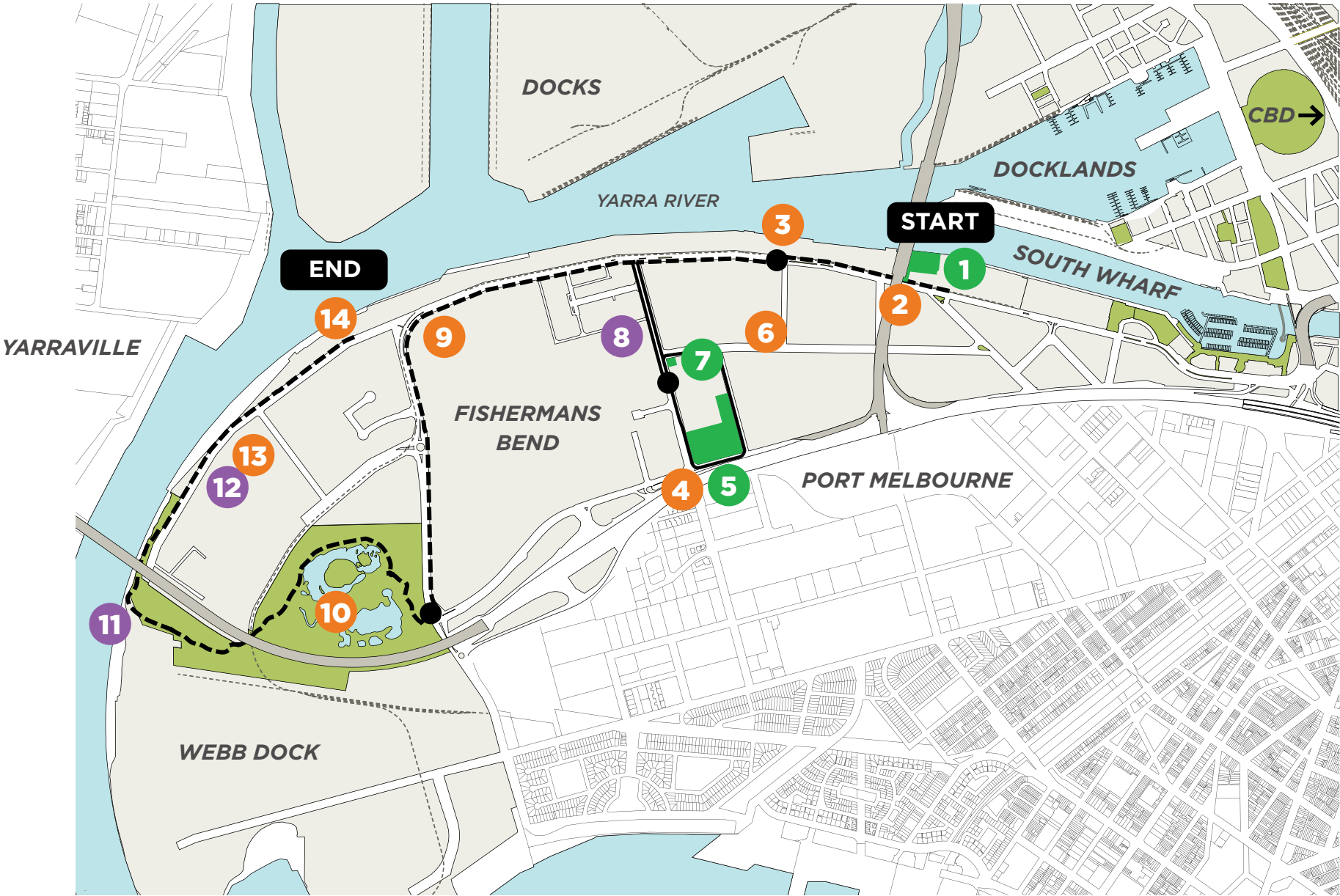
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Front Cover:

Commonwealth Aircraft Corporation, Fishermans Bend, Victoria, 1962. Photograph by Wolfgang Sievers.

(National Library of Australia, nla.obj-160363033)

THIS TOUR



Key

Cycling Route

- Off Road Shared Path
- On Road Bicycle Lane
- Dismount for Road Crossing

Stops

- Proposed Local Protection (Melbourne Planning Scheme)
- Proposed State Protection (Victorian Heritage Register)
- Local Interest and Context



INTRODUCTION

This is a tour like no other - a self-guided bicycle ride for cyclists of all abilities to discover the little-known industrial heritage of Fishermans Bend.

Designed for your smart phone, this tour will take you to industrial structures associated with Melbourne's port, to (in)famous bridges, manufacturing headquarters that are home to Australian icons, and to heritage associated with Australia's involvement in World War II.

The tour will take you to all sites proposed for protection in the Melbourne Planning Scheme or the Victorian Heritage Register, as well as sites of local interest that provide additional context to experiencing the 'Bend'.

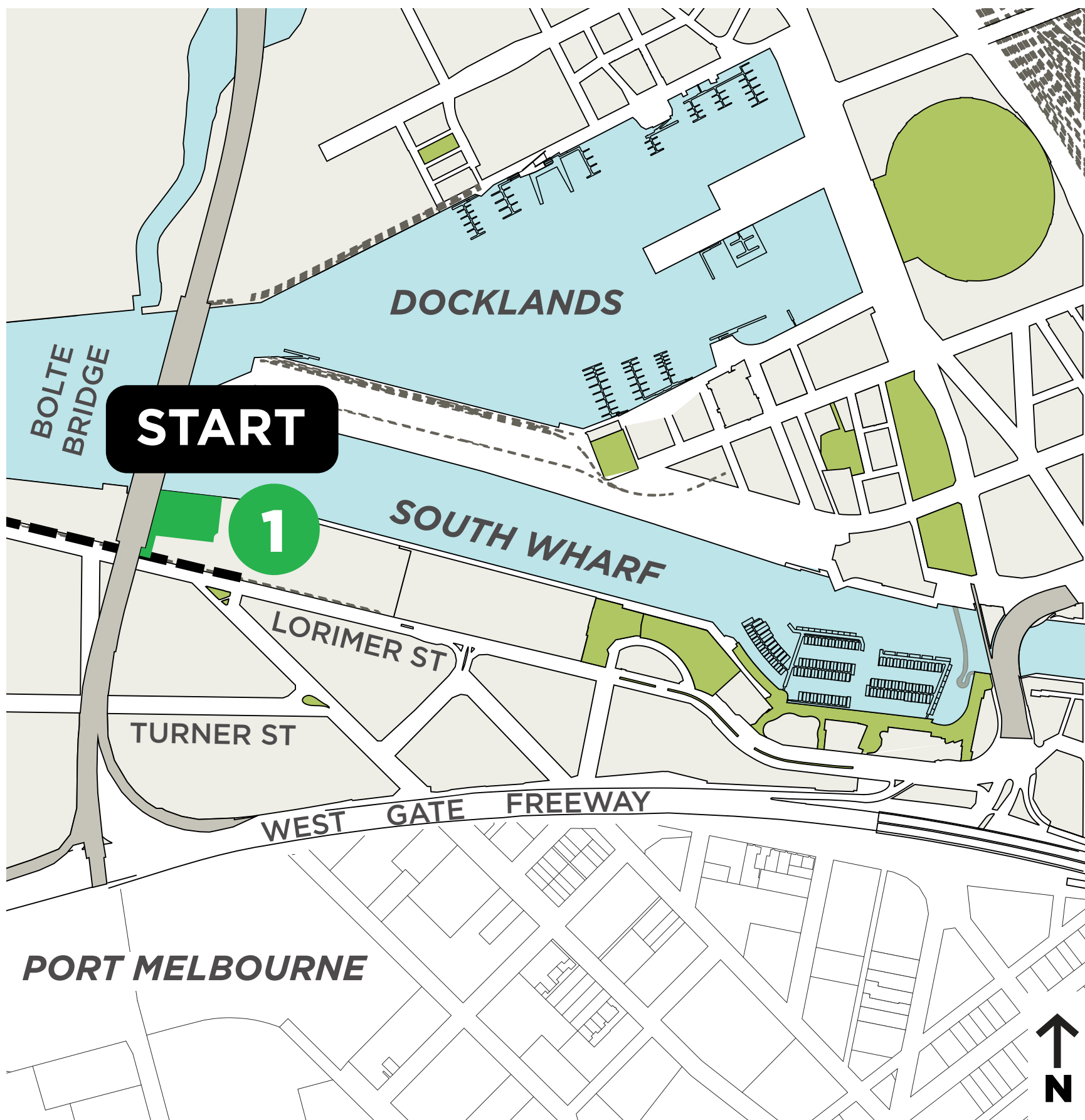
STOP 1

LOCAL PROTECTION

Shed 21 206 Lorimer Street



View from Lorimer Street
(City of Melbourne)



STOP 1

LOCAL PROTECTION

Shed 21

206 Lorimer Street

Architect(s): *Unknown*

Constructed: *1956*

Shed 21 is a steel framed open shed that was constructed in 1956 for mechanised handling of steel. The shed represents an important phase of development at Melbourne's docks, being post World War II (WWII) expansion and mechanisation. Steel was seen as vital to the economic growth of Victoria and, for 27 years, Shed 21 played a major role in its importation.

The cranes at Shed 21 were on a transverse alignment across the shed that was unique in the port, as all other overhead cranes ran longitudinally in their sheds with projections at the end for loading. The Shed 21 arrangement allowed efficient simultaneous unloading of steel from the river berth to the loading of vehicles. Together, the cranes and shed arrangement tripled the capacity for Shed 21 to unload steel.

Shed 21 was also the site of the sinking of the car of Federated Australian Painters and Dockers Union welfare officer, Alfred 'Ferret' Nelson. Nelson disappeared in December 1971, on the eve of an election for the Union. The Union's head office nearby in Lorimer Street was burnt out on the same night. Nelson's Valiant Charger vehicle was fished out from 10 metres of water next to Shed 21 in January 1972 (*The Age*, 25 January 1972, pp.1 and 3). Nelson's body was never found.

STOP 1

LOCAL PROTECTION

Shed 21 206 Lorimer Street



Shed 21 with the overhead crane projections visible.
(City of Melbourne)



Shed 21 in the distance and Bolte Bridge to the right.
(City of Melbourne)

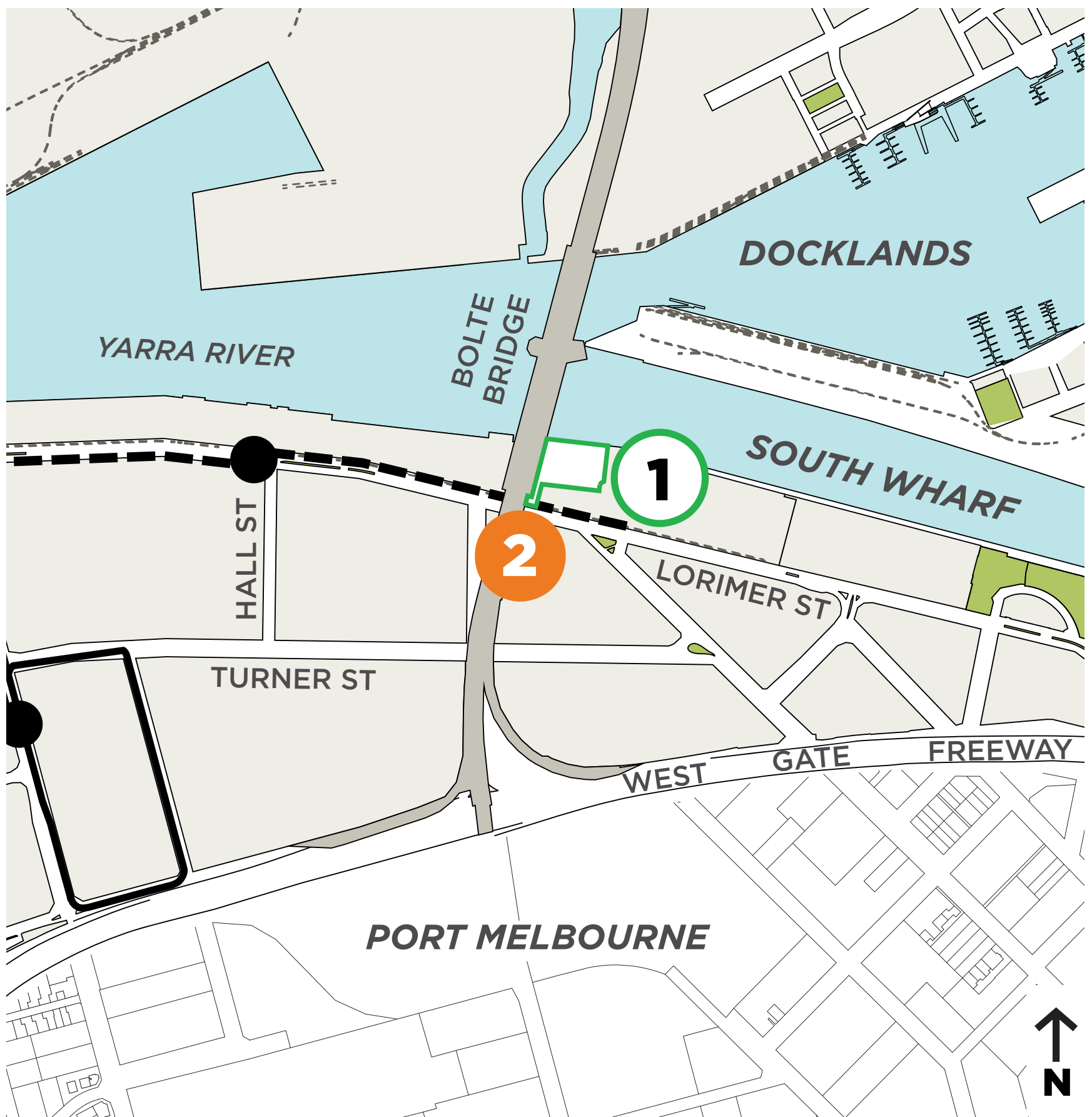
STOP 2

LOCAL CONTEXT

Bolte Bridge



View from Yarra River
(City of Melbourne)



STOP 2

LOCAL CONTEXT

Bolte Bridge

Architect(s): *Denton Corker Marshall*

Constructed: *Late 1990s*

The Bolte Bridge, named after Victoria's 38th and longest-serving Premier, Sir Henry Bolte, is a large twin cantilever road bridge carrying eight lanes of traffic. While officially only 490 metres in length, the actual structure appears much longer as it forms part of a five kilometre elevated roadway between Flemington Road and the West Gate Freeway. Bolte Bridge is part of the CityLink system of toll roads (en.wikipedia.org/wiki/Bolte_Bridge, accessed 21/02/2021).

Bolte Bridge spans the Yarra River and Victoria Harbour in the Docklands precinct. The bridge clearance over the Yarra is 25 metres (Biosis, 2017).

Twin hollow 140-metre tall concrete towers flank the central pier as a decorative landmark element of the design. The bridge is a distinctive structure that defines views from afar as well as locally in the streets of Fishermans Bend, particularly Lorimer, Graham and Turner Streets.

STOP 2

LOCAL CONTEXT

Bolte Bridge



Bolte Bridge as viewed down Graham Street (left) and near Lorimer Street (below).

(City of Melbourne)



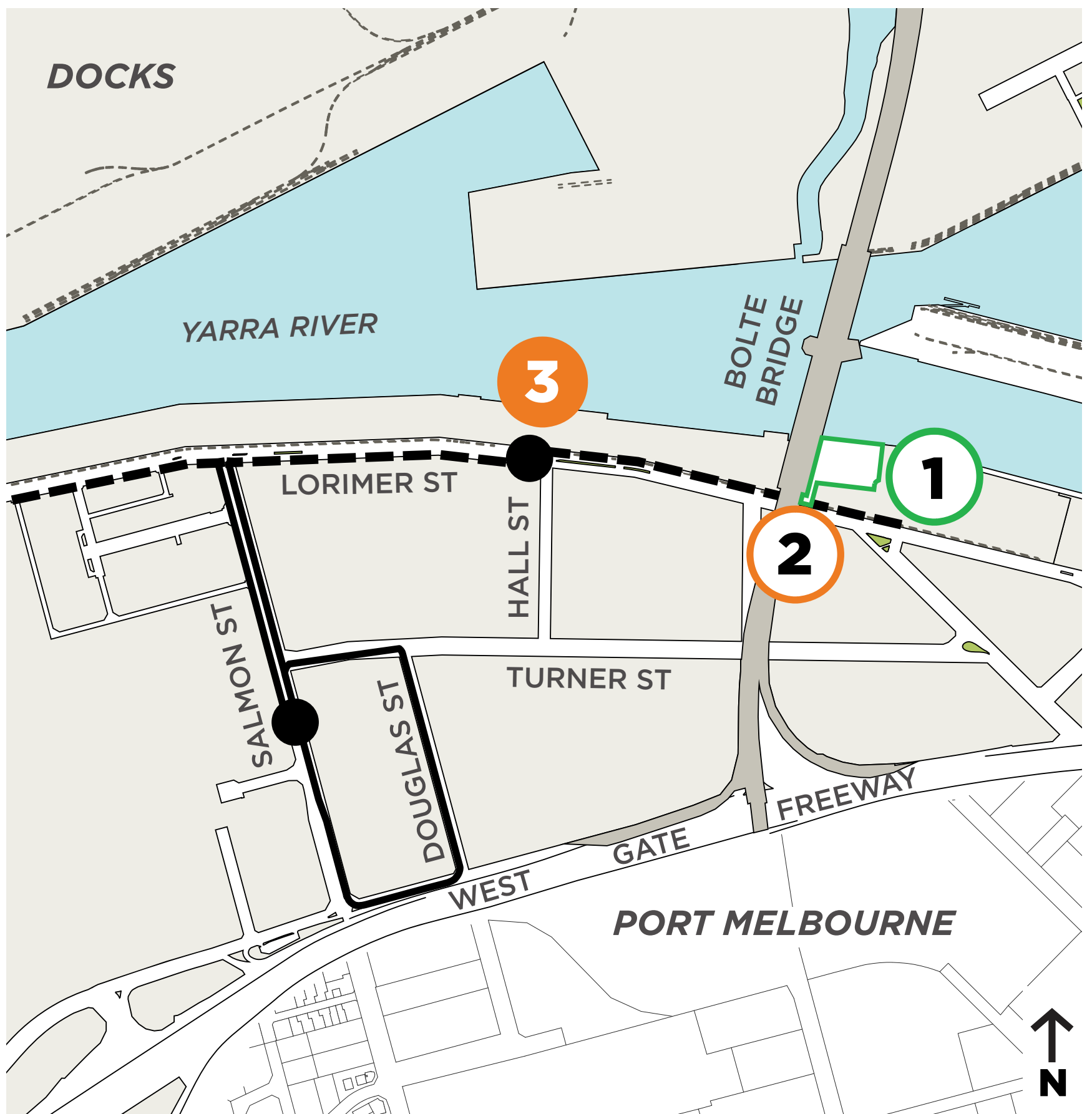
STOP 3

LOCAL CONTEXT

Webb Dock Railway



View on Lorimer Street
(City of Melbourne)



STOP 3

LOCAL CONTEXT

Webb Dock Railway

Architect(s): *State Transport Authority of Victoria*

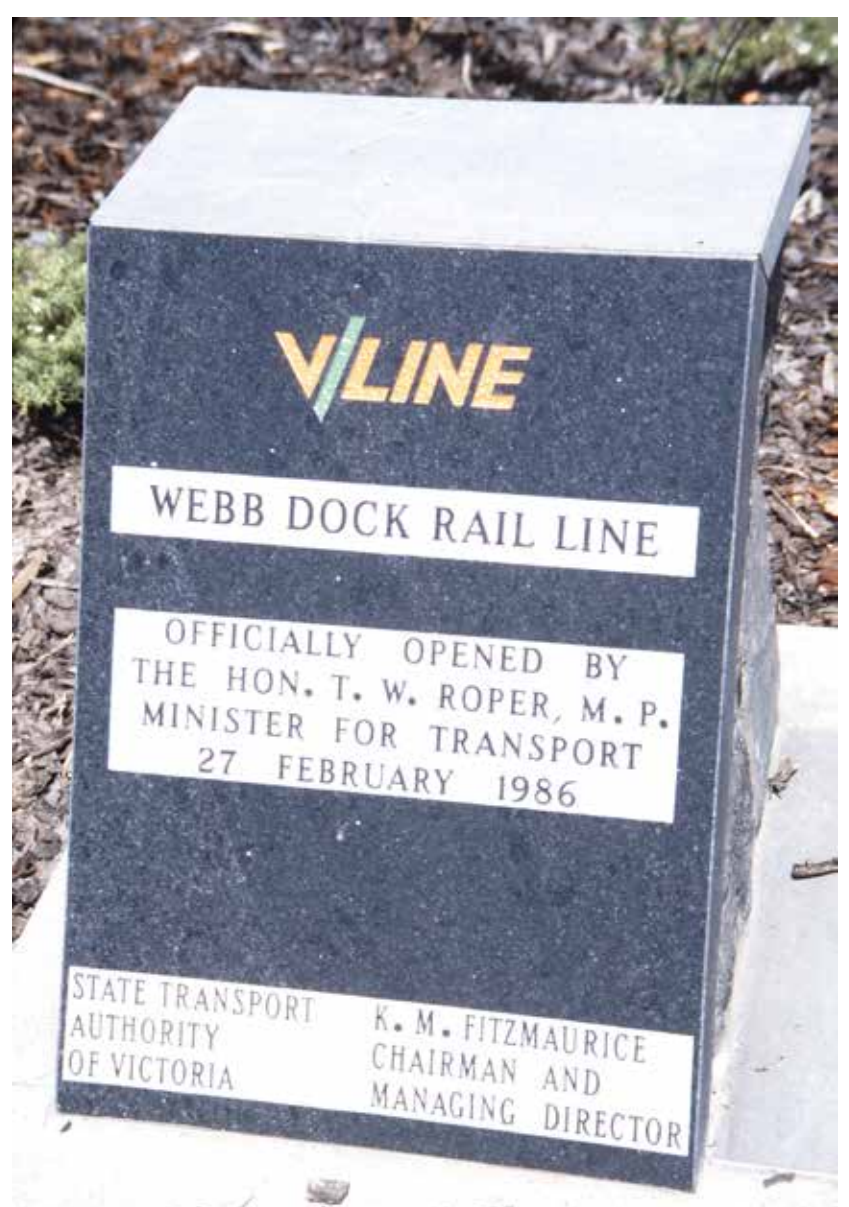
Constructed: *1980s*

Just before you cross at the lights on Graham Street to access the shared pathway in Lorimer Street, you will see a railway line ahead of you. This railway line continues along Lorimer Street to Todd Road, Wharf Road and then through to Webb Dock. The line originally ran from Docklands.

The railway line was constructed between 1984-1985, and officially opened in 1986. It was built to facilitate the movement of containers, but was closed in 1992, and then disconnected in 1996, to allow for the Docklands development (portofmelbourne.com, accessed 17/03/2021).

Webb Dock Rail Link
Commemorative Plaque,
27 February 1986. Photograph
by Weston Langford.

(westonlangford.com/images/
photo/115727/, retrieved 17/3/2021)



STOP 3

LOCAL CONTEXT

Webb Dock Railway



(Above) Webb Dock Rail Link opposite the Government Aircraft Factory, looking towards Melbourne, 31 October 1984.
(Below) Webb Dock Rail Link on Todd Road at Lorimer Street, looking towards Webb Dock, 18 September 1985.
Photographs by Weston Langford.

(westonlangford.com/images/photo/115053/; westonlangford.com/images/photo/115516/, retrieved 17/3/2021)

STOP 4

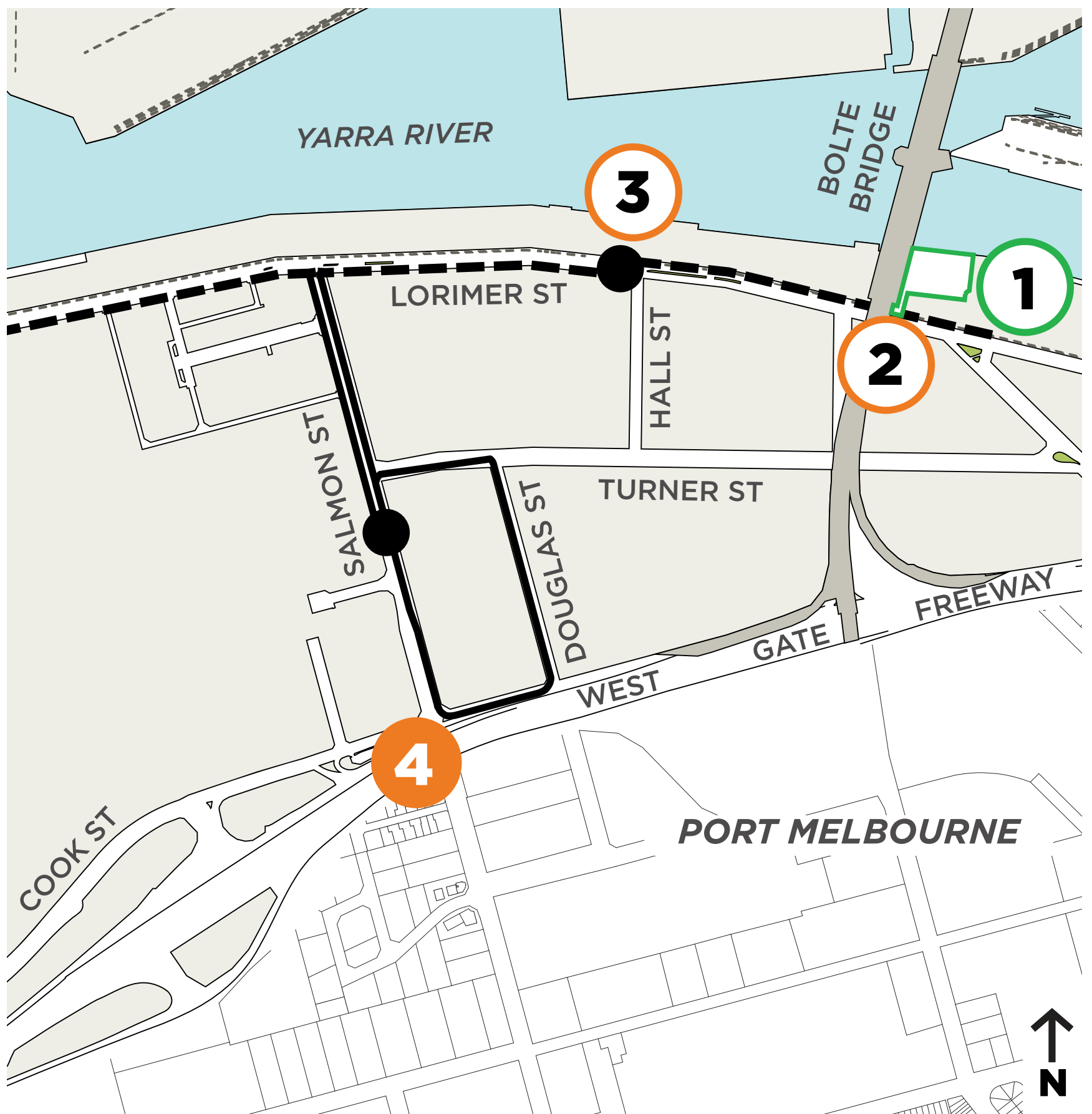
LOCAL CONTEXT

Service Stations

As seen from Salmon Street



View near Cook Street and Salmon Street (City of Melbourne)



STOP 4

LOCAL CONTEXT

Service Stations **As seen from Salmon Street**

Architect(s): *Graeme Law & Associates*

Constructed: *1989*

The West Gate Service Stations (North and South) were constructed in 1989, on the former sites of the (unpopular) tollgates for the West Gate Bridge. They were the result of a design competition by the Road Construction Authority, to reflect the form and style of the West Gate Bridge, and the importance of the major approach route to Melbourne.

The winning design by architects Graeme Law and Associates Pty Ltd, who worked with Tract Consultants Australia Pty Ltd and Peter Mummary & Associates, reflected ‘the concept of sail-like canopies, tension wires and structural towers’. The tensile membrane structures are visually striking on the edge of the freeway, and are amongst the best applications of this technology in Victoria.

The West Gate Service Stations demonstrate the principal characteristics of places designed in the Late Twentieth-Century Structuralist style, which used steel and tensile structural systems to create sculptural, non-rectilinear spatial enclosures that floated above the site. This is the only known application to a service station in Australia, and allows the features of tensile fabric structures, such as wide clear spans, sail-like canopies, tensile cables, a vertical structural element and tie-downs, to be appreciated.

STOP 4

LOCAL CONTEXT

Service Stations As seen from Salmon Street



The sail structures of the northern service station.
(City of Melbourne)

STOP 5

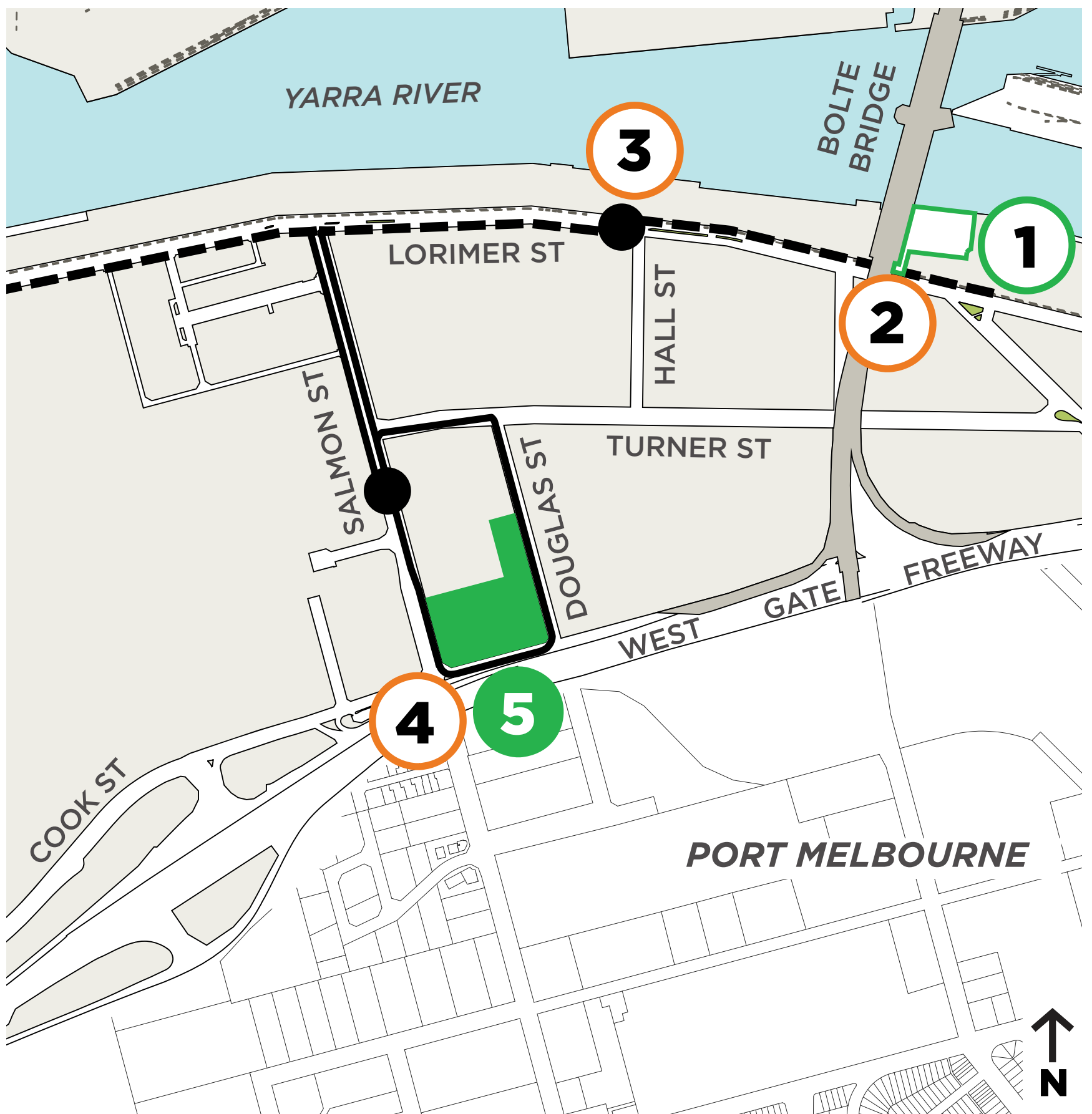
LOCAL PROTECTION

Bega (Kraft)

1 Vegemite Way



View from Vegemite Way
(City of Melbourne)



STOP 5

LOCAL PROTECTION

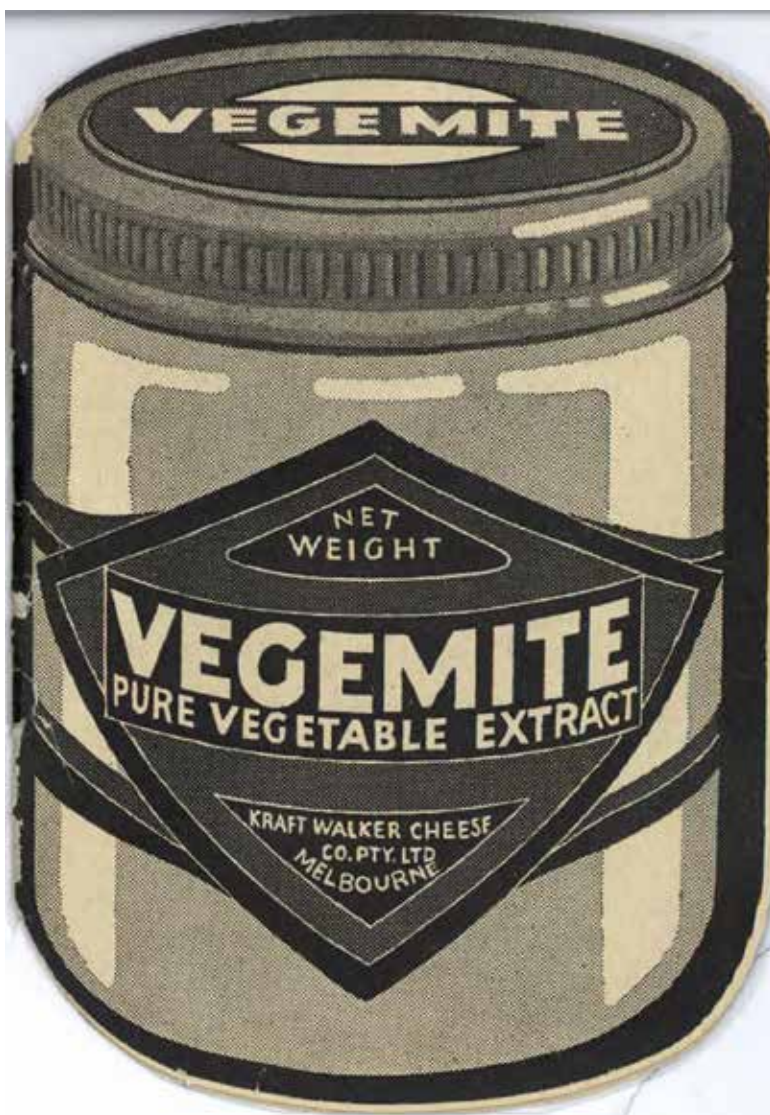
Bega (Kraft) 1 Vegemite Way

Architect(s): *Oakley & Parkes after 1954*

Constructed: *1943-1967*

By now you have probably noticed the smell of yeast or Vegemite in the air! You have arrived at its source - the Former Kraft Factory (now Bega), where Vegemite is made.

The Former Kraft Factory is representative of a successful post war food manufacturing plant. It retains processing plants, cool rooms, boiler and chimney, administration facilities, staff amenities and other important infrastructure that is distinctive in form and can be appreciated from the public realm. These components can be best understood in the southern and western portions of the site, where they are expressed in the existing fabric.



The factory additions, designed by architects Oakley and Parkes from 1954-1957, show the influence of the International Modern movement favoured by large corporations and multinationals at the time.

(LEFT) Vegemite: pure vegetable extract. Kraft Walker Cheese Co., c1940s.

(National Library of Australia, nla.obj-39597639)

STOP 5

LOCAL PROTECTION

Bega (Kraft)
1 Vegemite Way



Kraft Cheese Factory, Port Melbourne, 1957. Photograph by Wolfgang Sievers.

(National Library of Australia, nla.obj-143307984)

STOP 5

LOCAL PROTECTION

Bega (Kraft) **1 Vegemite Way**

The use of reinforced concrete frames and curtain wall construction, as well as cuboid forms with large glazed areas, represents architectural elements popular in the mid century.

The evolution and consolidation of the Former Kraft Factory between 1943 and 1967, is legible on the site with the exception of the 1945-1947 yeast product factory known as ‘Vegemite B’ (demolished in 2006).

The 1943 vegetable dehydration factory, operated by Kraft Walker, was established as a government wartime action and is of historic significance. It was converted to a meat canning plant in 1946, and subsequent development has left few legible remains apart from the original portions of the boiler and chimney.

The factory continues to produce the iconic Australian brand Vegemite in the 1952 yeast and Vegemite factory known as ‘Vegemite A’. The street to its south is ‘Vegemite Way’, and company signage proudly proclaims the site as ‘the home of Vegemite’.

Building on its wartime contribution and the earlier successful importation of American products, the company continued to function in its existing buildings while expanding, and planned for further growth. This confidence in its future was borne out by Kraft becoming a household name and its food products continuing today.

STOP 5

LOCAL PROTECTION

Bega (Kraft)
1 Vegemite Way



Part of the Bega complex, as seen from Vegemite Way (above) and Douglas Street (below). (City of Melbourne)



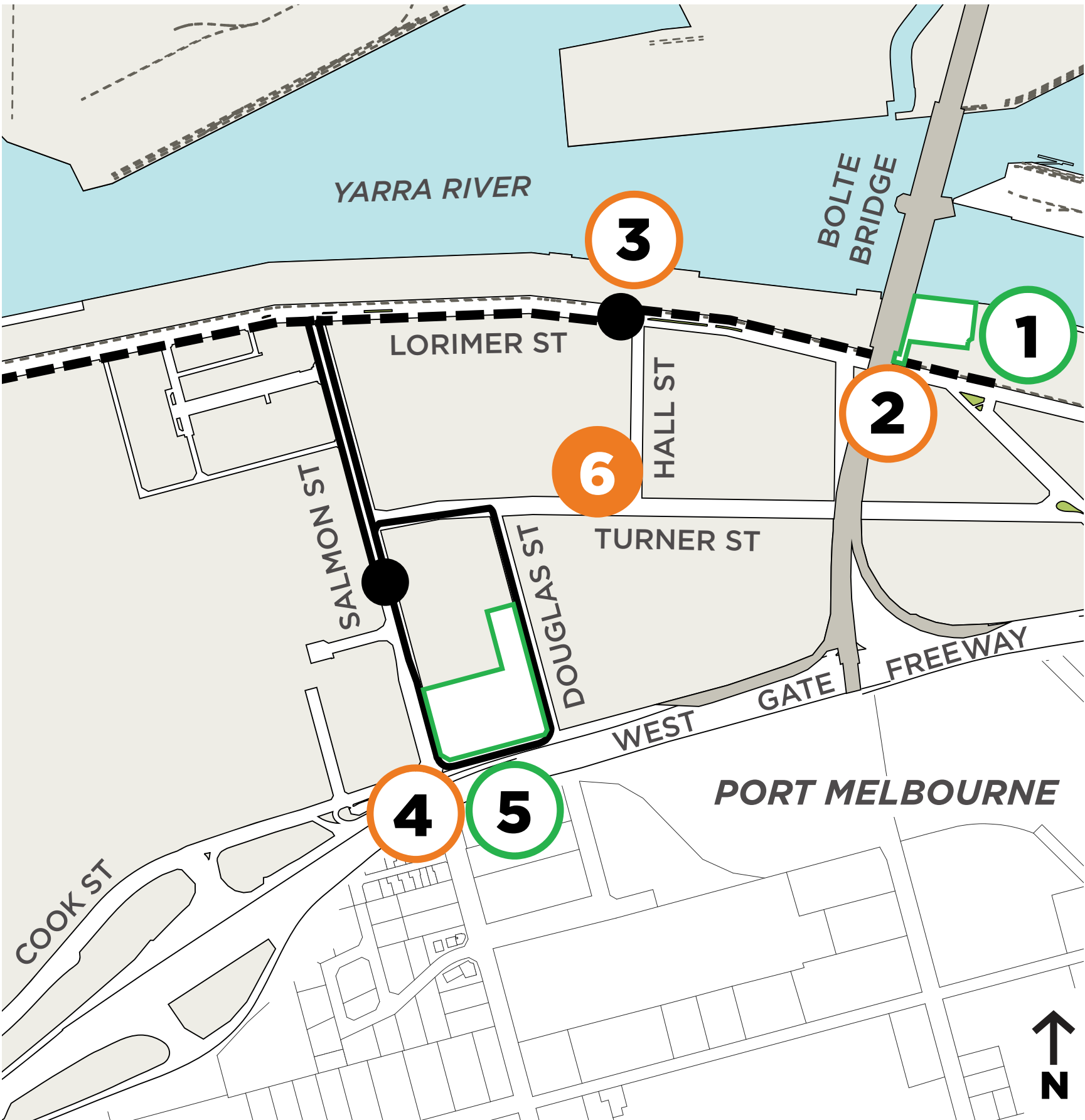
STOP 6

LOCAL CONTEXT

Former Migrant Hostel 87 Turner Street



View from Turner Street
(City of Melbourne)



STOP 6

LOCAL CONTEXT

Former Migrant Hostel 87 Turner Street

Architect(s): *Unknown*

Constructed: *Unknown, possibly late 1930s
to early 1940s*

The large-scale immigration program to Melbourne after WWII brought a large community of newly arrived immigrants to Fishermans Bend. A cluster of former Royal Australian Air Force (RAAF) huts on Lorimer Street, which had been used during WWII and no longer needed, were turned over for use as accommodation for the new arrivals.

In 1953, a government organisation known as Commonwealth Hostels, opened the migrant hostel, which was intended mainly for British migrant workers. Conditions at the migrant hostel were reportedly poor, and the powerful industrial “stench” from the surrounding area was overwhelming. There were some redeeming progressive measures, however, such as the provision of infant welfare (Context, 2017: 79).

The short-lived nature of people’s stays here perhaps precluded a strong sense of community. Those who could afford to leave found other places to live (Context, 2017: 79).

The hostel continued to operate until the 1970s. The site has now been redeveloped as a business park.

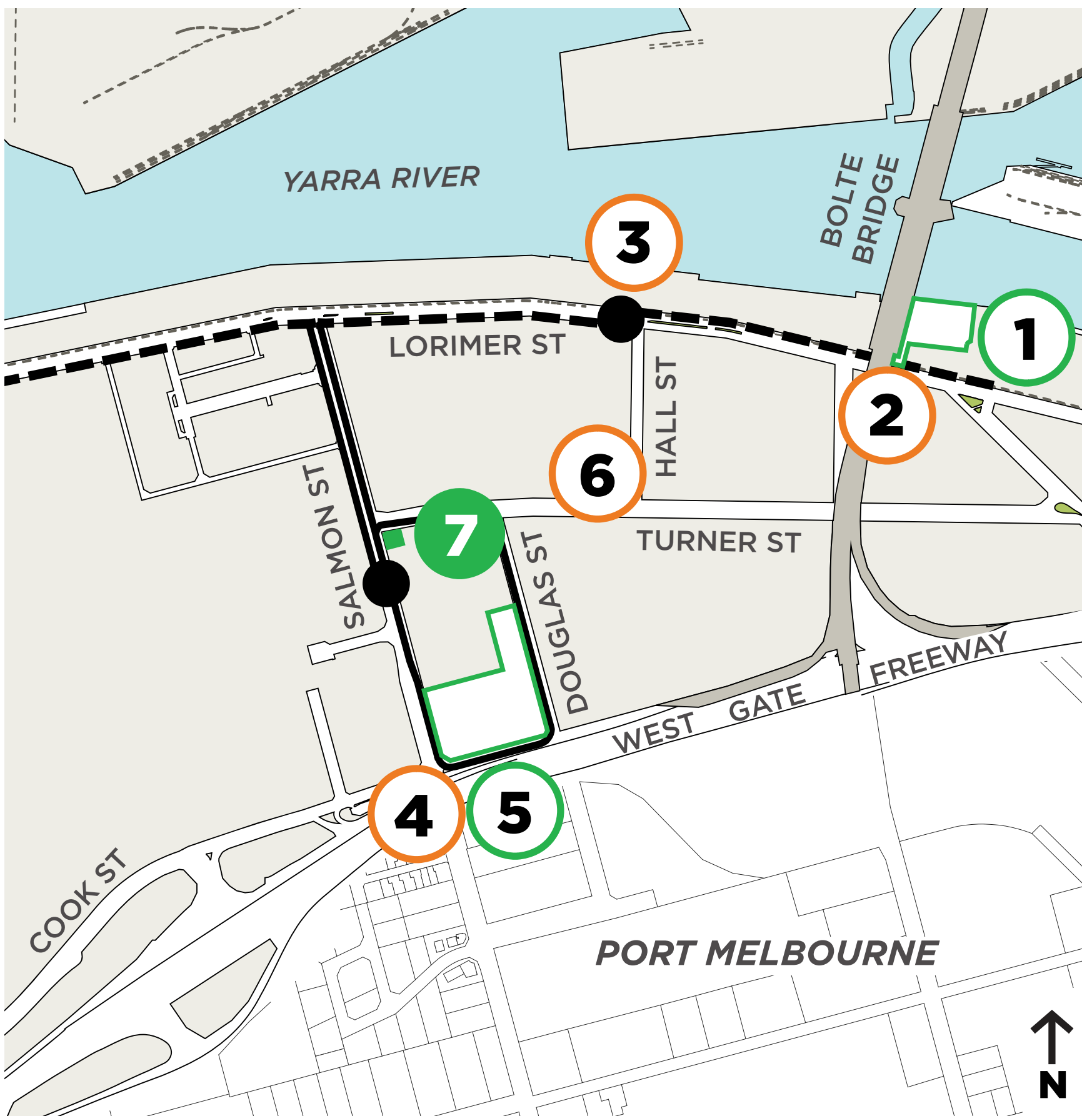
STOP 7

LOCAL PROTECTION

Substation 224-236 Salmon Street



View from Turner Street
(City of Melbourne)



STOP 7

LOCAL PROTECTION

Substation **224-236 Salmon** **Street**

Architect(s): *State Electricity Commission (SEC)*

Constructed: *c1935, yard increased in the 1950s
and 1960s*

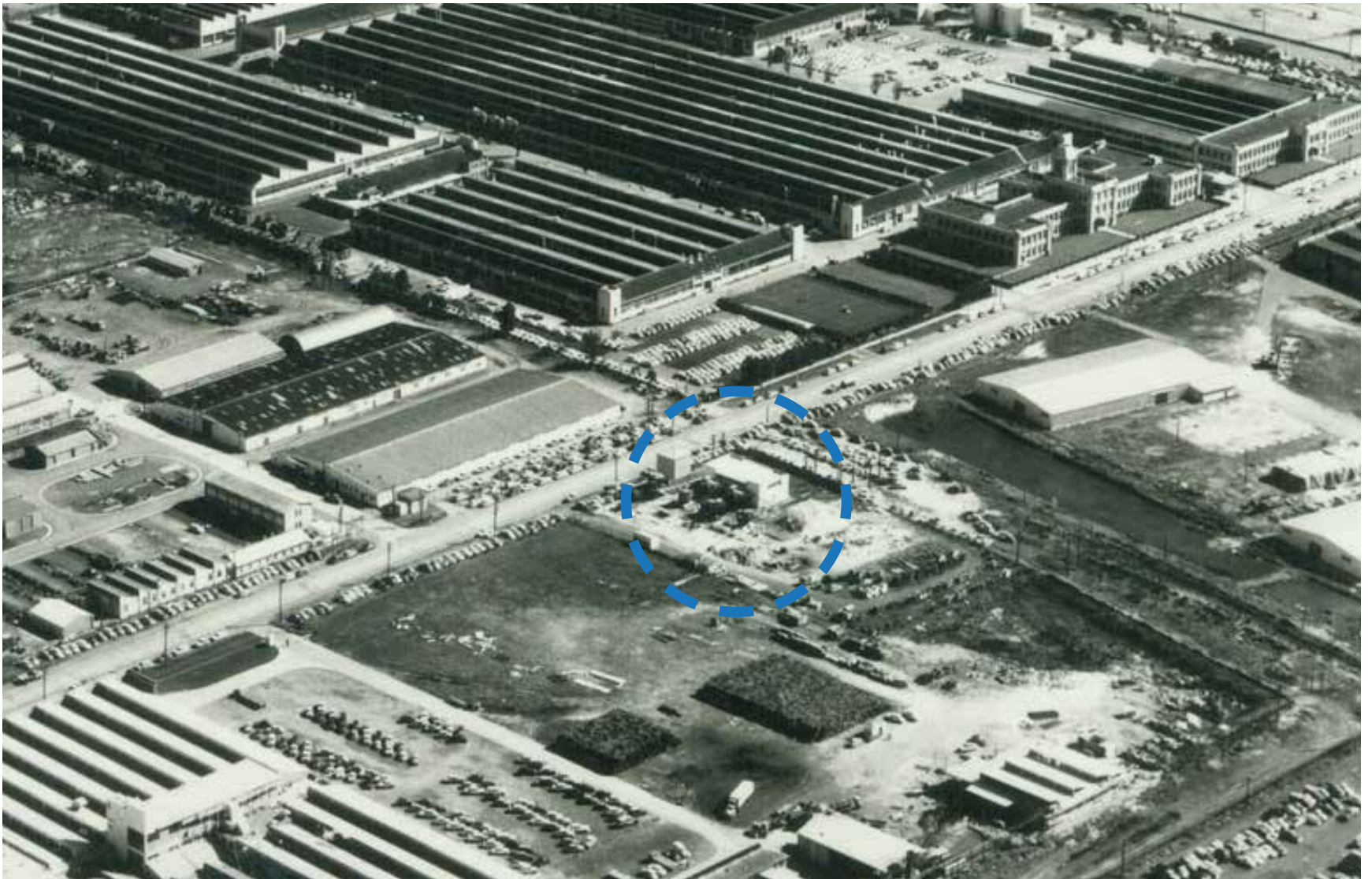
The 1935 construction of the SEC substation was a government initiative to facilitate development of an industrial precinct at Fishermans Bend. The substation single handedly supported the electrification of Fishermans Bend, providing electricity for major manufacturers moving to the area, including General Motors Holden (GMH) (Stop 8), the Government Aircraft Factory (Stop 12), the Commonwealth Aircraft Corporation (Stop 13), and others that quickly followed. These industries made an important contribution during WWII, and helped Victoria to become Australia's primary manufacturing State.

The substation's location, form and scale demonstrate its central role in distributing power to the Fishermans Bend industrial precinct. The Interwar Stripped Classical style of the substation is evident in features such as its symmetry, division into vertical bays, large plain surfaces and stripped back use of classical elements such as pilasters, and plinth and dentils. These features reflect the prevailing application of architectural styles to functional buildings at the time, as well as the aesthetic of the newly established GMH Headquarters in Salmon Street.

STOP 7

LOCAL PROTECTION

Substation 224-236 Salmon Street



Aerial view of General Motors in Fishermans Bend, c1950-1960. The substation is in the foreground (circled). Photograph by Charles Daniel Pratt. (State Library of Victoria, H2008.32/7)



View of the substation looking towards Turner Street.
(H Lardner, 2018)

STOP 8

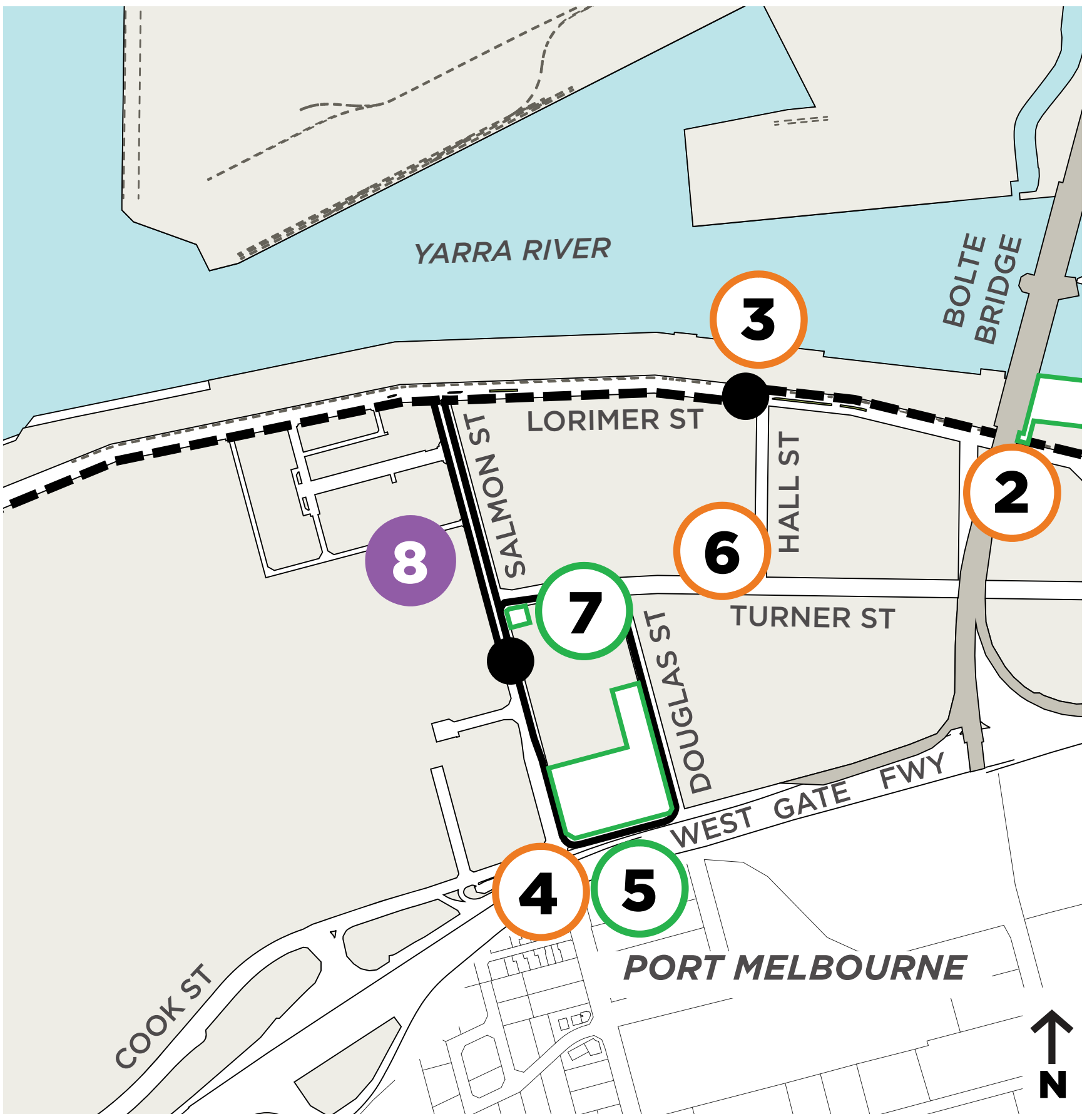
STATE PROTECTION

General Motors Holden

241 Salmon Street



View from Salmon Street
(City of Melbourne)



STOP 8

STATE PROTECTION

General Motors Holden

241 Salmon Street

Architect(s): *Local GMH staff*

*Stephenson & Turner for the 1964
Technical Centre*

Constructed: *1936-1969*

The Former GMH Complex is a representative example of a wartime and early post-war manufacturing plant. The establishment of the GMH site on a grand scale in 1936, with three blocks south of Lorimer Street, and construction of the Australian Headquarters and the Victorian Administration Building, was a gesture that showed confidence in the future of Australia. It was borne out by GMH becoming an iconic Australian company, with the Fishermans Bend site as the headquarters in continual use for about 80 years.

The GMH Complex pioneered the industrialisation of Fishermans Bend and made an important contribution to Victoria in becoming Australia's major manufacturing State. The GMH Complex was the realisation of the Metropolitan Town Planning Commission's vision for Fishermans Bend, with GMH being the first industry established. Subsequently, Fishermans Bend became an important industry, war effort, employment and migration hub.

The GMH Complex is an example of a purpose-built Australian factory on a greenfields site. The design of the buildings, equipment and services by GMH local staff established a rational grid, created a

STOP 8

STATE PROTECTION

General Motors Holden

241 Salmon Street

standardised design for the initial factory buildings, and allowed for future expansion. It included the design of an optimal structural steel unit for trusses and columns, which are still evident in Plant 3 and Plant 5, and was a contemporary factory exemplar. It contrasts with other major manufacturers who imported their factory designs, e.g. Ford in Geelong replicated an American factory.

GMH in Fishermans Bend made an important contribution to the war effort and in Australia's increasing manufacturing capabilities during WWII. GMH emerged from the war effort with a highly skilled workforce, a well-established toolroom



Aerial view of General Motors Holden, Fisherman's Bend, c1950-1960. Photograph by Charles Daniel Pratt.

(State Library of Victoria, H2008.41/72)

STOP 8

STATE PROTECTION

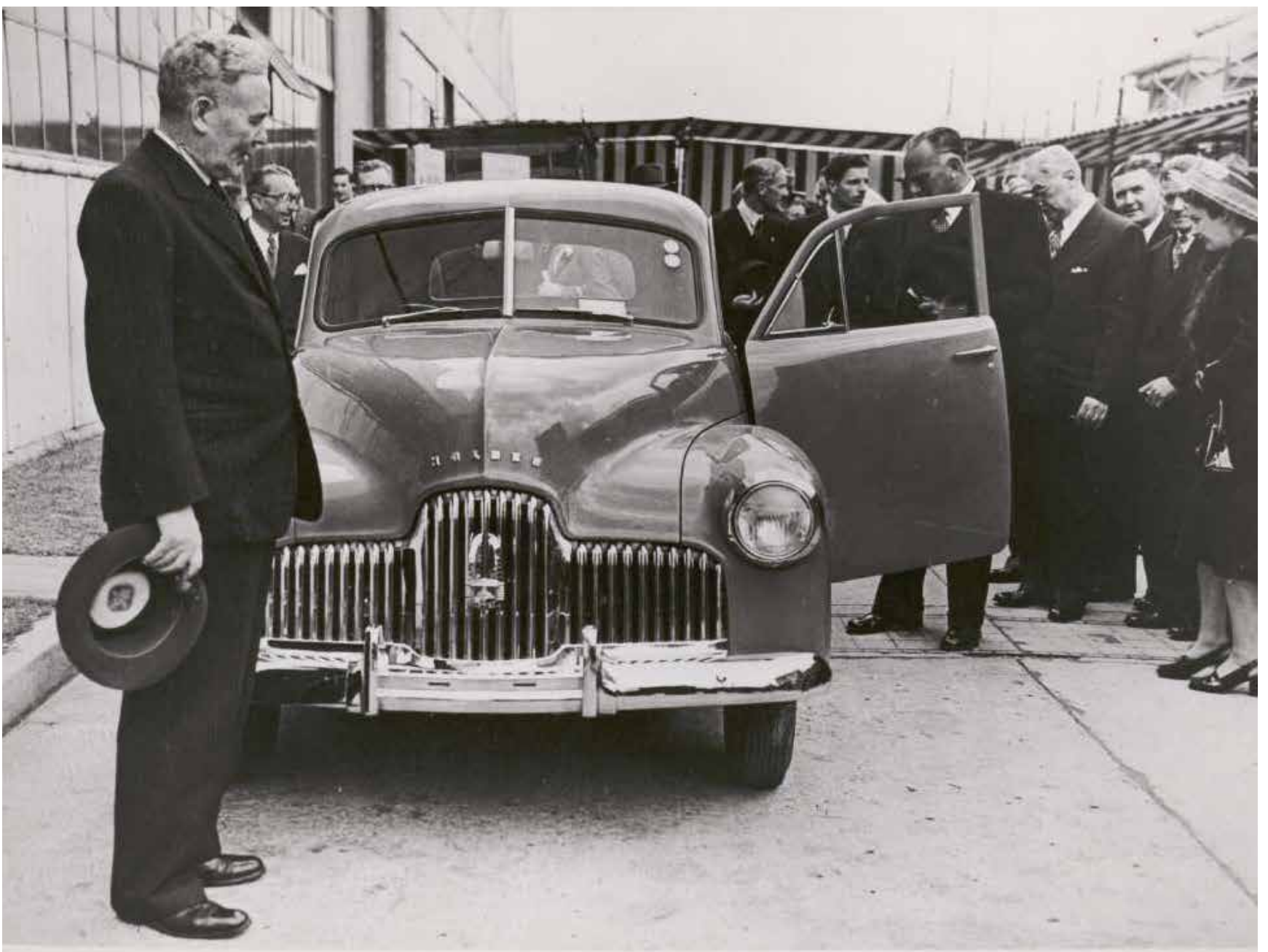
General Motors Holden

241 Salmon Street



50 ambulances, built by General Motors-Holden Ltd., for use at military camps throughout Australia, c1939. Argus Newspaper Collection of Photographs.

(State Library of Victoria, H99.201/939)



Prime Minister Ben Chifley introducing Australia's own car, the Holden, at the manufacturing plant at Fisherman's Bend, 29 November 1948.

(National Library of Australia, nla.obj-141695605)

STOP 8

STATE PROTECTION

General Motors Holden

241 Salmon Street

and machine shop, a full-scale foundry and the production capacity that enabled fabrication of an all-Australian car in 1948. This was the realisation of the vision of Laurence Hartnett, GMH's first managing director, when he established the company in 1939.

The GMH Complex demonstrates the principal characteristics of a war time and early post-war manufacturing plant in its layout and buildings. The 1936 Australian Headquarters and Victorian Administration Building on Salmon Street, presented a progressive, moderne public face for the company that was later complemented by the 1964 architect-designed Technical Centre. Within the site, plants were more utilitarian but carefully designed for functionality and to optimize space. The provision of staff services, including the cafeteria in the Social Centre and medical centre, were important aspects of large industrial complexes of the period.

The architectural styles adopted on the GMH site reflected the car industry's concern for modernity and the conceptual link between futuristic transport and progress.

STOP 8

STATE PROTECTION

General Motors Holden

241 Salmon Street



(Above) End of the main assembly line in Plant 1, General Motors-Holden's at Fishermen's Bend, c1951-1952.

(Below) First Holden being driven on a dirt surface, 1950.

(National Library of Australia, [nla.obj-136854317](#) and [nla.obj-141695853](#))

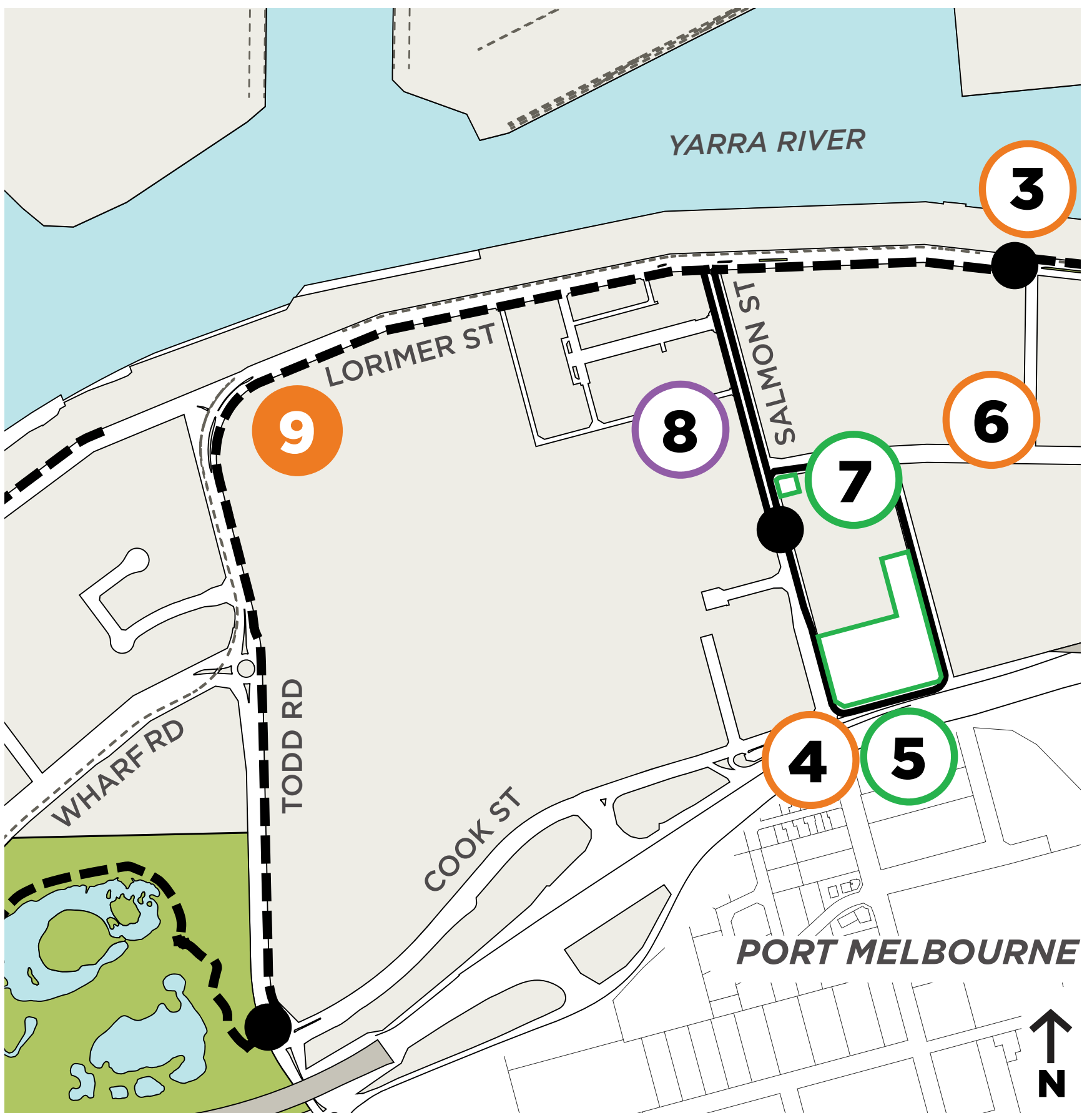
STOP 9

LOCAL CONTEXT

Department of Defence 502-550 Lorimer Street



View from Lorimer Street
(City of Melbourne)



STOP 9

LOCAL CONTEXT

**Department
of Defence
502-550 Lorimer
Street**

Architect(s): *Unknown*

Constructed: *c1939 onwards*

The Department of Defence is known as the place of a famous Australian invention: the flight data recorder and cockpit voice recorder (also known as FDR, CVR, and “the black box”). Invented and developed by David Ronald de Mey Warren AO (20 March 1925 – 19 July 2010), Warren was an Australian scientist who worked at what are now the Defence Science and Technology Organisation’s Aeronautical Research Laboratories, from 1952 to 1983 (en.wikipedia.org, accessed 16/3/2021).

Warren came up with the idea for the cockpit voice recorder while investigating a crash of the world’s first commercial jet airliner, the Comet, in 1953. After seeing a miniature voice recorder at a trade show, he thought: “If a businessman had been using one of these in the plane and we could find it in the wreckage and we played it back, we’d say, ‘We know what caused this’” (en.wikipedia.org, accessed 16/3/2021). Warren recalled “Any sounds that were relevant to what was going on would be recorded and you could take them from the wreckage” (en.wikipedia.org, accessed 16/3/2021).

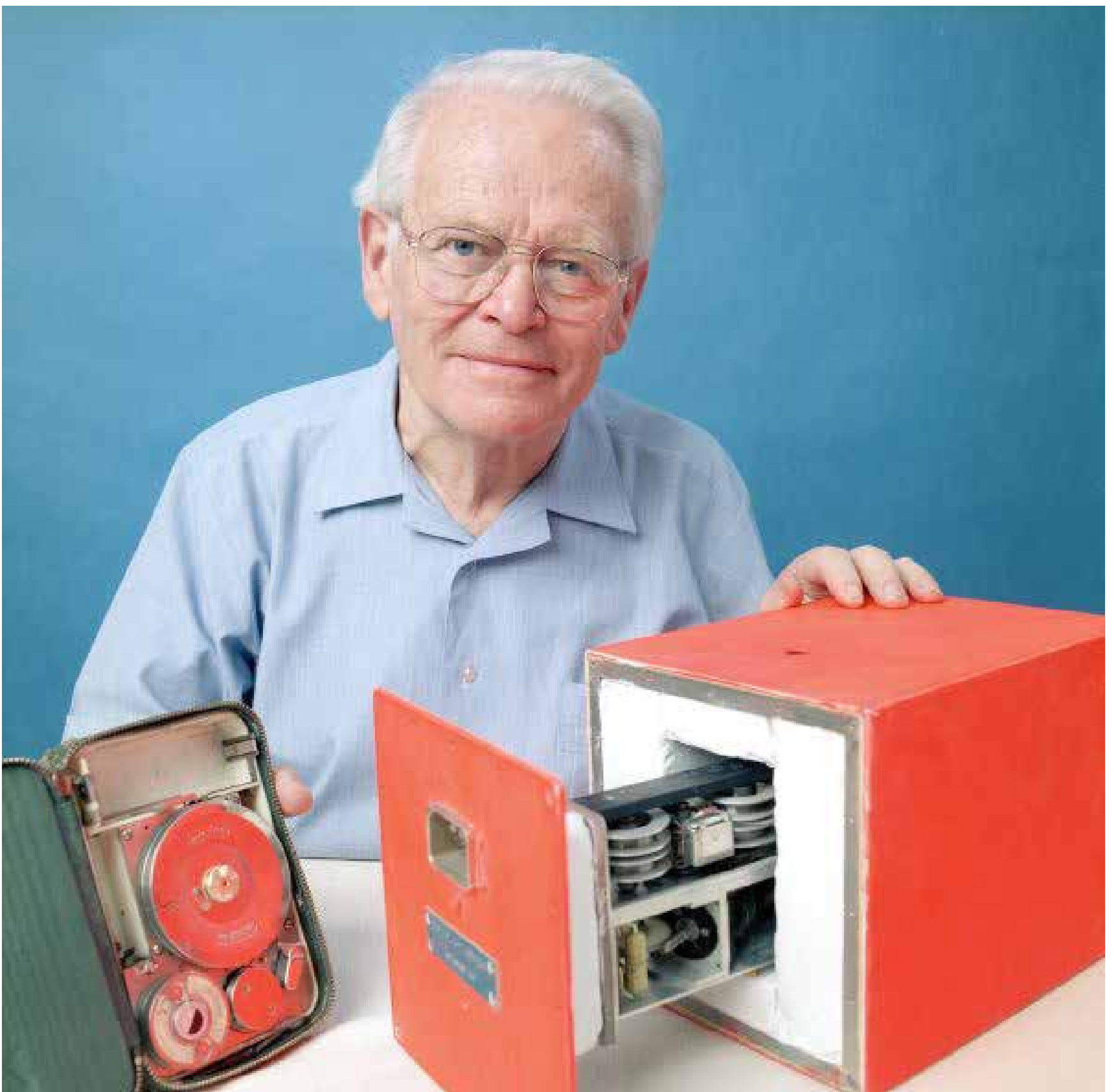
While devices had been previously used to record certain flight parameters, they did not include voice recording, and were not reusable and so impractical for routine commercial flights. Warren’s invention, which relied on magnetic recording media,

STOP 9

LOCAL CONTEXT

**Department
of Defence
502-550 Lorimer
Street**

allowed easy erasing and re-recording that made it practical for routine flights. Warren's concept of cockpit voice recording added a new dimension to instrument data in flight recorders, and has proved invaluable to accident investigation (en.wikipedia.org, accessed 16/3/2021).



Dr David Warren with the first prototype Flight Data Recorder. Australian Government, Department of Defence - Defence Science and Technology Organisation (DSTO).

(upload.wikimedia.org/wikipedia/commons/0/07/Dave_Warren_with_BlackBox_Prototype.jpg, retrieved 16/3/2021)

STOP 10

LOCAL CONTEXT

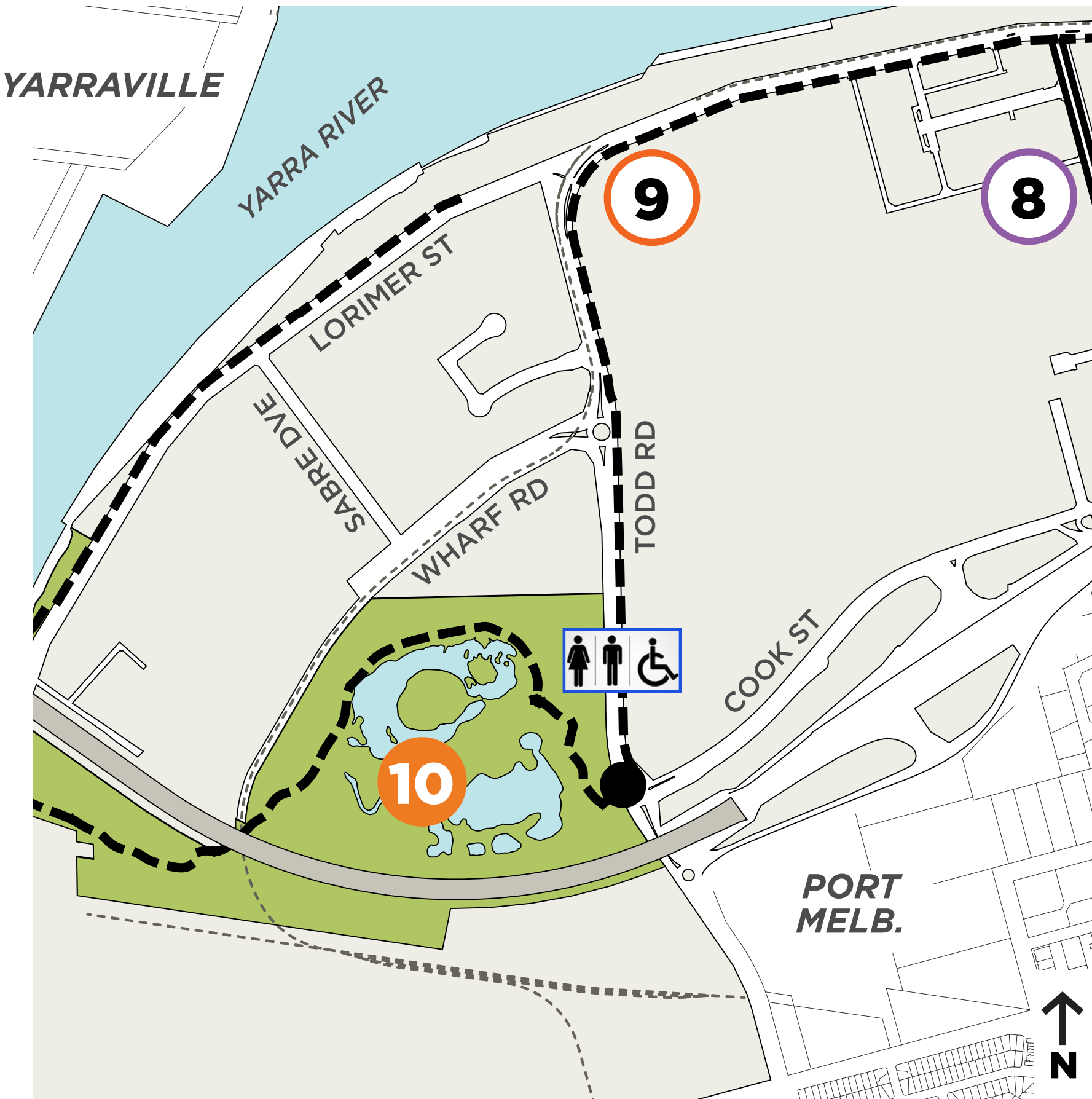
West Gate Park Todd Road



View near the pedestrian crossing on Todd Road
(City of Melbourne)



Toilets are available at this stop



STOP 10

LOCAL CONTEXT

West Gate Park Todd Road

Architect(s): *Loder & Bayly in conjunction with
landscape architect Bruce Mackenzie*

Constructed: *1980s*

Inspiration for the establishment of West Gate Park is credited to Oscar Meyer, chair of the West Gate Bridge Authority, who wanted to create ‘a beautiful park straddling the Yarra River to complement his sculptural bridge’. He developed this vision soon after the bridge was completed in 1978. The Federal Government funded the development of West Gate Park to mark Victoria’s 150th anniversary in 1984–1985.

The area under West Gate Bridge had seen a variety of uses, including sand extraction, an aerodrome and car-racing. Much earlier, the area was part of the lower Yarra wetlands with dense vegetation and rich bird life. During construction of the bridge, the area was the base for building works and a large works depot. In 1979, *The Age* described the land seen from the newly opened bridge as ‘scrofulous scenery indeed ... dead water, swamp, sick factories, dead wood, haze, gasping barges, wretched refineries, wheezing chimneys, dead grass, institutional putrefaction’.

Following completion of the bridge, the future West Gate Park site was cleaned up and a former sand mine converted to a salt water lake. A design competition was won by consultants Loder & Bayly in conjunction with landscape architect

STOP 10

LOCAL CONTEXT

West Gate Park Todd Road

Bruce Mackenzie. Their ambitious design relied on a constructed landscape of hills and access tracks to frame and create views of the West Gate Bridge as the central sculptural feature, and with fresh and saltwater lakes as focal points. Planned features included an island visitors' centre, as well as 'the planting of Australian flora, improvement of bird habitat...incorporation of the Webb Dock railway' line (Stop 3), a sound shell and sculptures.

The Victorian Department of Conservation, Forests and Lands carried out the initial work, with assistance from participants in a government works program for the unemployed. A modest realisation of the original design, with several features deferred or removed, West Gate Park was opened and dedicated to the people of Victoria on 7 November 1985.

Since then, the park has become known for the landscape planting work undertaken by the Friends group, for the park becoming habitat to the Growling Grass Frog (*Litoria raniformis*), and for the salt lake turning a vibrant pink in summer (due to algae combinations, air and water temperatures, and water depth).

STOP 10

LOCAL CONTEXT

West Gate Park Todd Road



West Gate Bridge forms a landmark backdrop to the park (above). Plant species indigenous to Fishermans Bend are featured throughout West Gate Park (below).

(City of Melbourne)

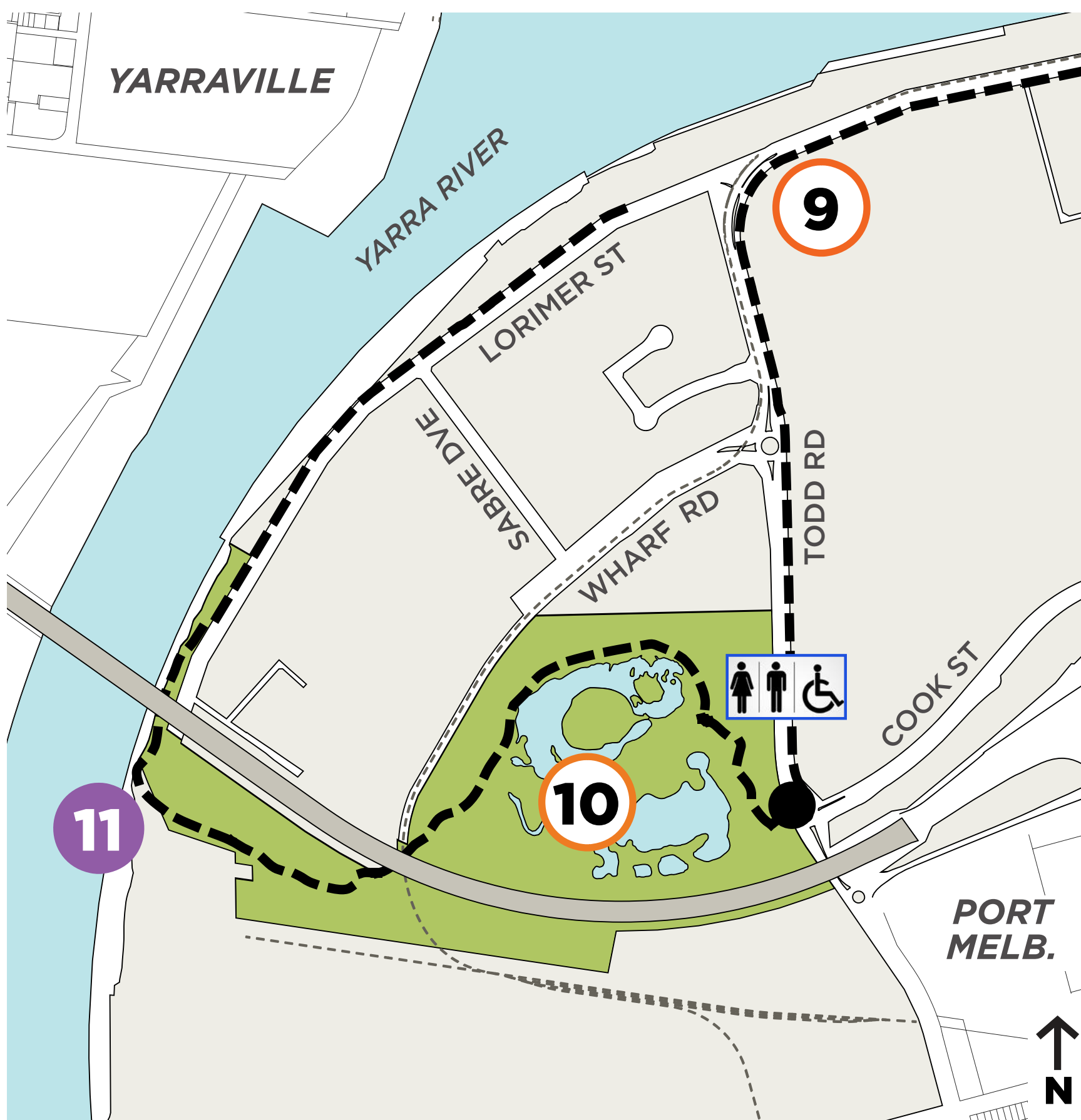
STOP 11

STATE PROTECTION

West Gate Bridge



View from West Gate Park
(City of Melbourne)



STOP 11

STATE PROTECTION

West Gate Bridge

Architect(s): *Freeman Fox & Partners*
Maunsell & Partners

Constructed: *1968-1978*

The West Gate Bridge, constructed in 1968-1978, is a major piece of infrastructure associated with Melbourne's expansion, connecting the city to the western suburbs and Victoria's southwest, and influencing patterns of urban development. For many Victorians, the bridge is a landmark that has a strong association with leaving or returning to the city.

The West Gate Bridge was a technical achievement for its time as an early example of a cable stayed, box girder bridge. It is notable for its 28 spans, with five main river spans made up of steel box girders and approach spans of concrete box girders.

Despite this technical achievement, the bridge is remembered for the collapse of a span during construction on 15 October 1970, which killed 35 construction workers and injured 18 people. A memorial to the men who died was unveiled at the base of Pier 10 in 1978 by the workers who completed the bridge's construction. In 2004, West Gate Memorial Park was established to honour the deceased, and in 2010, a new Memorial Plaque for the 40th anniversary of the collapse was dedicated 'In memory of workers of all lands who are killed in industrial accidents'.

STOP 11

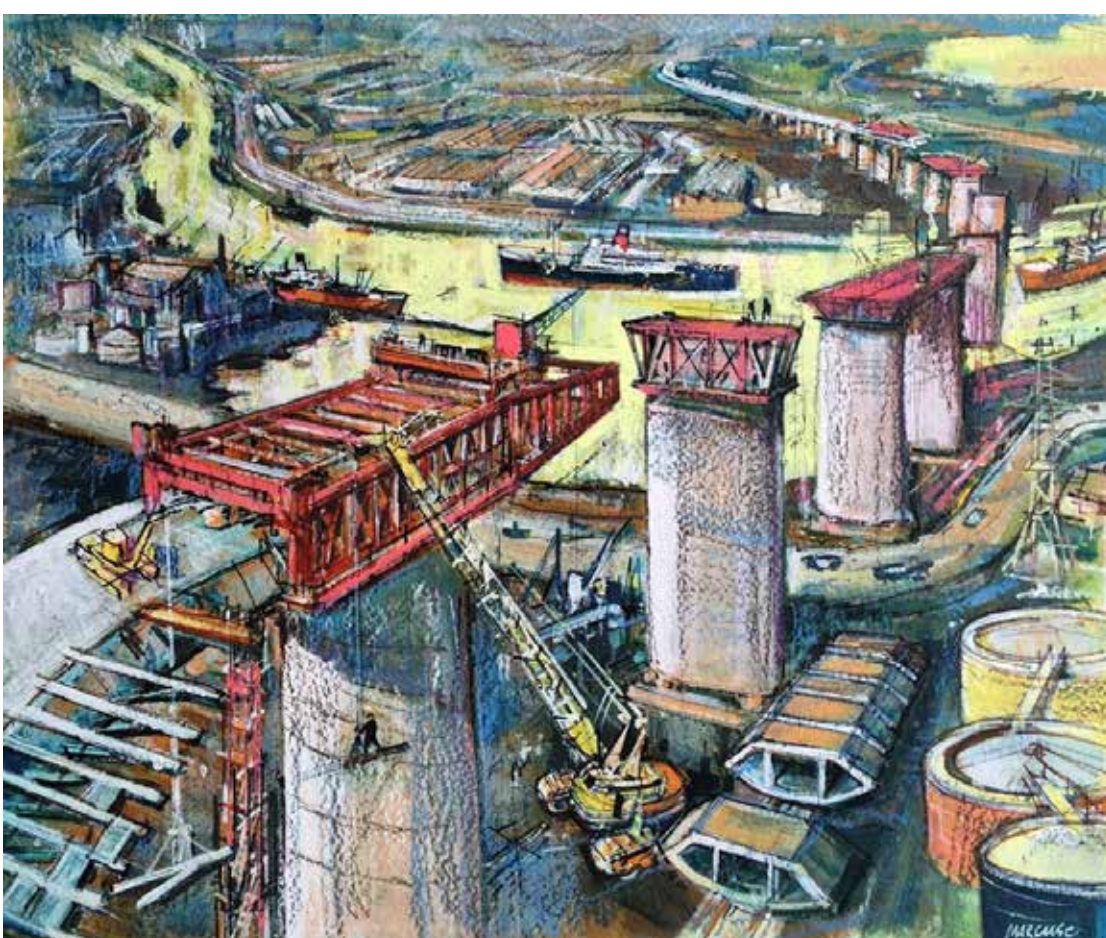
STATE PROTECTION

West Gate Bridge

Another lasting legacy has been the significant improvements to workplace safety and post-incident procedures, following the Royal Commission report into the disaster. The West Gate Bridge collapse has come to symbolise a collective responsibility to provide workers with a safe work place.

For many Victorians, the West Gate Bridge is associated with tragedy because of the collapse during construction, as a symbol of workers' deaths that may be preventable, and because it was a notorious suicide place for many years.

The West Gate Bridge is a strong visual landmark over the Yarra River. The sinuous curve of the bridge is one of its defining features. It has clean lines punctured by two pylons that anchor the cable stays for the river crossing section. The distinctive characteristics of the bridge, as well as its association with tragedy, have been recognised through artworks, writing and performances such as songs and film.



West Gate Bridge Under Construction
1969. By Ernest Marcuse.

(City of Melbourne Art and Heritage Collection, 1642628)

STOP 11

STATE PROTECTION

West Gate Bridge



(Above and below left) Collapse of the West Gate Bridge.
(Below right) On 17 November 1978, Nine year old Christine Fitzsimmons brought flowers in memory of the father she never really knew. Her father was Bernard Fitzsimmons one of 35 workman who died when the western span of the West Gate Bridge collapsed. (Fairfax Media, FXB253068, FXJ310827 and FXJ61660_Comp)

STOP 11

STATE PROTECTION

West Gate Bridge



The expansive steel deck of West Gate Bridge, showing clearly the point of joining in the centre foreground. The final steel half box section was lifted into place on June 2nd, 1978. Photographer unknown. (City of Melbourne Art and Heritage Collection, 1741142)



A serene view of West Gate Bridge taken shortly after the final steel box section was lifted into place on Friday, June 2nd, 1978. Photographer unknown.

(City of Melbourne Art and Heritage Collection, 1758513)

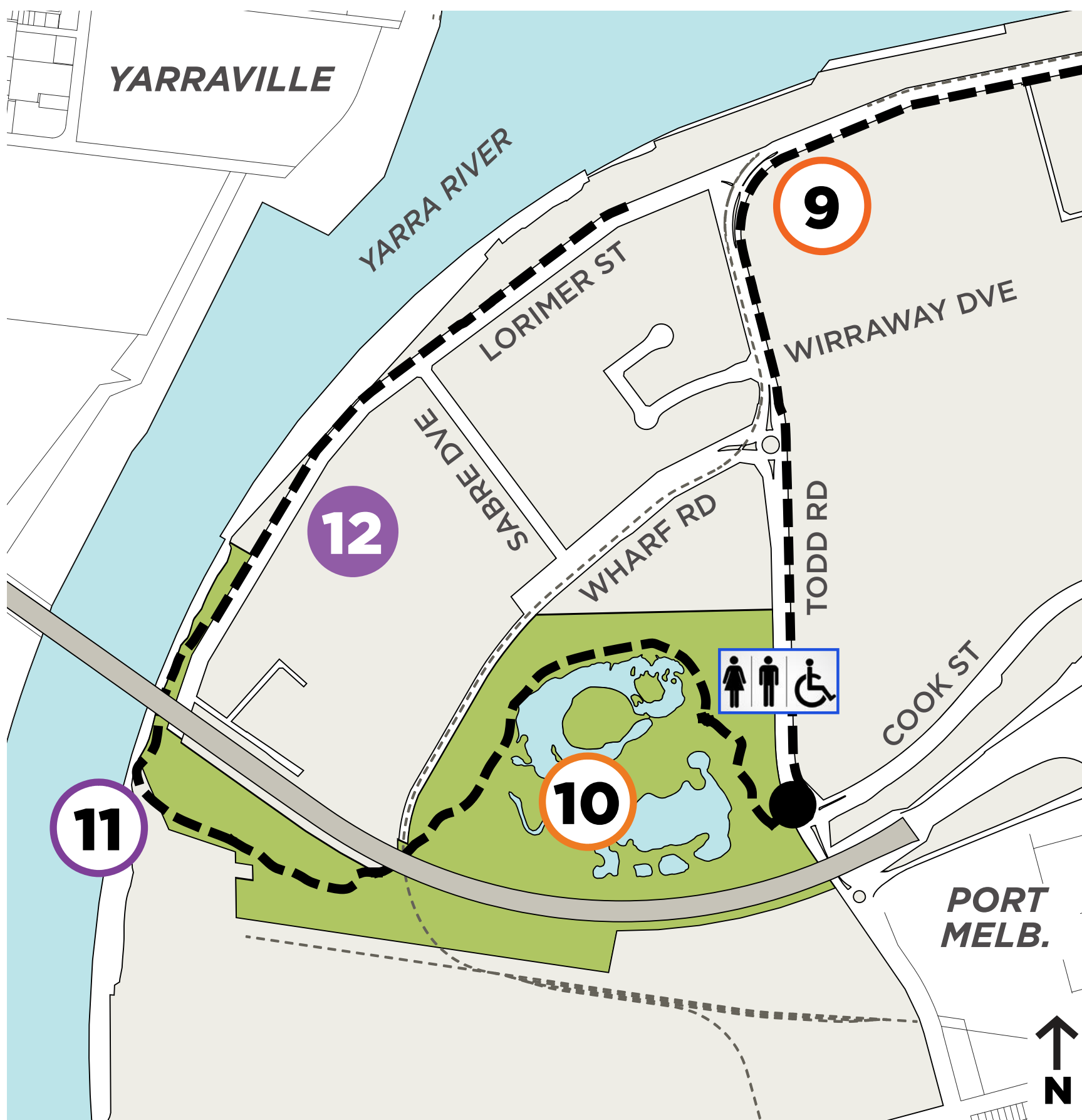
STOP 12

STATE PROTECTION

Former GAF 226 Lorimer Street



View from Lorimer Street
(City of Melbourne)



STOP 12

STATE PROTECTION

Former GAF
226 Lorimer Street

Architect(s): *Commonwealth Government*

Constructed: *1939 and wartime expansion*

The Government Aircraft Factory (GAF) at Fishermans Bend was one of Australia's two aircraft assembly plants during WWII. It was the focus of a very wide network of manufacturers throughout Australia, with a number of plants creating sub-assemblies, before reaching the two final assembly plants at Fishermans Bend in Victoria and Mascot in NSW.

The GAF was constructed rapidly in 1939, and played an important role in Australia's increasing capabilities during WWII, expanding twice. It was particularly successful with the Beaufort bomber



Assembly floor of the main assembly workshops, Beaufort Division, Fisherman's Bend in c1939-1945. Painting by James Northfield. (Australian War Memorial, ART25712)

STOP 12

STATE PROTECTION

FORMER GAF
226 Lorimer Street

and the Beaufighter; both were assembled at GAF and wheeled onto the neighbouring airfield for flight.

Following the war, the GAF's important role diminished. However, it remained in the aviation industry, including a substantial portion of the site that is now owned by Boeing Aerostructures Australia. The continuing link to the aviation industry is significant and has contributed to Fishermans Bend becoming a manufacturing and employment hub.



An Avro Lincoln (British four-engined heavy bomber) demonstrated at the GAF's airstrip at Fishermans Bend. The first of five imported as components before production on Australian assembly lines. (Australian War Memorial, AC0258)

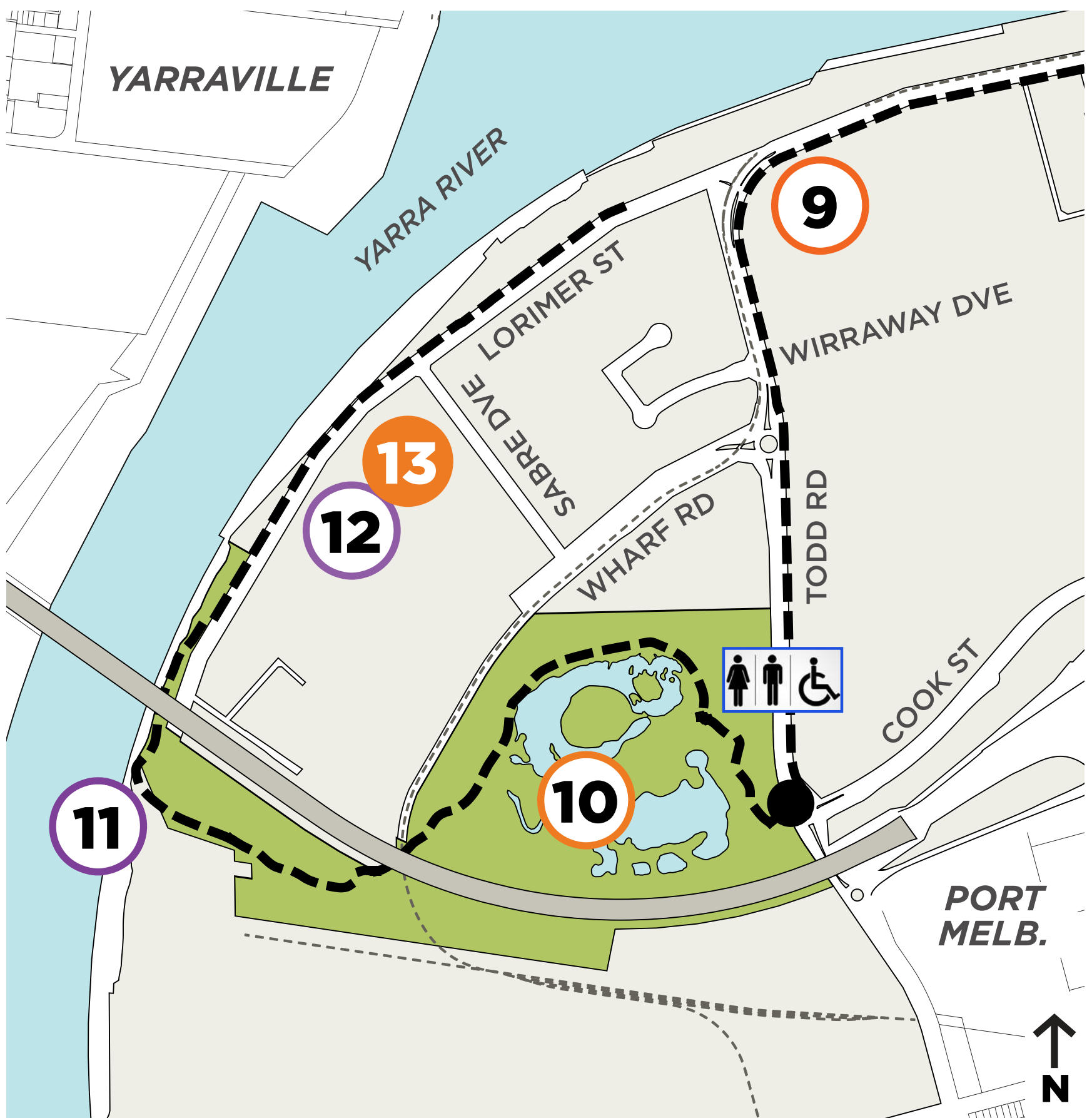
STOP 13

LOCAL CONTEXT

Former CAC Lorimer Street



View from Lorimer St
(City of Melbourne)



STOP 13

LOCAL CONTEXT

Former CAC Lorimer Street

Architect(s): *Unknown*

Constructed: *1937-1950s*

The Commonwealth Aircraft Corporation (CAC) registered in 1936, was a syndicate of private companies, including industry giants GMH and BHP, who pursued a self-sufficient aircraft industry in Australia with the support of government.

The CAC complex was established prior to WWII, when there were materials and funds available to showcase the new enterprise.

The No. 3 Aircraft Factory, built in c1942, demonstrates the rapid growth of the company when it played an important role in Australia's increasing capabilities during WWII. The characteristic sawtooth form, steel structure and extant hangar door demonstrate some features of the aviation industry at that time.

Aerial view of the CAC in Fishermans Bend, 1941. Photograph by CAC.

(National Library of Australia, nla.obj-263018164)



STOP 13

LOCAL CONTEXT

Former CAC Lorimer Street



Aerial view of Fisherman's Bend, showing the runways in c1940-1950.

(State Library of Victoria, H96.163/11)



The “Wirraway” advanced trainer aircraft in the air over Melbourne, c1939. There is a street named after the Wirraway in Fishermans Bend, right behind Stop 13 and off Todd Road.

(National Library of Australia, nla.obj-263003823)

STOP 13

LOCAL CONTEXT

Former CAC Lorimer Street



Racing cars at Fisherman's Bend, 1954. Car and motorcycle races were held at the disused runways behind the CAC from the late 1940s. Photographs by Arthur Gordon Fraser.

(State Library of Victoria, H2014.11/72 and H2014.11/73)

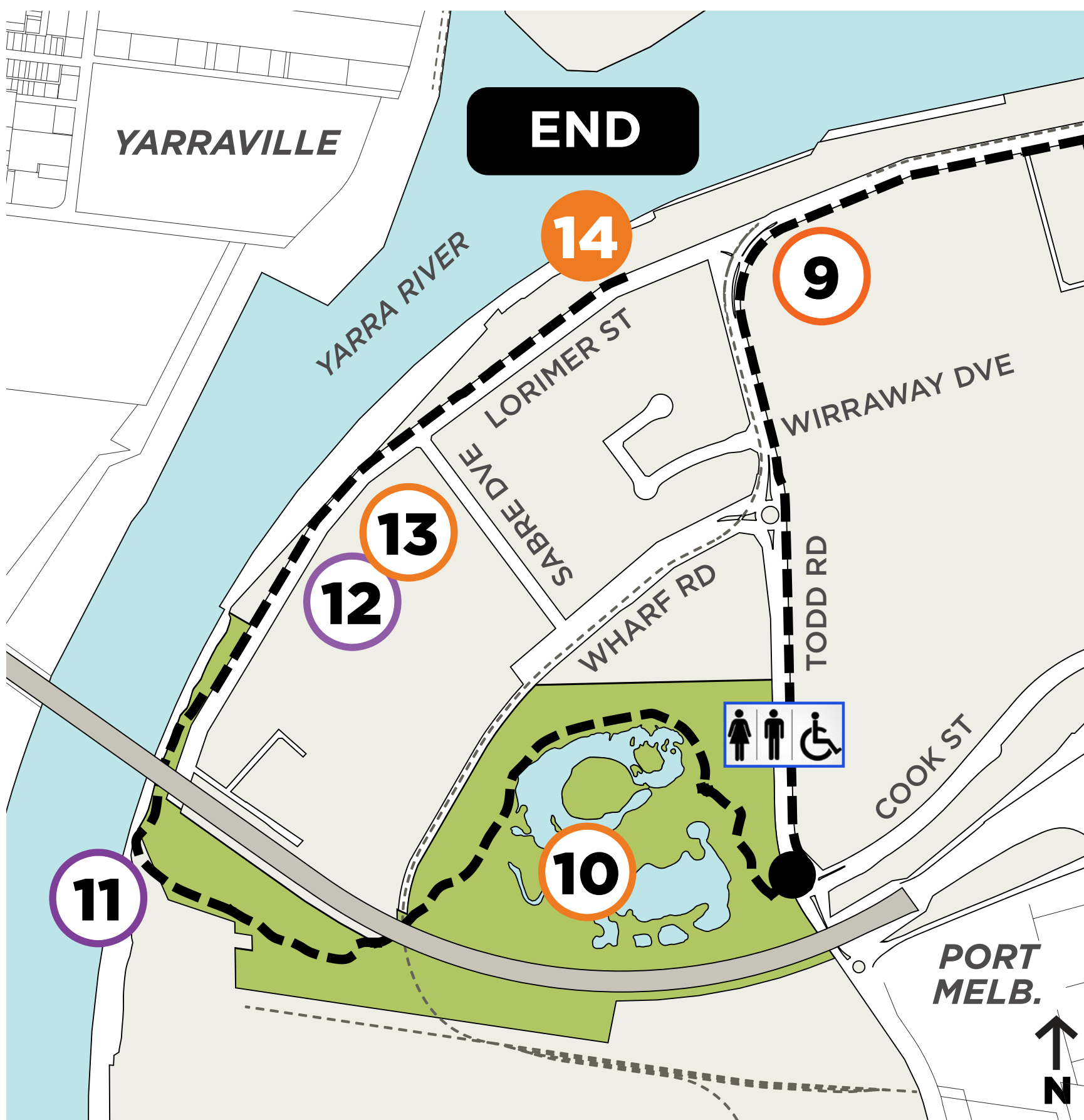
STOP 14

LOCAL CONTEXT

Port Tower 331-337 Lorimer Street



View near Lorimer Street
(City of Melbourne)



STOP 14

LOCAL CONTEXT

Port Tower 331-337 Lorimer Street

Architect(s): *Unknown*

Constructed: *1999*

The Port of Melbourne observation and communications tower is around 65 metres high, and features an office, data centre, and walkway around the entire circumference (portofmelbourne.com/about-us/about-the-port/, accessed 21/02/2021).

The Port of Melbourne is Australia's largest capital city container and general cargo port, handling more than one-third of the nation's container trade. With the necessary port facilities and transport connections to handle each of the major trades, the Port serves as a vital freight hub for Australian States including southern New South Wales, South Australia and Tasmania (portofmelbourne.com/about-us/about-the-port/, accessed 21/02/2021).

The port operates 24 hours a day and 365 days a year. You may be lucky enough to see a cargo ship pass while on your ride today!

STOP 14

LOCAL CONTEXT

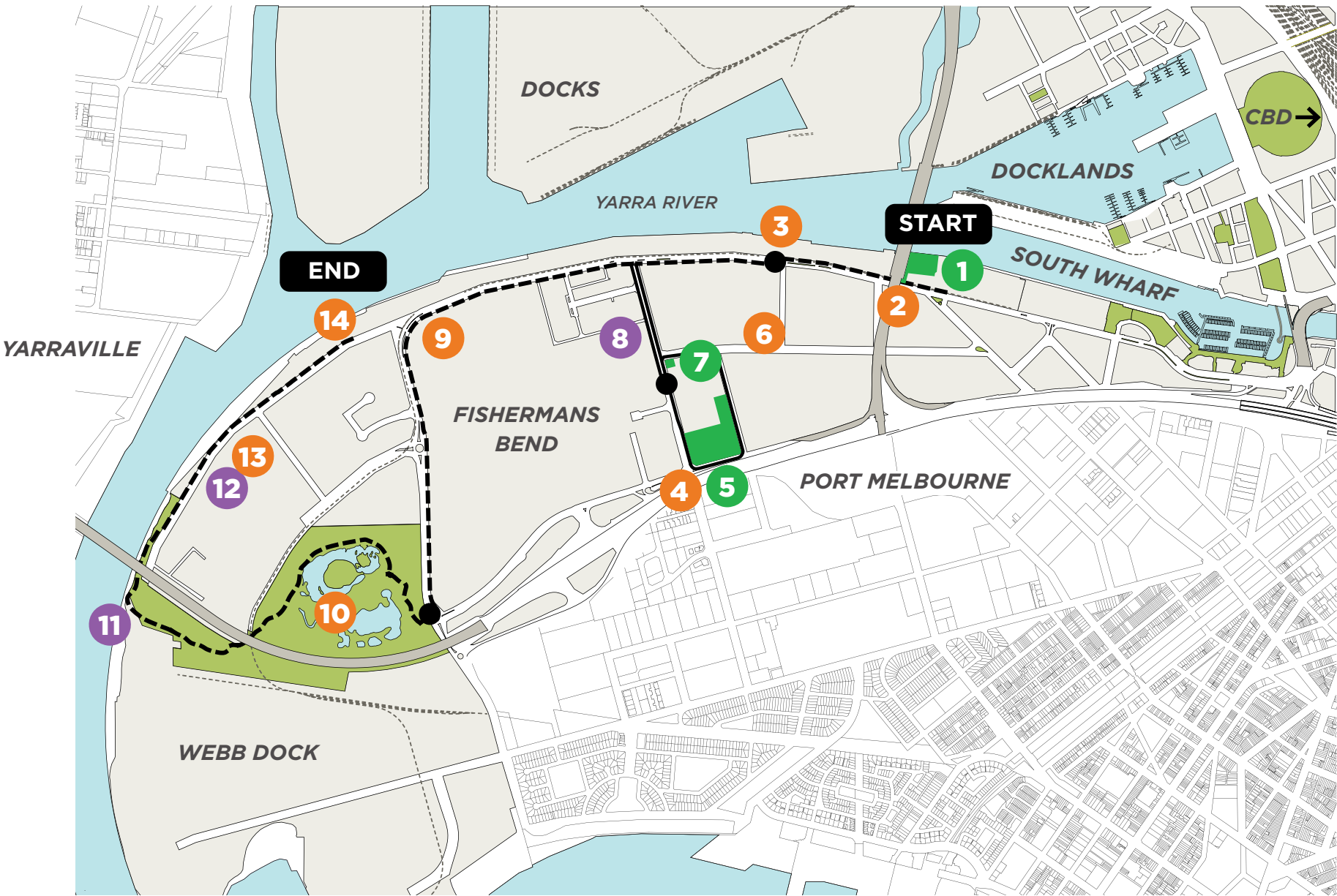
Port Tower 331-337 Lorimer Street



Views from the Port of Melbourne tower, c2009-2010.
(City of Melbourne)

RETURNING TO THE CITY

The bike lane in Lorimer Street ends just before Todd Road, and so the safest way back to the city is to return along the same route you have just cycled, in order to be able to cross at the lights on Todd Road.



Key

Cycling Route

- Off Road Shared Path
- On Road Bicycle Lane
- Dismount for Road Crossing

Stops

- Proposed Local Protection (Melbourne Planning Scheme)
- Proposed State Protection (Victorian Heritage Register)
- Local Interest and Context

REFERENCES

Biosis for City of Melbourne (2017). *Fishermans Bend and Southbank Heritage Review*. Melbourne: City of Melbourne.

Context for Fishermans Bend Task Force (2017). *Life on the Bend. A Social History of Fishermans Bend, Melbourne*. Melbourne: Fishermans Bend Task Force.

HLCD Pty Ltd with Dr Peter Mills for City of Melbourne (2021). *Fishermans Bend In-depth Heritage Review and Stakeholder Engagement. Summary Report*. Melbourne: City of Melbourne.

Other sources as cited in this walk, and in the Heritage Review online at **Participate Melbourne**.

We hope you enjoyed this self-guided bicycle tour, which was prepared as part of the Fishermans Bend Heritage Review.

The Fishermans Bend Heritage Review recommends heritage protection for several new places.

Visit [Participate Melbourne](#) by 8 July 2021 to find out more and have your say.