Planning Panel Hearing

Fishermans Bend Heritage Amendment C394

Prepared for Melbourne City Council
November 2021
Statement of Evidence
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TABLE OF CONTENTS

1.0 Introduction 3
1.1 Name, qualifications and experience 3
1.2 Instructions 4
1.3 Background, facts, matters and assumptions 4
2.0 Summary of Opinions 6
3.0 *Fishermans Bend In-Depth Heritage Review 2021* (HLCD) 10
3.1 Scope of the report 10
3.2 Authors of the report 12
3.3 Findings of the report 12
3.4 Adoption of the report 12
4.0 Amendment C394 14
4.1 Amendment C394 14
4.2 Strategic basis of Amendment C394 14
4.3 Heritage Overlay Clause 43.01 17
4.4 Differences between the *In-depth Heritage Review 2021* and the exhibited Amendment 17
5.0 Submissions to the Amendment 22
5.1 Submissions 22
5.2 Responses to submissions for the three C394 properties 22
5.3 Responses to other relevant submissions 25
5.4 Conclusions regarding the submissions 27
6.0 Differences between the exhibited Amendment and the Council preferred version 29
7.0 Conclusion 30
8.0 Appendices 31
8.1 Former Kraft Factory 31
8.2 Electricity Substation 32
8.3 Shed 21 33

1.0 Introduction

1.1 Name, qualifications and experience

My name is Helen Lardner, and I am the Director of HLCD Pty Ltd, a firm of Conservation Architects located at Level 8, 180 Russell Street Melbourne. HLCD has been a successful and award-winning heritage consultancy in Victoria for over 25 years. I am a registered architect with a Masters in Architecture from the University of Melbourne. For six years until June 2014, I was a member of the Heritage Council of Victoria and Chair of Registrations for five of those years. I was a historic expert member of the Australian Heritage Council for three years until December 2014. In 2016-17, I was a sessional member of Planning Panels Victoria, and I am currently a member of the Victorian Design Review Panel, having been a member since 2016. I have provided expert evidence to VCAT and Planning Panel hearings on many occasions.

My work involves providing advice on design and heritage matters, including compliance with heritage legislation at local, state and Commonwealth levels. I have authored a number of heritage planning guidelines for local and state government, several of which are in current use in a number of municipalities, including Hobsons Bay, Whitehorse and Geelong. HLCD Pty Ltd has been providing heritage advice to local government since 1991, including the Hobsons Bay City Council, Melbourne City Council, Nillumbik Shire Council, Whitehorse City Council and Mornington Peninsula Shire.

I was the President of Australia ICOMOS until my term completed on 11 November 2021. Since 2008 I have been an expert member of ICOMOS Twentieth Century Heritage International Scientific Committee. In 2008 and 2009 I was a member of the Australian World Heritage Committee Delegation, and I am an expert member of the Australia ICOMOS World Heritage Reference Group. I have undertaken international work for ICOMOS on World Heritage Listed properties in the United Kingdom and Japan since 2013.

I have been a member of the Deakin University Cultural Heritage and Museum Studies Academic Advisory Board since 2011. I have been Chair, Port Arthur Historic Site Management Authority Conservation Advisory Committee since 2014 and have lectured at tertiary level in architecture and heritage both in Australia and overseas. I am a current member of the Australian Institute of Architects and Australia ICOMOS.

My expertise includes assessments of significance and advice for appropriate infill development for heritage places and precincts. I have specialist knowledge in significance assessment and adaptive reuse of industrial heritage places and from 2006 I have been Coordinator for The International Committee for the Conservation of Industrial Heritage (TICCIH) in Australia. I am an expert member of the Australia ICOMOS National Scientific Committee for Industrial Heritage and a past Chair of the Heritage Council of Victoria Industrial Heritage Committee. In that role, I was the primary instigator and a key contributor to the Heritage Council of Victoria Adaptive Reuse Case Studies which presents 12 case studies and an issues paper to inspire better decisions about the state's industrial heritage.

1.2 Instructions

On 25th October 2021, I was asked by Ms Ann Maree Drakos, Legal Counsel, Planning (Finance and Corporate) at the City of Melbourne to:

- review all relevant documents;
- prepare an expert evidence report which:
    - explains my involvement and provides an overview of the Heritage Review as it relates to the Amendment;
    - considers and expresses opinions about the heritage aspects of the Amendment including the strategic basis for the Amendment having regards to the PPN01 Planning Practice Note (Applying the Heritage Overlay);
    - identifies how the recognised heritage criteria in PPN01 and the definitions of Significant, Contributory and Non-contributory in Clause 22.04 (Heritage Places in the Capital City Zone) were applied by HLCD when carrying out the Heritage Review;
    - considers and responds to heritage issues raised in all submissions received to the Amendment (noting that some submissions may not disclose any substantive matters to respond to);
    - contains my expert opinion on the Amendment (distinguishing between the exhibited version and the Council preferred version, as applicable).
- appear as an expert witness for Council by attending the hearing of this matter and/or responding to any questions posed to me in writing on the direction of the Panel.

1.3 Background, facts, matters and assumptions

I have inspected the Fishermans Bend sites and surrounds many times. In preparing the statement of evidence, information which I have reviewed includes:

- PPN01 Planning Practice Note;
- Report, minutes and resolutions from the 17 August 2021 Future Melbourne Committee Meeting of Melbourne City Council;
- Report, minutes and resolutions from the 20 April 2021 Future Melbourne Committee Meeting of Melbourne City Council;
- Exhibited amendment documents:
    - Notice of preparation
    - Instruction sheet
    - Explanatory report
    - Clause 22.04 (Heritage Places in the Capital City Zone)

  - Schedule to Clause 43.01 (Heritage Overlay)
  - Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme)
  - Schedule to Clause 72.08 (Background Documents)
  - Heritage overlay mapping (one map);
  - Background Document: *Fishermans Bend In-Depth Heritage Review 2021* (HLCD)
  - Incorporated Documents:
    - Heritage Place Inventory February 2020 Part A (Amended February 2021)
    - Fishermans Bend In-Depth Heritage Review Statements of Significance (ALL)
- Ten submissions to Amendment C394;
- *Southbank and Fishermans Bend Heritage Review*, Biosis, 23 June 2017;
- Planning Panels Victoria - Guide To Expert Evidence.

In this statement, I have addressed matters which relate to heritage issues arising from the amendment. Other matters have not been addressed in this statement.

I consider that this statement addresses the matters in which I am instructed. I have made all the inquiries that I believe are desirable and appropriate and that no matters of significance, which I regard as relevant, have to my knowledge been withheld from the Panel.

Helen Lardner**,** Architect, Director HLCD Pty Ltd

2.0 Summary of Opinions

The *Fishermans Bend In-depth Heritage Review and Stakeholder Engagement Summary Report***,** February 2021, was prepared for the City of Melbourne by HLCD Pty Ltd with Dr Peter Mills. It is referred to as the '*In-depth Heritage Review 2021*'.

The brief initially required review of eight places that had been identified as requiring further study in the 2017 *Southbank and Fishermans Bend Heritage Review* by Biosis for the City of Melbourne. The purpose of the *In-depth Heritage Review 2021* was to engage with relevant stakeholders, conduct further research as required, and undertake comprehensive site visits to determine which parts of the complex sites and bridges may warrant heritage protection under the heritage overlay in the Melbourne Planning Scheme, and/or potential nomination to the Victorian Heritage Register (VHR).

During the course of the study, five additional places were identified by the City of Melbourne for assessment. Only one of these five, was recommended for inclusion in the heritage overlay. A supplementary report entitled 'Fishermans Bend Further Research Places' (HLCD, 2020) summarises the research into the remaining four sites.

The findings of the *In-depth Heritage Review 2021* are summarised in the table.

Proposed Heritage Place		**2021 Recommendations**	
		Level of protection	**Extent of site**
1	Government Aircraft Factory	VHR	Part
2	Commonwealth Aircraft Corporation	none	n/a
3	Kraft Factory	HO	Part
4	Electricity Substation	HO	Part
5	GMH Complex: Plants no. 3 & 5, & Tech Centre Engine & Manufacturing Plant Head Office Administration Building Social Centre	VHR VHR none VHR VHR VHR	Part Included n/a Included Included Included
6	Shed 21	HO	Part
7	West Gate Bridge	VHR	Bridge, Memorial Plaque, Memorial Park
8	Shell West Gate Service Centres	HO	Part

Amendment C394 proposes to implement some findings of the *In-depth Heritage Review 2021* by amending the Melbourne Planning Scheme to include three new individual heritage overlays on a permanent basis, being:

- HO1381 - Former Kraft Factory (1 Vegemite Way, Port Melbourne)
- HO1382 - Electricity Substation (224-236 Salmon Street, Port Melbourne)
- HO1383 - Shed 21 (206 Lorimer Street, Docklands)

The inclusion of these places in the heritage overlay is supported. Thorough research, physical analysis and comparative analysis was undertaken for each site (refer to the citations in the appendices).

The construction of the 1935 Electricity Substation is of historical significance as a successful government catalyst to stimulate manufacturing in Fishermans Bend by the provision of electricity. It is also of aesthetic significance for the application of an architectural style to a functional building and reflected the aesthetic of the newly established GMH complex at the time.

Part of the Former Kraft Factory, constructed between 1943 and 1967, is a representative example of a post-war food manufacturing plant which built on the company's wartime contributions and became the home of the iconic Vegemite brand. This historical significance is reflected in a range of building types. The 1954 -57 factory additions are a strong expression of reinforced concrete frames, curtain wall construction and cuboid forms with large glazed areas that have aesthetic value.

Shed 21 is of historical significance as it played a major role in steel importation for 27 years during an important phase of development of Melbourne's docks, being post-war expansion and mechanisation. Despite the loss of its cranes, Shed 21 is of technical significance for its demonstration of mechanisation in the mid-twentieth century, particularly the unique transverse alignment of the overhead cranes which allowed simultaneous unloading of steel from the river berth and vehicles to be loaded directly in the southern bay.

These three heritage places are individually significant and should be protected in the heritage overlay in the Melbourne Planning Scheme.

Differences in the exhibited version of Amendment C394 and the *In-depth Heritage Review 2021*
The exhibited version of Amendment C394 differed from recommendations in the *In-depth Heritage Review 2021* in relation to aspects of the Kraft Factory and Shed 21. There are no differences between the *In-depth Heritage Review 2021* and the exhibited version of the Amendment in relation to the Electricity Substation.

For the former Kraft Factory, the *In-depth Heritage Review 2021* recommended that external paint controls apply to the 1943 Boiler and Chimney, 1956 Administration Block and 1959 Cool Store in the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme. The exhibited version of the Amendment did not include this recommended control. After further consideration of this matter, I believe that paint controls are appropriate for these particular buildings and note that Submission 4 to the amendment also recommended paint controls for the 1956 Administration Block.

The exhibited version of the Amendment recommended a reduced extent of land for Shed 21 compared to the *In-depth Heritage Review 2021.* The extent was reduced on the south to align with the adopted *Bolte Precinct West – Yarra's Edge Addendum Development Plan* (2019). The reduction in extent as shown in the exhibited amendment was supported by Submissions 7 and 10. After further consideration

of this matter, I believe that the extent outlined for Shed 21 in the *In-depth Heritage Review 2021* is appropriate.

Submissions to the exhibited Amendment C394

Ten submissions were received about the exhibited amendment. Submissions 4, 7 and 10 have been mentioned above. The issues raised in the other submissions have also been reviewed and considered.

I confirm the original assessment and that no changes are recommended with respect to the GMH complex (application of a heritage overlay), Westgate Park, Shed 21 or the Electricity Substation.

Submission 9 was the only submission that disputed the assessment of significance for a site. After further consideration, I confirm that the Electricity Substation has historical significance (Criterion A) and aesthetic significance (Criterion E) to the City of Melbourne and should be included in the heritage overlay.

It is recommended that the Statement of Significance for the Former Kraft Factory be amended to include an additional sentence (**shown in bold and underlined**) in the 'Why it is significant' section as follows:

> *The Former Kraft Factory continues to produce the iconic Australian brand Vegemite from this site.* ***The distinctive smell of the Vegemite manufacturing process which emanates from the factory distinguishes the site for many Victorians.*** *The street to its south is 'Vegemite Way' and company signage proudly proclaims it is 'the home of Vegemite'. (Criterion A)*

In addition, references to the distinctive smell should be added to the description section of the citation to support this addition to the Statement of Significance.

The proposal in submissions 6 and 7 regarding removing all references to the GMH site from the *Fishermans Bend In-Depth Heritage Review 2021* is not supported. The reference document or background document for the amendment should address the three sites in C394 and consist of a standalone report which is an extract from the *In-Depth Heritage Review 2021.* The source report, completed in February 2021, should not be altered.

Conclusion

Amendment C394 is supported in its application of three new individual heritage overlays on a permanent basis, being:

- HO1381 - Former Kraft Factory (1 Vegemite Way, Port Melbourne)
- HO1382 - Electricity Substation (224-236 Salmon Street, Port Melbourne)
- HO1383 - Shed 21 (206 Lorimer Street, Docklands)

The recommendation that the three places warrant heritage protection is made on their individual merits after thorough, detailed analysis and assessment which meets high standards of heritage practice (refer to the citations in the appendices). These sites provide tangible evidence of the importance of

Fishermans Bend and permit a greater appreciation of Victoria's industrial history. They clearly meet the threshold of local significance for inclusion in the heritage overlay in the Melbourne Planning Scheme.

The Council preferred version of the amendment is supported except in the following aspects:

1. For the former Kraft Factory, recommendations in the *In-depth Heritage Review 2021* that external paint controls apply to the 1943 Boiler and Chimney, 1956 Administration Block and 1959 Cool Store in the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme are supported.

2. The Statement of Significance for the Former Kraft Factory should be amended to include an additional sentence (**shown in bold and underlined**) in the 'Why it is significant' section as follows:

   The Former Kraft Factory continues to produce the iconic Australian brand Vegemite from this site. ***The distinctive smell of the Vegemite manufacturing process which emanates from the factory distinguishes the site for many Victorians.*** *The street to its south is 'Vegemite Way' and company signage proudly proclaims it is 'the home of Vegemite'. (Criterion A)*

   In addition, references to the distinctive smell should be added to the description section of the citation to support this addition to the Statement of Significance.

3. For Shed 21, the extent recommended in the *In-depth Heritage Review 2021* is supported.

4. The proposal to remove all references to the GMH site from the *Fishermans Bend In-Depth Heritage Review 2021* is not supported. The reference document or background document for the amendment should address the three sites which form the basis of C394 and consist of an extract from the *In-Depth Heritage Review 2021.* The source report, completed in February 2021, should not be altered.

3.0 *Fishermans Bend In-Depth Heritage Review 2021* (HLCD)

3.1 Scope of the report

The *Fishermans Bend In-depth Heritage Review and Stakeholder Engagement Summary Report***,** February 2021, was prepared for the City of Melbourne by HLCD Pty Ltd with Dr Peter Mills. It is referred to as the '*In-depth Heritage Review 2021*'.

Ms Tanya Wolkenberg, then team leader at the City of Melbourne, engaged HLCD Pty Ltd by letter dated 14 February 2018 after a competitive tender process. The original brief was to examine six complex industrial sites and two bridges as shown in the table below.

South Wharf shipping sheds and berths precinct (this was later confined to Shed 21)	Lorimer Street Port Melbourne
Government Aircraft Factory	226 Lorimer Street Port Melbourne
Commonwealth Aircraft Corporation	226 Lorimer Street Port Melbourne
Kraft Factory	162 Salmon St (Vegemite Way) Port Melbourne
SEC Substation	224 Salmon Street Port Melbourne
General Motors Holden Factory (GMH) -Plants Numbers 3 & 5, Engine and Manufacturing Plant, Head Office, Administration Building and Social Centre	Salmon Street Port Melbourne
Bolte Bridge	City Link Port Melbourne
West Gate Bridge	West Gate Freeway Port Melbourne

These eight places had been identified as requiring further study in the 2017 *Southbank and Fishermans Bend Heritage Review* by Biosis for the City of Melbourne (refer to pages 603-606). The Biosis Study was geographically broader, involved less research of individual sites and assessed sites from the public realm. The purpose of the *In-depth Heritage Review 2021* was to engage with relevant stakeholders, conduct further research as required, and undertake comprehensive site visits to determine which parts of the complex sites and bridges warranted heritage protection under the heritage overlay (HO) in the Melbourne Planning Scheme, and/or potential nomination to the Victorian Heritage Register (VHR).

The outcome of the *In-depth Heritage Review 2021* with respect to the original eight places was three places were recommended for nomination to the VHR (being part of the former Government Aircraft Factory, part of the former General Motors Holden factory, and the West Gate Bridge), and three places were recommended for the HO, being part of the former Kraft Factory, Shed 21, and the Electricity Substation.

Amendment C394 considers inclusion of these places in the heritage overlay. The citations in the appendices provide a full assessment but the heritage values which warrant protection are summarised as follows.

The construction of the 1935 Electricity Substation is of historical significance as a successful government catalyst to stimulate manufacturing in Fishermans Bend by the provision of electricity. It contributed to Fishermans Bend becoming an important industrial precinct through wartime and later. It is also of aesthetic significance for the application of an architectural style to a functional building and reflected the aesthetic of the newly established GMH complex at the time.

Part of the Former Kraft Factory, constructed between 1943 and 1967, is a representative example of a post-war food manufacturing plant which built on the company's wartime contributions and became the home of the iconic Vegemite brand. This historical significance is reflected in a range of building types. The 1954 -57 factory additions are a strong expression of reinforced concrete frames, curtain wall construction and cuboid forms with large glazed areas that have aesthetic value.

Shed 21 is of historical significance as it played a major role in steel importation for 27 years during an important phase of development of Melbourne's docks, being post-war expansion and mechanisation. Despite the loss of its cranes, Shed 21 is of technical significance for its demonstration of mechanisation in the mid-twentieth century, particularly the unique transverse alignment of the overhead cranes which allowed simultaneous unloading of steel from the river berth and vehicles to be loaded directly in the southern bay.

The *In-depth Heritage Review 2021* found that the Commonwealth Aircraft Factory did not meet the threshold for heritage protection. It was also decided that the Bolte Bridge would not be examined further at this time due to the multiple local government areas it traversed and its relatively recent construction.

During the course of the study, five additional places were identified by the City of Melbourne for assessment. These places are listed in the table below.

Stewarts & Lloyds	704-744 Lorimer St Port Melbourne
International Harvester Factory	748-766 Lorimer St Port Melbourne
SEC workshops /SP AusNet	90 Turner St Port Melbourne
SEC electricity switching yard /SP AusNet	108-130 Turner St Port Melbourne
Shell West Gate Service Centres	West Gate Freeway Fishermans Bend

Only one of these five, being the West Gate Service Centres, was recommended for inclusion in the HO. A supplementary report entitled 'Fishermans Bend Further Research Places' (HLCD, 2020) summarises the research into the remaining four sites.

3.2 Authors of the report

The authors of the *In-depth Heritage Review 2021* were Helen Lardner, Architect Director HLCD Pty Ltd and historian Dr Peter Mills. Dr Mills has a Masters in Public History, a PhD in History from Monash (2010) and a Bachelor of Architecture degree. He has worked with HLCD Pty Ltd on numerous heritage projects, initially as an employee from 2003-2005, and later as a consultant to the firm.

Dr Mills was primarily responsible for the contextual and site histories and contributed to the comparative analysis undertaken. Site inspections were usually undertaken by both Dr Mills and Helen Lardner, sometimes with a City of Melbourne officer in attendance.

Helen Lardner was the project manager, and responsible for recommendations and citations for places, including the levels of significance, statements of significance, extents of significance and other recommendations in the report. Her qualifications and experience are included in section 1.1 of this report.

3.3 Findings of the report

The findings of the *In-depth Heritage Review 2021* are summarised in the table below and in the Heritage Place Citations which form Appendix 5 of the report.

Proposed Heritage Place		**2021 Recommendations**	
		Level of protection	**Extent of site**
1	Government Aircraft Factory	VHR	Part
2	Commonwealth Aircraft Corporation	none	n/a
3	Kraft Factory	HO	Part
4	Electricity Substation	HO	Part
5	GMH Complex: Plants no. 3 & 5, & Tech Centre Engine & Manufacturing Plant Head Office Administration Building Social Centre	VHR VHR none VHR VHR VHR	Part Included n/a Included Included Included
6	Shed 21	HO	Part
7	West Gate Bridge	VHR	Bridge, Memorial Plaque, Memorial Park
8	Shell West Gate Service Centres	HO	Part

3.4 Adoption of the report

The *In-depth Heritage Review 2021* was used to inform the preparation of amendment C394 and formed part of the exhibited material. I adopt the *In-depth Heritage Review 2021* as exhibited.

4.0 Amendment C394

4.1 Amendment C394

The amendment proposes to implement some findings of the *In-depth Heritage Review 2021* by applying the heritage overlay to the following three sites:

Former Kraft Factory	1 Vegemite Way Port Melbourne
Electricity Substation	224-236 Salmon Street Port Melbourne
Shed 21	206 Lorimer Street Docklands

The amendment:

- Amends the policy at Clause 22.04 (Heritage Places in the Capital City Zone) to apply to land at 194-206 Lorimer Street, Docklands and to include the *Fishermans Bend In-depth Heritage Review 2021* as a policy reference.
- Amends the Schedule to Clause 43.01 (Heritage Overlay) to include three new individual Heritage Overlays on a permanent basis:
    - HO1381 - Former Kraft Factory (1 Vegemite Way, Port Melbourne)
    - HO1382 - Electricity Substation (224-236 Salmon Street, Port Melbourne)
    - HO1383 - Shed 21 (206 Lorimer Street, Docklands)
- Amends Planning Scheme Map 7HO to reflect the changes described above.
- Amends the Schedule to Clause 72.04 (Incorporated Documents) by adding Statements of Significance for the three (3) new individual Heritage Overlays, to reflect the addition of these overlays in the Schedule to Clause 43.01.
- Amends the Incorporated Document titled *Heritage Places Inventory 2020 Part A* to reflect the amendments to the Schedule to Clause 43.01 by adding three (3) new places with individual Heritage Overlays.
- Amends the Schedule to Clause 72.08 Background Documents by adding the *Fishermans Bend In-Depth Heritage Review 2021* as a Background Document.

4.2 Strategic basis of Amendment C394

Planning Practice Note 1: Applying the Heritage Overlay (PPN01) August 2018 provides guidance about the use of the Heritage Overlay, including for places identified in a heritage study. It states that the heritage process leading to the identification of the place needs to clearly justify the significance of the place as a basis for its inclusion in the Heritage Overlay.

PPN01 requires the documentation for each place to include a statement of significance that clearly establishes the importance of the place and addresses the heritage criteria. The heritage criteria required to be used for the assessment of the heritage value of the heritage place are as follows:

Heritage criteria

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 understanding 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).

The relevant criteria are specifically identified in the citations for places identified as of heritage significance in the *In-depth Heritage Review 2021.* For the three places that form part of amendment C394, the identified criteria are listed below and also identified in the Statement of Significance section 'Why it is significant' by being inserted in brackets after each point or paragraph. This is in accordance with PPN01 (refer to the citations in the appendices).

Former Kraft Factory	Criteria A, D and E
Electricity Substation	Criteria A and E
Shed 21	Criteria A and F

The Former Kraft Factory has historical significance (Criterion A) as the company built on its wartime contributions, expanding and planning for growth to become a household name in Australia and the home of Vegemite. It is important in demonstrating the principle characteristics of post war manufacturing plants (Criterion D). The 1954-57 factory additions strikingly show the use of reinforced concrete frames, curtain wall construction and cuboid forms with large glazed areas which have aesthetic value. (Criterion E).

The establishment of the 1935 Electricity Substation has historical significance (Criterion A) as a government action to facilitate manufacturing in Fishermans Bend and contributed to it becoming a major industrial precinct. The Substation also has aesthetic significance (Criterion E) for the application

of an architectural style to a functional building which reflected the aesthetic of the newly established GMH complex.

Shed 21 has historical significance (Criterion A) for its major role in the importation of steel for 27 years which was vital to the Victorian economy and because it represents an important phase of development of Melbourne's docks, being post-war expansion and mechanisation. It is also of technical significance (Criterion F) as its transverse alignment of overhead cranes was unique in the port and allowed simultaneous unloading of steel from the river berth and vehicles to be loaded directly in the southern bay.

In addition to the application of the recognised criteria, it is important to consider the threshold level of significance in the assessment. PPN01 directs that the thresholds to be applied in the assessment of significance shall be 'State Significance' and 'Local Significance'.

HLCD used the definitions of Significant, Contributory and Non-contributory which are in Clause 22.04 (Heritage Places in the Capital City Zone) and Clause 22.05 (Heritage Places outside of the Capital City Zone) of the Melbourne Planning Scheme when assessing significance. Each of the three sites met the definition of a significant heritage place. The definitions are as follows:

Significant heritage place:

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

Contributory heritage place:

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

Non-contributory place:

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

As part of establishing the level of significance, comparative analysis was undertaken with other similar places. For places of Local Significance, the comparison was with other places within the City of Melbourne and for places of State significance, the comparison was the State of Victoria.

For places of potential State Significance, the guiding document for assessment is the *Victorian Heritage Register Criteria and Thresholds Guidelines* available at:
https://heritagecouncil.vic.gov.au/heritage-protection/criteria-and-thresholds-for-inclusion/

Extent

It is usual and supported by PPN01 to include the whole of the site by title boundary when applying the heritage overlay to a simple site such as a dwelling. Because of the scale and nature of growth of some industrial sites, they may extend over several titles and large areas of land. PPN01 suggests that there are places where the extent of the heritage overlay should be reduced in size if some of the land is of no significance. This has the potential benefit of lessening the number of planning permits that are required.

Because of the size and nature of development of the industrial sites that were assessed for the *In-depth Heritage Review 2021*, careful consideration went into the appropriate extent recommended for heritage controls. In all cases, part of the place rather than the whole place was recommended and this is set out in the citations which show the extent of land assessed and the extent recommended for heritage protection.

Good heritage practice in the *Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance* requires the assessment of significance to be independent from decision-making for future development. Similarly, heritage legislation in Victoria at local and state levels separates recognition of heritage significance from consideration of future development. For the extent of sites proposed to be included in amendment C394, the determination was made on the area required as curtilage for the significant values of each site.

4.3 Heritage Overlay Clause 43.01

As stated in section 4.1 of this report, the amendment proposes that the three places should be individual heritage places shown on the planning scheme map with a HO number and subject to VPP Heritage Overlay Clause 43.01.

In the exhibited Schedule to Clause 43.01, Council proposed no additional controls.

4.4 Differences between the *In-depth Heritage Review 2021* and the exhibited Amendment

The exhibited version of Amendment C394 differed from recommendations in the *In-depth Heritage Review 2021* in relation to some aspects of the Kraft Factory and Shed 21. There are no differences between the *In-depth Heritage Review 2021* and the exhibited version of the Amendment in relation to the Electricity Substation.

Former Kraft Factory, 1 Vegemite Way Port Melbourne

The *In-depth Heritage Review 2021* recommended that external paint controls apply to the 1943 Boiler and Chimney, 1956 Administration Block and 1959 Cool Store of the Kraft site in the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme. The exhibited version of the Amendment did not include this recommended control.

The recommendation was made because the face brickwork was a designed feature on the 1943 Boiler and Chimney and the 1959 Cool Store which can readily be appreciated at the site and would be diminished by painting.

The most visible parts of the 1956 Administration Block have been painted which detracts from the original design but could be recovered by careful removal of the paint. The 1956 Administration Block, designed by architects Oakley and Parkes from 1954 -57, strongly show the influence of the International Modern movement favoured by large corporations and multinationals. The use of reinforced concrete frames and curtain wall construction, and cuboid forms with large glazed areas, has aesthetic value. (Statement of significance, criterion E)

The 1943 chimney and boiler house seen from Douglas Street, and the chimney (extended in 1967) seen from a distance. (P Mills 4/11/2020; H Lardner 10/07/2018)

The administration block in 1976, with first storey additions complete (Kraft 1976)

The administration block is reinforced concrete framed construction with cream brick infill which is now painted grey on the more prominent facades. Remaining areas of cream brick can be seen in the photograph on the right. (H Lardner, 10/07/2018)

The 1959 cool store with decorative protruding brick patterning on the front and seen from Douglas Street showing the visual relationship with the brick chimney and boiler house. (H Lardner, 10/07/2018)

The application of external paint controls to the 1943 Boiler and Chimney, 1956 Administration Block and 1959 Cool Store which are part of the Kraft site in the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme is warranted. Submission 4 on behalf of the Port Melbourne Historical and Preservation Society also supported controls on exterior paint colours for the former Kraft Administration building.

Shed 21, 206 Lorimer Street Docklands

The exhibited version of the Amendment recommended a reduced extent of land for Shed 21 compared to the *In-depth Heritage Review 2021.* The extent was reduced to on the south to align with the adopted *Bolte Precinct West – Yarra's Edge Addendum Development Plan* (2019).

The exhibited extent of land for Shed 21 North is to the top of the page.

The *In-depth Heritage Review 2021* recommended extent of land.

The *In-depth Heritage Review 2021* found that Shed 21 was important for historical reasons related to the economic growth of Victoria and handling of steel, and technical reasons for its mechanism of the port function and particularly the transverse arrangement of overhead cranes.

It found that '*Shed 21 has a high degree of integrity in its fabric and setting. Its ongoing connection to the river to the north, and the truck loading and road to the south, are important to demonstrate the significant scale and innovation of the Shed's steel handling facilities for its period, including transverse crane alignment allowing simultaneous loading and unloading*.'

The elements of the shed which make sense of its heritage values are the shed itself, its relationship to the water, the loading bays, the road and the connection to the street. The loading bays are under the tray for the electrical supply extending past the roof on the south. The road apron, which is further south of this with nothing overhead and allows the simultaneous loading and function of the transverse cranes, is not included in the exhibited extent of land for Shed 21.

A 1958 photograph showing the loading of the truck on the south side. The roadway is beyond the steel column. (Fig 5, Shed 21 citation)

The south side of Shed 21 with the trays that held the electrical supply for the transverse cranes which extend over the truck loading bay. The extent recommended in the *In-depth Heritage Review 2021* includes the roadway to the right of the photograph up to the fence. (P Mills 2019)

The recommended extent took its alignment from the existing road apron and this should be regarded as heritage fabric essential to the operation of the site. It would detract from understanding of the operation of Shed 21 to drive through the loading bays as if this was the road.

It is understood that Council reduced the extent to align with the adopted *Bolte Precinct West – Yarra's Edge Addendum Development Plan* (2019). The separation of the assessment of significance from the consideration of development is enshrined as best practice in the *Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance* and in heritage legislation in Victoria.

The extent of significant land should not be reduced to accommodate future development. The purpose of the heritage overlay is to ensure that heritage values are considered in new development proposals. In my view, it is very reasonable for the extent to be as recommended in the *In-depth Heritage Review 2021* and the heritage values of Shed 21 to be considered in relation to any proposed new development to the south.

5.0 Submissions to the Amendment

5.1 Submissions

The Report to the Future Melbourne Committee, Agenda item 6.1, dated 17 August 2021 notes that ten submissions were received about the exhibited amendment and four were referred to HLCD for review. All ten submissions have now been made available to HLCD and the following eight which relate to heritage issues are discussed below.

Number	Submitter
03	On behalf of the Royal Historical Society of Victoria Inc
04	On behalf of the Port Melbourne Historical and Preservation Society
05	In relation to 4 Wharf Road, Port Melbourne (Westgate Park)
06	On behalf of the University of Melbourne in relation to 241 Salmon Street, Port Melbourne (former GMH complex)
07	On behalf of Development Victoria in relation to 206 Lorimer Street (Shed 21), and former GMH complex
08	On behalf of the National Trust of Australia (Victoria)
09	On behalf of Danvale Nominees Pty Ltd (owner) of 224-236 Salmon Street Port Melbourne (substation)
10	On behalf of Samma Property Group in relation to 196-204 Lorimer Street, Docklands (adjacent to Shed 21)

5.2 Responses to submissions for the three C394 properties

Submissions regarding Shed 21 (submissions 7 and 10) and Kraft (Submission 4) which address the differences between the recommendations contained in the *In-depth Heritage Review 21* and the exhibited amendment are discussed in section 4.4 of this report.

08 National Trust of Australia (Victoria)

This submission supports the application of the Heritage Overlay to the Former Kraft Factory, and the proposed Heritage Overlay extent. It suggests an addition to the Statement of Significance under Criterion A, '*recognising the distinctive smell of Vegemite that emanates from the factory, familiar to generations of local residents and drivers passing by on the Westgate Freeway*'.

Response
As the smell of the manufacturing process for Vegemite is distinctive, well recognised and associated with this particular place, it is an example of intangible cultural heritage. I agree with the National Trust submission that, should the manufacture of Vegemite cease at the site in the future, the distinctive smell would remain a recognised part of the site's history which can be interpreted.

Recommendation
An additional sentence (**shown in bold and underlined**) is recommended for the Statement of Significance under the 'Why it is significant' section as follows:

The Former Kraft Factory continues to produce the iconic Australian brand Vegemite from this site. **The distinctive smell of the Vegemite manufacturing process which emanates from the factory distinguishes the site for many Victorians.** The street to its south is 'Vegemite Way' and company signage proudly proclaims it is 'the home of Vegemite'. (Criterion A)

In addition references to the distinctive smell should be added to the description section of the citation to support this addition to the Statement of Significance.

09 Danvale Nominees Pty Ltd in relation to the substation

This submission objects to inclusion of the Electricity Substation in the Heritage Overlay, disputes the heritage significance set out in the *In-depth Heritage Review 2021* and objects to the extent of land proposed for inclusion for this site.

It suggests that the Substation does not meet the threshold for historical significance (Criterion A) and '*the importance of a reliable electrical supply can be appropriately recognised through the provision of an information plaque, or the like, on the Subject Site and that this is a more appropriate method of recognising and explaining the historical development of Fishermans Bend*'. With regard to aesthetic significance (Criterion E), the submission suggests the Substation is not a notable, influential or pivotal example of Interwar Period design and is in poor condition with alterations as noted in the citation. In particular, the submission highlights removal of the water tower as important as the Substation is neither intact nor in its original form.

The submission notes that '*Council has only relied on two of the nine possible criteria for the application of a heritage control to the Substation*'.

The submission states that if the Substation was included within a Heritage Overlay, the extent should be limited to the physical building (excluding any curtilage) and '*the reuse and redevelopment of the Substation building and its incorporation into any redevelopment of the Subject Site ought to be acknowledged and provided for*'.

Response
The 1935 construction of the Substation was an important government action which facilitated major industrial development in the precinct. The location, form and scale of the Substation demonstrate its significant role and the inclusion of an information plaque rather than retention of the heritage place cannot be considered to equally convey the heritage values.

The citation in appendix 8.2 details how the establishment of the Substation in 1935 initially provided electricity for GMH and then contributed to important World War II manufacturers like GMH, the Commonwealth Aircraft Corporation, the Government Aircraft Factory and others being established in Fishermans Bend. It had a central role in distributing power to the important Fishermans Bend precinct which continued to grow.

An oblique aerial from the northwest with the substation at top left and the GMH factory below in c1936 when Fishermans Bend was beginning as an industrial area. (Airspy photo, SLV Accession no-H91.160/259).

The Substation exhibits aspects of the Inter-War Stripped Classical style. The application of architectural styles to functional buildings, particularly to reflect the context of the GMH complex in this case, is notable. It is not a requirement that buildings are intact to their original form or in good condition to meet the threshold for aesthetic significance (Criterion E).

View to the Electrical Substation from the south east on Salmon Street (H Lardner 09/07/2018)

As seen in the photograph above and described in the citation (appendix 8.2), the 1935 rectangular building is articulated with corner pillars with recessed bays between them. The bays have steel-framed, strip highlight windows. Decoration of the rendered building is in low-relief, including dentils to the corner pillar parapets, pilasters in the recessed bays on the long sides and a low plinth.

The symmetry, division into vertical bays, large plain surfaces and stripped back use of classical elements, such as pilasters, plinth and dentils, are indicators of the Inter-War Stripped Classical style.

The 1936-37 SEC Annual Report included comments about the desirability of substations fitting in with the architectural features of the neighbourhood. The Substation can be seen in the context of the early development of Fishermans Bend, including the GMH site opposite. The corner pillars reflect the

treatment of buildings on the GMH site, including the very decorative Australian Headquarters and Victorian Administration buildings but also on Plant 1 (now demolished) which is visible in the aerial photograph above in c1936 with the Substation.

The number of criteria met at the local level out of a possible nine is irrelevant. As long as a place meets one or more at the threshold of local significance, it can be included in the Heritage Overlay. The Electrical Substation clearly meets Criteria A and E.

Inclusion in the Heritage Overlay does not preclude reuse and redevelopment, it ensures that heritage values are considered when future change is contemplated.

PPN01 states that '*it is usually important to include land surrounding a building, structure, tree or feature of importance to ensure that any development, including subdivision, does not adversely affect the setting, context or significance of the heritage item*'. Often the curtilage is the whole of the property but, with the Substation, this has been reduced as far as possible while still protecting heritage values.

Recommendation
After review, I confirm my original assessment that the Substation meets the threshold for local significance under Criteria A and E and is recommended for inclusion in the Heritage Overlay. The recommended extent is sufficient to protect the heritage values of the site and should not be reduced in size.

5.3 Responses to other relevant submissions

03 Royal Historical Society of Victoria Inc

This submission supports recommendations in the Heritage Review for addition of parts of the GMH complex at Fishermans Bend to the Victorian Heritage Register (VHR), including supporting the recommended extent. The submission acknowledges that the extent of VHR Registration is beyond Council's control and urges the Council '*to pursue the Heritage Overlay for any portions of the GMH site recommended for registration by the consultant which are not found, upon registration being gazetted, to be with(in) the extent of registration for the VHR*'.

Response
Consideration of heritage protection through the VHR and the Heritage Overlay are separate statutory processes. There are circumstances where places do not make the threshold for State listing and are recommended for protection at the local level using the Heritage Overlay. In this case, the extent of the GMH complex included on the VHR is less than the extent recommended in the *In-depth Heritage Review 2021*. It is open to Council to consider the Heritage Overlay process but that would depend on the significance of the particular area under consideration which would need to be reviewed on its own merits and trigger a separate statutory process. In the case of the GMH complex, this would be parts of buildings and exceptionally unwieldy as parts of buildings would be covered by the *Heritage Act 2017* and parts by the *Planning and Environment Act 1987*.

Recommendation
After review, I do not recommend that Council consider the heritage overlay for the balance of the site not included in the VHR GMH registration but included in the *In-depth Heritage Review 2021.*

05 In relation to Westgate Park

This submission requests that Westgate Park is considered for inclusion in the Heritage Overlay or the VHR '*given its significant environmental and social history which has ties to the Westgate Bridge*'. The submission states that the rationale for including Westgate Park is contained at www.fishermansbend.vic.gov.au/social-history/westgate-park

Response
I have referred to the website linked in the submission and undertaken limited further research. On that basis, I do not believe that Westgate Park would reach threshold for addition to the VHR or heritage protection under the Heritage Overlay. It is challenging from a heritage perspective to link the original vision to the current physical site, particularly when successive design plans have not been fully realised and the extent has been expanded several times. The environmental values of Westgate Park may be better protected by other means.

Recommendation
After review, I confirm my original assessment and do not recommend Westgate Park for addition to the VHR or inclusion in the Heritage Overlay.

06 and 07 In relation to GMH

The Report to the Future Melbourne Committee, Agenda item 6.1, dated 17 August 2021, summarises these submissions as follows:

- Request the exhibited version of the *Fishermans Bend In-Depth Heritage Review 2021* be updated to remove all references to the former GMH complex prior to it being cited as a reference document or background document in the MPS.
- Planning Practice Note 13 states that a background document is used to understand content in the Planning Scheme and should not include content beyond this scope.
- Notes that the Review incorrectly states that '*the former GMH complex was added to the Victorian Heritage Register by the Minister for Planning in December 2020, and the final coverage is not yet public*'. The Minister for Planning is still considering whether the former GMH Complex should be included in the VHR.

Response
The key issue here is that Amendment C394 is about only three of the sites examined in the *In-Depth Heritage Review 2021.* This issue can be better addressed by the reference document or background document for the amendment being an extract from the *In-Depth Heritage Review 2021* rather than altering the source report. It would be easy to prepare such an extract report without compromising the whole of the *In-Depth Heritage Review 2021* which is important for reasons stated below.

The independent expert report *In-Depth Heritage Review 2021* was undertaken to address places that had been identified as requiring further study in the 2017 *Southbank and Fishermans Bend Heritage Review* by Biosis for the City of Melbourne. The report was completed in February 2021, met this brief, was accepted by the City of Melbourne and is subject to copyright. It is on the historical record as a

statement of assessment of Fishermans Bend industrial sites at that time and was undertaken with an open-minded approach where a range of places were assessed and a range of thresholds were reached.

The *In-Depth Heritage Review 2021* provides a valuable heritage resource. The quality of the research and analysis in the report was praised by several submitters. The report about Fishermans Bend industrial sites is described as:

- *'an exemplary heritage report, providing excellent contextual work in urban, industrial and architectural history and superb detail. The statements of significance are outstanding*.' (Submission 3 Royal Historical Society of Victoria); and
- a '*thorough heritage study drawn from primary sources which will be a valuable resource for future researchers'* (Submission 4 Port Melbourne Historical and Preservation Society Inc)

In addition, the National Trust of Australia (Victoria) states:

> *The implementation of this Heritage Review, which reveals and celebrates the history of a number of significant places within this important precinct, will build and strengthen connections to place, and allow the significance of the precinct in the broader history of our city and our country to be better understood.* (Submission 8)

Recommendation

After consideration, I recommend that a reference document or background document be prepared to address the three sites in the amendment C394 and consist of a standalone report which is an extract from the *In-Depth Heritage Review 2021.* I do not support alteration of the *In-Depth Heritage Review 2021* (completed February 2021).

5.4 Conclusions regarding the submissions

Ten submissions were received about the exhibited amendment. Submissions 4, 7 and 10 have been mentioned in section 4 of this report. The issues raised in the other submissions have also been reviewed and considered.

I confirm the original assessment and that no changes are recommended with respect to the GMH complex (application of a heritage overlay), Westgate Park, Shed 21 or the Electricity Substation.

Submission 9 was the only submission that disputed the assessment of significance for a site. After further consideration, I confirm that the Electricity Substation has historical significance (Criterion A) and aesthetic significance (Criterion E) to the City of Melbourne and should be included in the heritage overlay.

It is recommended that the Statement of Significance for the Former Kraft Factory be amended to include an additional sentence (**shown in bold and underlined**) in the 'Why it is significant' section as follows:

The Former Kraft Factory continues to produce the iconic Australian brand Vegemite from this site. **The distinctive smell of the Vegemite manufacturing process which emanates from the factory distinguishes the site for many Victorians.** The street to its south is 'Vegemite Way' and company signage proudly proclaims it is 'the home of Vegemite'. (Criterion A)

In addition, references to the distinctive smell should be added to the description section of the citation to support this addition to the Statement of Significance.

The proposal in submissions 6 and 7 regarding removing all references to the GMH site from the *Fishermans Bend In-Depth Heritage Review 2021* is not supported. The reference document or background document for the amendment should address the three sites in C394 and consist of a standalone report which is an extract from the *In-Depth Heritage Review 2021.* The source report*,* completed in February 2021, should not be altered.

6.0 Differences between the exhibited Amendment and the Council preferred version

The confirmed minutes of the Future Melbourne Committee, Agenda item 6.1, dated 17 August 2021 notes the preferred form of the amendment is as exhibited except it amends the exhibited *Fishermans Bend In-Depth Heritage Review 2021* in the following manner:

- Remove reference to the former General Motors Holden complex (incorporating 241 (part), 251-259 and 261 Salmon Street, Bayside Avenue (part) and Central Boulevard (part), Port Melbourne) in the summary recommendations table (Sections 1 and 4.1), recommended site extents (Section 4.2) and citation (Section 5.5).
- Insert text into the executive summary (Section 1) to note that the Review was amended to remove references to the former GMH complex.
- Revise the description section in the citation for 1 Vegemite Way, Port Melbourne (former Kraft Vegemite Factory) to acknowledge the distinctive smell of Vegemite that has been traditionally linked to the site.

These matters have been discussed in earlier sections of this evidence.

7.0 Conclusion

Amendment C394 is supported in its application of three new individual heritage overlays on a permanent basis, being:

- HO1381 - Former Kraft Factory (1 Vegemite Way, Port Melbourne)
- HO1382 - Electricity Substation (224-236 Salmon Street, Port Melbourne)
- HO1383 - Shed 21 (206 Lorimer Street, Docklands)

The recommendation that the three places warrant heritage protection is made on their individual merits after thorough detailed analysis and assessment which meets high standards of heritage practice (refer to the citations in the appendices). These sites provide tangible evidence of the importance of Fishermans Bend and permit a greater appreciation of Victoria's industrial history. They clearly meet the threshold of local significance for inclusion in the heritage overlay in the Melbourne Planning Scheme.

The Council preferred version of the amendment is supported except in the following aspects:

1. For the former Kraft Factory, recommendations in the *In-depth Heritage Review 2021* that external paint controls apply to the 1943 Boiler and Chimney, 1956 Administration Block and 1959 Cool Store in the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme are supported.

2. The Statement of Significance for the Former Kraft Factory should be amended to include an additional sentence (**shown in bold and underlined**) in the 'Why it is significant' section as follows:

   The Former Kraft Factory continues to produce the iconic Australian brand Vegemite from this site. ***The distinctive smell of the Vegemite manufacturing process which emanates from the factory distinguishes the site for many Victorians.*** *The street to its south is 'Vegemite Way' and company signage proudly proclaims it is 'the home of Vegemite'. (Criterion A)*

   In addition, references to the distinctive smell should be added to the description section of the citation to support this addition to the Statement of Significance.

3. For Shed 21, the extent recommended in the *In-depth Heritage Review 2021* is supported.

4. The proposal to remove all references to the GMH site from the *Fishermans Bend In-Depth Heritage Review 2021* is not supported. The reference document or background document for the amendment should address the three sites in C394 and consist of a standalone report which is an extract from the *In-Depth Heritage Review 2021.* The source report, completed in February 2021, should not be altered.

8.0 Appendices

8.1 Former Kraft Factory

The citation is taken from the *In-depth Heritage Review 2021.*

SITE NAME	**Former Kraft Vegemite Factory, now Bega**
STREET ADDRESS	162 Salmon Street Port Melbourne
PROPERTY ID	110590

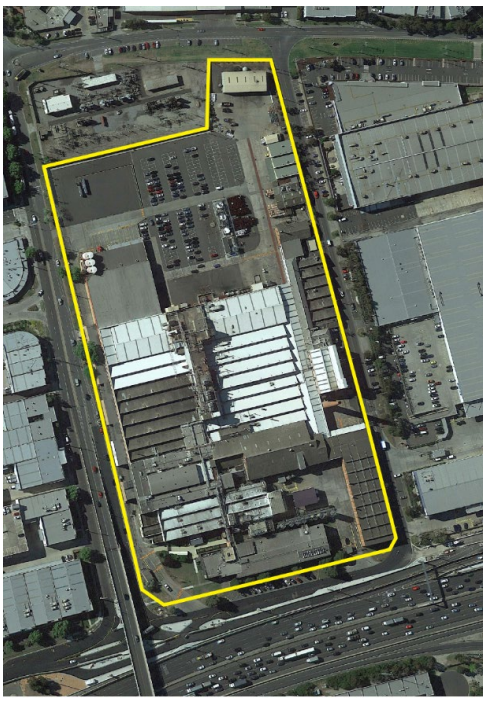


Figure 1: Extent of assessed site shown in yellow

Figure 2: View from Salmon Street (H Lardner 10/07/2018)

SURVEY DATES: 2 May 2018 & 4 November 2020		**SURVEY BY:** Helen Lardner, HLCD with Dr Peter Mills	
HERITAGE INVENTORY	No	**HERITAGE OVERLAY**	Proposed
PROPOSED CATEGORY	Local	**PLACE TYPE**	Industrial complex
FORMER GRADE	Ungraded		
DESIGNER / ARCHITECT /	Oakley & Parkes after 1954	**BUILDER:**	Hansen & Yunken Pty Ltd
DESIGN STYLE:	Postwar Period (1945-1965) some 1943 fabric	**DATES OF CREATION / MAJOR CONSTRUCTION:**	1943 - 1967

THEMES

HISTORIC THEMES	DOMINANT SUB-THEMES
5. Building Victoria's industries and workforce	5.2 Developing a manufacturing capacity

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individually significant place.

Extent of overlay: Part of the site. Refer to figure 37 in the recommendations section of the citation.

SUMMARY

Kraft had its origins in an amalgamation of the American Kraft canned cheese company and a local company, Fred Walker and Co which produced canned butter and cheese from 1908. In 1925, Walker formed the Kraft Walker Cheese Company manufacturing Kraft products in Australia. In 1928, the company consolidated several sites to South Melbourne, but it soon outgrew this facility and dispersed operations. After WWI Bonox was introduced and, from the 1920s, Vegemite and canned meats were part of the product range.

In 1943, a government dehydration facility was built at 162 Salmon Street Port Melbourne and operated by Kraft Walker. Part of the war effort, it was one of many around Australia. Kraft Walker also operated another facility in Warrnambool.

Kraft Walker built new rural cheese factories and new yeast factories in NSW and Queensland as demand for their own products increased dramatically. In 1945, a yeast 'Vegemite factory' was built at this Port Melbourne site (demolished 2006). In 1946, Kraft Walker purchased the dehydrator plant from the government and converted it to meat canning with an additional cool room. The land was on a long-term lease from the government.

The public company Kraft Holdings formed in 1950 and became Kraft Foods Limited in 1952. A new Vegemite factory was built the same year. Major additions took place from 1954 to 1957, including a new administration wing (1956), processed cheese factory (1957), large cool store and north-south arterial elevated walkway. These additions, designed by architects Oakley and Parkes, were built around the existing factory which continued to operate. Subsequent additions included the 1960 cool room and loading bay, 1961 garage, 1962 northern factory extension and western covered roadway and 1967 additions to the administration block by the same architects.

Bega Cheese purchased the Vegemite and Kraft brands in 2017.

FORMER KRAFT FACTORY KEY PERIODS OF DEVELOPMENT

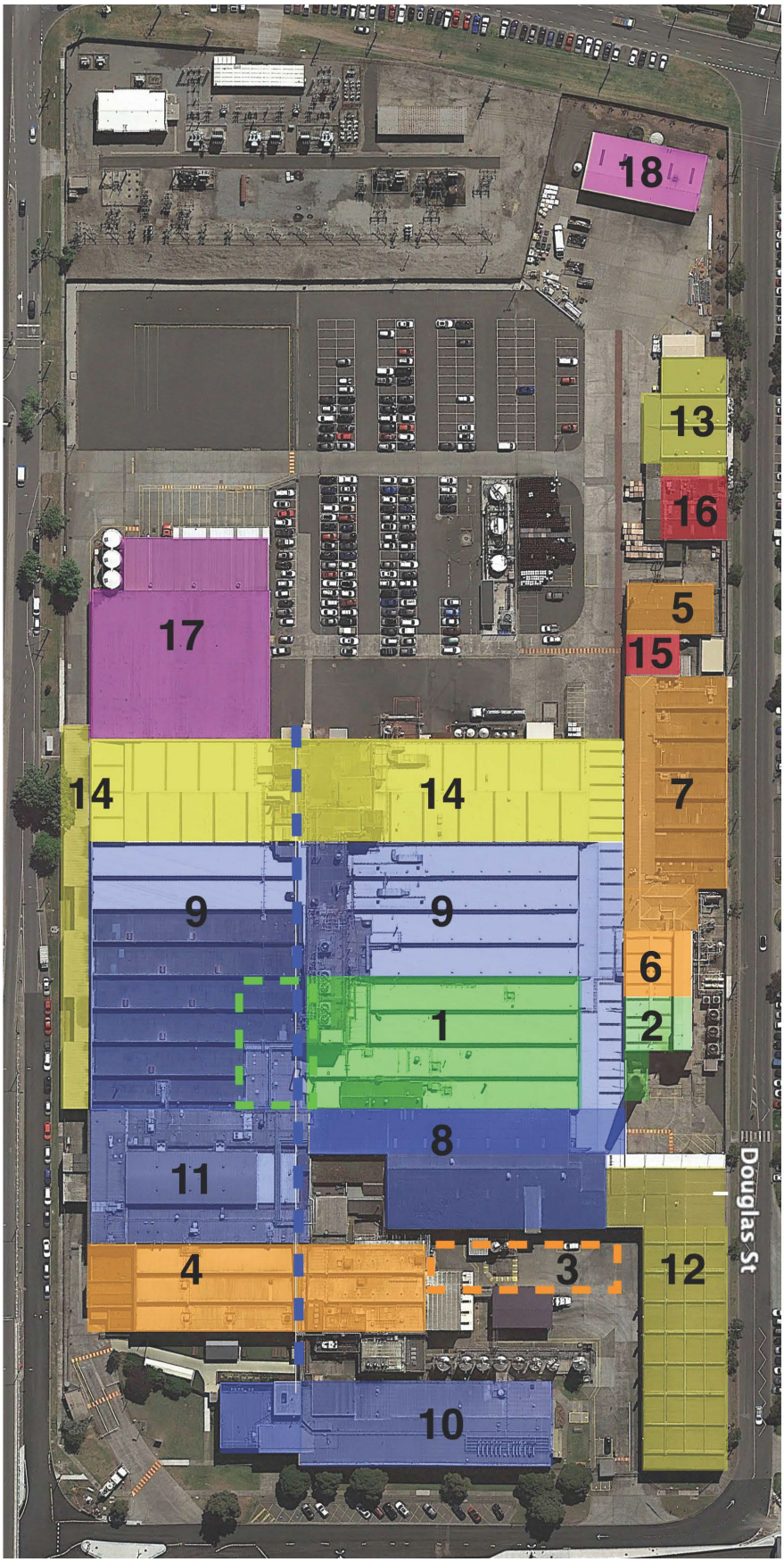


Figure 3: Diagram showing existing buildings coloured by development period and numbered with key on next page.

ESTABLISHMENT PERIODS: 1943 (GREEN); 1945-1952 (ORANGE)

1. 1943 dehydration facility, converted to meat canning in 1946 (partial demolition dashed)
2. 1943 boiler and chimney, part of dehydration complex (1967 chimney extended)
3. 1945-47 yeast and yeast product factory, known as 'Vegemite B' (demolished 2006)
4. 1952 yeast and Vegemite factory, known as 'Vegemite A' (asbestos cement roof replaced by 2000)
5. 1951-52 Compressor building
6. 1951-54 Expansion of boiler house
7. 1951-52 Workshop building (now part of Pilot Plant and Maintenance building)

MAJOR ADDITIONS AFTER IT BECAME COMPANY HEADQUARTERS 1954-57 (BLUE)

8. c1956 cool store
9. 1957 production area with three-storey concrete cheese production block
10. 1956 administration block (1967 first floor additions)
11. 1957 amenities including cafeteria

c1956 and 1962 north-south arterial elevated walkway (alignment shown dashed)

EARLY 1960S EXPANSION YELLOW

12. 1959-60 new cool room and loading bay
13. 1961 new garage
14. 1962 northern factory extension and western covered roadway

LATE 1960S RED

15. Pre-1969 Infill between workshops and compressor building
16. Pre-1969 Garage extension to south

1970S AND LATER PINK

17. Pre-1979 Despatch building
18. Post-1979 shed

HISTORICAL CONTEXT

EARLY HISTORY OF THE KRAFT COMPANY IN AUSTRALIA

Kraft was established in the USA in 1903 with the first batch of Kraft canned cheese shipped in 1916. Fred Walker and Co. was established in Australia in 1908 and shipped canned butter to Asia. The company also began producing 'Red Feather' canned cheese, with Bonox introduced to the product line after World War 1 and Vegemite and canned meats following in the 1920s.

In 1925 Walker travelled to the US to investigate the successful Kraft processed cheese product. He obtained licensing rights to manufacture it in Australia, forming the Kraft Walker Cheese Company. Production started at Maffra Street South Melbourne in 1926, with Vegemite and Bonox produced at Albert Park and canned meats in Dandenong. In 1928 they were consolidated at Riverside Avenue South Melbourne. But with increasing demand for products the new factory was soon outgrown, and production was expanded to five other metropolitan sites. After World War II the company planned to consolidate all of its activities on a new, larger site (Kraft Food Ltd, 1957, p.7; Kraft, 1976).

WARTIME PRODUCTION ON PORT MELBOURNE SITE

Dehydration of food for allied fighting forces in the South-west Pacific area was one of the biggest projects carried out by the Commonwealth Department of Commerce and by Commonwealth Food Control during the war. Dehydrated vegetables retained much of their vitamin content and gave great savings in weight and space required for shipping. The dried vegetables were packed in cans for shipment (Mellor 1958, p.599). By 1943 the Allied Works Council had been given the responsibility building the factories required for this new industry. The Fishermen's Bend factory was one of initial thirteen dehydration plants planned arounds around Australia in 1943 (Allied Works Council,1943, pp. 71 & 73).

The Fishermans Bend plant was the biggest in Victoria. Another large plant was planned at Dandenong. The remaining plants were to be located close to various vegetable growing areas. In 1943 an existing factory in Fitzroy was drying carrots, and potatoes were dehydrated at the new factory in Maffra. New factories were planned at Colac, Ballarat, Bairnsdale and Warrnambool, and an existing fruit drying factory was to be used at Irymple. There were five plants operating in NSW with two more nearly ready. Tasmania had three plants operating and two to begin soon (Age, 9 September 1943:2; Canberra Times, 9 September 1943:3; Herald, 30 October 1943:7). Eventually, thirty-two wartime dehydration plants were established Australia-wide, twenty-four of which were new factories and the remainder converted fruit drying plants (Mellor 1958, p.599).

In April 1943 builders Hansen & Yunken were constructing a dehydration facility at Port Melbourne/Fishermans Bend for the Allied Works Council (Age, 20 April 1943:3).

The four buildings at Fishermens bend were located on a 16,666 sq. yard site. Future expansion was anticipated from the start with appropriately aligned temporary walls. As the Works Council stated, “provision for expansion has been made … because this new industry is expected to play a part in the Commonwealth’s post-war economy” (Allied Works Council, 1943, pp. 71 & 73).

Figure 4: The Fishermans Bend dehydration factory interior under construction 1943 (Allied Works Council, 1943, p.74).

The Fishermans Bend factory building comprised a four-bay sawtooth-roofed factory building with Oregon main and secondary trusses, asbestos-cement roof and steel-framed glazed lights. The east and south walls were in permanent brick construction, and the north and west walls were of temporary timber frames clad with asbestos-cement to allow for future expansion. The asbestos-cement clad east facade had some elaboration at least by the mid-1950s with the Kraft Foods name and white-painted trim (facade no longer extant). The floor was a concrete slab raised above ground level on brick piers to allow vehicle access. Office and staff rooms were created with timber framed walls, while toilets and vegetable store were walled with rendered brick and terracotta lumber. The boiler house was of reinforced-concrete frame construction with brick panel walls on the south, east and west and timber frames clad with asbestos-cement on the north, to allow for additional boilers in the future. The large dining hall with servery also contained a first aid room and change rooms (Allied Works Council, 1943, pp.71 & 73).

Figure 5: Captioned ‘a Victorian dehydration factory’ this is the Fishermans Bend boiler house under construction in 1943, with the sawtooth roof of the dehydration factory building behind (Allied Works Council, 1943, p.73).

The Fishermans Bend plant was owned by the government but operated by Kraft Walker, who first advertised in October 1943 for women workers for the new “Vegetable Dehydration Factory” (Kraft Foods Ltd, 1957, p.5; Age, 16 October 1943:3). By late September 1943, the plant was drying cabbages and carrots. Amenities for workers were considered “exceptionally good”. They included change rooms with cloaking attendants, hot and cold showers and foot baths, a canteen providing three course meals, and first aid and welfare rooms (Age, 9 September 1943:2; Canberra Times, 9 September 1943:3; Herald, 30 October 1943:7).

By January 1944 there were 100 employees at the Fishermans Bend factory, with expectations that another 350 would soon be added. The 15 tons of cabbage processed per day was expected to soon increase to 50 (Weekly Times, 19 January 1944:6). In June 1944, however, there was a shortage of labour at the dehydrating plant at Fishermans Bend, exacerbated by an oversupply of vegetables. Only one of the two production lines at the new plant was working (Herald, 13 June 1944:3; 15 June 1944, p.7). In August 1944 Kraft Walker advertised for 150 more women to work in the “largest dehydration plant in Victoria”, to handle an extra 600 tons of potatoes per month (Army News (Darwin), 2 August 1944:2). By August 1944 Kraft Walker was also operating the new dehydration factory at Warrnambool for the Commonwealth Government (Herald, 12 August 1944:6).

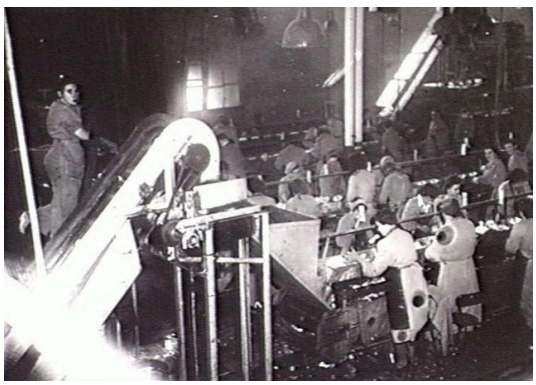


Figure 6: Women removing blemishes from peeled potatoes at the Kraft Walker-operated dehydration plant at Salmon Street, July 1945 (AWM photograph, Acc. No. 111137)

LATE-WAR AND IMMEDIATE POST-WAR

The overall output of the Kraft Walker company had increased appreciably as a result of the war. In November 1945, 67% of its output still went to the services, and the remainder to civilian consumption (Herald, 9 November 1945:2).

In November 1945, the company announced a £400,000 expansion programme to cope with the increased demand for its products and the introduction of new lines. Kraft Walker built new country cheese factories and set up yeast factories in NSW and Queensland. Erection of a new

factory at Fishermans Bend in brick and asbestos-cement for the manufacture of yeast and yeast products, was also under way in November 1945. The works cost £15,000 and were undertaken by Hansen and Yunken Pty Ltd. This new factory was expected to put 200 more workers on the payroll in the new year (Kraft Foods Ltd, 1957:5; Argus, 30 October 1945:18; 1 November 1945:18; Sun, 9 November 1945:9; Weekly Times, 14 November 1945:31; Herald, 9 November 1945:2; AAI, Rec. No.63980). These buildings appear to have been the linear arrangement visible in the December 1945 aerial photograph, at a distance to the south of the dehydration factory (not extant) (figure 7).

Figure 7: Extract of December 1945 aerial showing, in addition to the main factory and boiler house, two new building groups to the south, for yeast and yeast product manufacture (Melbourne and Metropolitan Area Project, Run 22 Frame 58654, December 1945, Landata Aerial Photography)

In 1946 the Government's wartime dehydrators around Australia were sold off. Kraft Walker purchased the dehydration factory buildings at Fishermans Bend from the government (Age, 14 October 1946:1; Weekly Times, 15 January 1947:13). The factory was converted to meat canning (Kraft Foods Ltd, 1957, p.5). Port Melbourne council issued a permit to build a concrete meat cool room, to cost of £5000, in November 1946 (AAI, Rec. No.64126). This may be the gable roof visible above the centre of the southern sawtooth bay, in the 1954 and subsequent aerial photographs (figure 8). Permits were given by council for alterations to the yeast factory (later Vegemite 'B') in 1949 and 1950 (AAI, Rec. Nos.36632, 64437, 68515).

The public company Kraft Holdings Limited was formed in 1950. It acquired operating ownership of subsidiary Kraft Walker Cheese Company Pty Ltd (Kraft Foods Ltd, 1957, p.5). In January 1952 Kraft Walker Cheese Co Pty Ltd changed its name to Kraft Foods Ltd (Age, 4 January 1952:7).

Figure 8: Extract of 1954 aerial showing the wartime dehydration factory, the 1945 yeast factory to the south east (Vegemite 'B'), and the three sawtooth bays of the new Vegemite factory. On the northeast the boiler house has been extended and the new workshops building (now part of Pilot Plant and Maintenance building) has been built further to the north (1954 aerial, Landata).

The three-bay sawtooth-roofed Vegemite building (later Vegemite 'A'), complete with loading dock and offices, was built in 1952 at a cost of £40,000. Walls were in brick and the builder was Hansen & Yunken Pty Ltd (Age, 21 October 1952:4; AAI, Rec. No.64679). This three-bay sawtooth building, to the south of the original wartime sawtooth factory, is visible in a 1954 aerial photograph (figure 8). The detailing of the parapeted west wall of this section, and the ancillary buildings in front are distinct from any other parts of the complex.

In ca1951-2 the workshop building (now part of Pilot Plant and Maintenance building) was constructed at a cost of £38,000 and extended at a cost of £20,000 (AAI, Rec. No.64531 & 64530; 1951 and 1954 aerials, Landata). This combined six narrow bays of sawtooth on the east boundary, with a narrow two-storey gabled brick building on the west. The brick building was rendered and detailed with concrete awnings and relief mouldings. The boiler house was extended to the north in the same period (AAI Rec. No.64570 & No.64568; 1951 and 1954 aerials, Landata).

MAJOR ADDITIONS 1954-7

In 1953 Kraft Holdings issued debentures to provide funding for the "erection of new premises and installation of additional modern plant", which would permit expansion into new food products. The 16 acres of land on Salmon Street was still at this point held on a long-term lease from the State government (Argus, 24 October 1953:42). Planning for a new factory on this site was complete and construction started by 1954 (Kraft Foods Ltd, 1957, pp.7-8).

The architects for the additions were Oakley, Parkes & Partners and the builders J.R. and E. Seccull Ltd. The project was undertaken in a series of stages under four main contracts over the three years from 1954. Altogether the cost approached £3m (Cross-Section, 1 August 1957, p.1). The new administration wing was occupied by August 1956 while the processed cheese factory was still under construction (Argus, 23 August 1956:19). The official opening was on 19 March 1957.

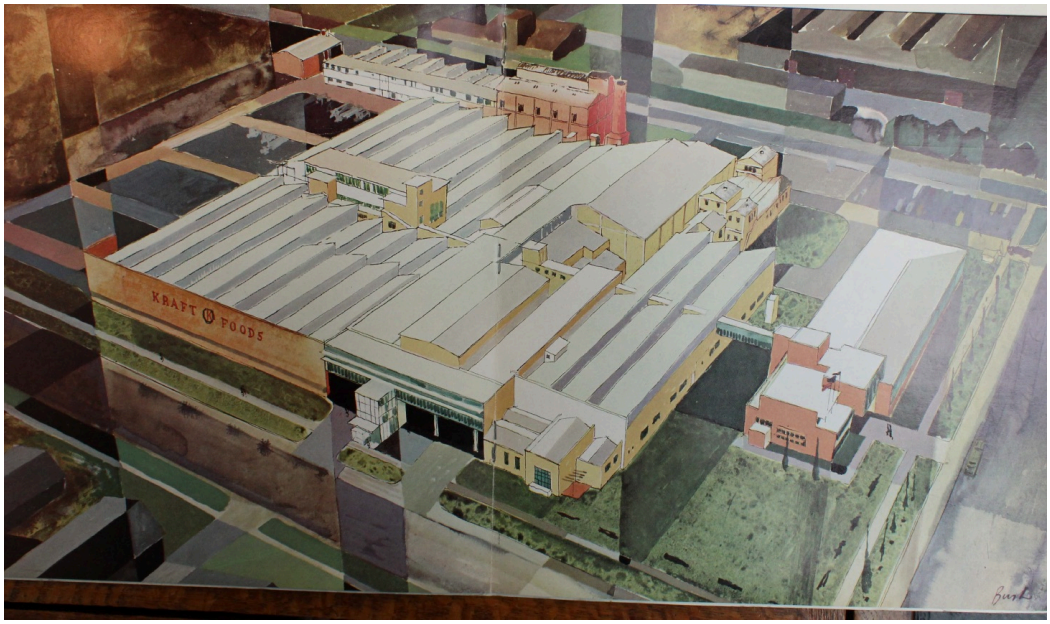


Figure 9: Schematic drawing prepared to show the 1954-57 factory expansion (Kraft 1957))

The schematic illustration of the site for Kraft Walker's 1957 publication (figure 9) shows that all of the buildings up to 1952 were retained bar the western quarter of the 1943 sawtooth factory area and some ancillary building on the footprint of the amenities building. Indeed, the additions were carefully planned to integrate the existing buildings, with very little alteration inside them, so that production could go on within them unabated (A&A, p.29).

The main planning strategy for circulation of staff in the completed factory was the 500ft “arterial” north/south walkway at first floor and roof truss level. The office block was designed so that a future first floor could be built over the office section to the east of the entrance. Executive offices and meeting room were panelled in maple and a demonstration kitchen was included. The building was of reinforced concrete frame with brick panel walls to sill height. The curtain walling was constructed with steel glazing bars, stainless steel external trim and opaque glass spandrels (A&A, p.29) (figure 10).

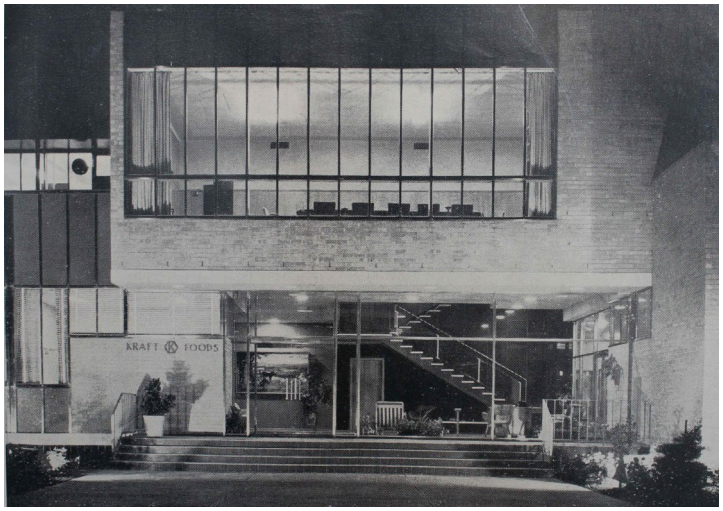


Figure 10: The Administration building entrance in 1957 (Kraft, 1957)

The amenities building (figure 11) and the large gabled cool store to its east were located between the 1952 Vegemite factory and the 1943 sawtooth factory. The amenities section on the first floor connected to the arterial walkway, with a cafeteria to seat 500, and clerestory lighting on three sides. The building also included a first aid centre, social welfare centre, games room, lounge and library, and an outdoor deck (A&A, p.29).

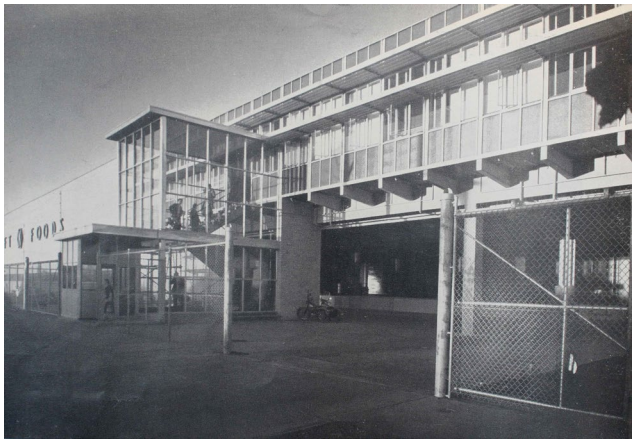


Figure 11: The western front of the amenities building and glazed staircase entrance, 1957 (A&A, March 1957, pp.28-29)

The main production building included the 1943 sawtooth building, combined with extensions to the west and north on the same sawtooth bay pattern. There was a 20ft clear space to the underside of the new steel trusses. One of the older buildings, presumably the 1943 factory building, had its trusses raised from 16ft to the new 20ft standard. The three-storey cheese production block, which was aligned north-south in the centre of the new saw factory building, was constructed in reinforced concrete, with allowance for extension to the north (A&A, p.37). One separate new building in this phase of works was the compressor house, standing to the north of the workshops building (AAI Rec. No.65344).

Figure 12: The west side of the production building with large expanse of brickwork broken by a continuous strip window, c1957. This was soon to be obscured by the 1961-62 addition of a covered loading area (SLV, Acc. No. a42751)

LATER DEVELOPMENTS

In September 1959, work began on a new coolroom on the southeast corner of the site (figure 13). Designed by Kraft engineers and Oakley & Parkes architects, the building consisted of four rooms, each with a ceiling height of 23 feet and a cheese capacity of 800 tons. The stores provided for fork-lift operations and large-drum storage. A large loading bay at the north end connected the coolroom to the existing building. The structure was a steel frame and the external infill was in brick. The stores were in operation by March 1960 (Kraftsman, June-July 1960). Also in 1960, the new “No.2” boiler was installed (Kraftsman, October-November 1960).

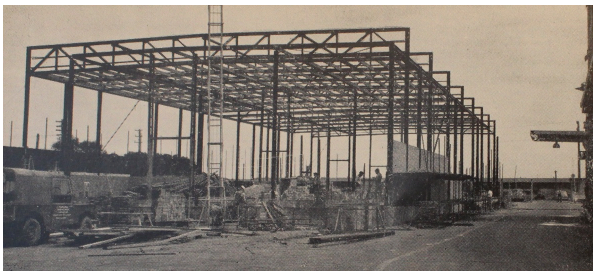


Figure 13: Cool room under construction in 1959-60, view from the north (Kraftsman, June-July 1960)

During the war years the company had only a few sales vans, relying on contractors for cartage. After the war, the company decided it would be less vulnerable with its own fleet. The first garage to service the fleet was established at the South Melbourne factory, and an initial garage (not extant) constructed for the move to Fishermans Bend. The latter was soon inadequate, and the resulting new garage (now Storage) (figure 14) built in 1960-61 was fully equipped with the latest technologies and designed to handle the 80 vehicles of many types operated by Kraft Port Melbourne. The article on the new garage in the Kraftsman stated that “the company could safely claim that [it] is the finest in Australia” (Kraftsman, October-November 1960; December-January 1960-61).

Figure 14: The newly completed garage in the northeast corner of the site, 1961 (Kraftsman, December-January 1960-61)

In mid-1962, an L-shape extension was added to the west and north walls of the factory. On the north the brick, steel, reinforced concrete and asbestos-cement addition housed additional space for the “raw materials store, production area and finished goods” (figure 15). The two-storied central section also added 90ft. to the central walkway. The west side extension was a covered roadway which protected finished goods from the weather during loading (figure 16). The long and tall stretch of cream brick wall was separated horizontally by a continuous strip of window, visible in the c1957 photo (figure 12), was altered and obscured by this covered roadway addition (Kraftsman, June-July 1961; June-July 1962).

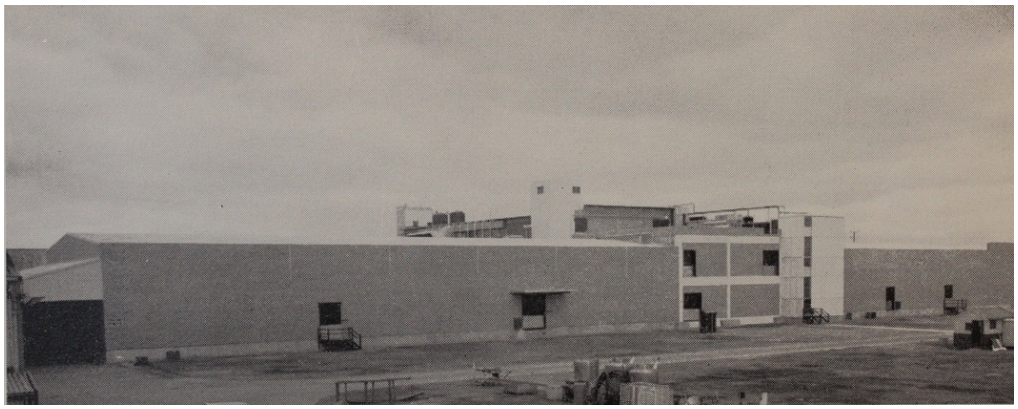


Figure 15: The 1962 northern extension (Kraftsman, June-July 1962)

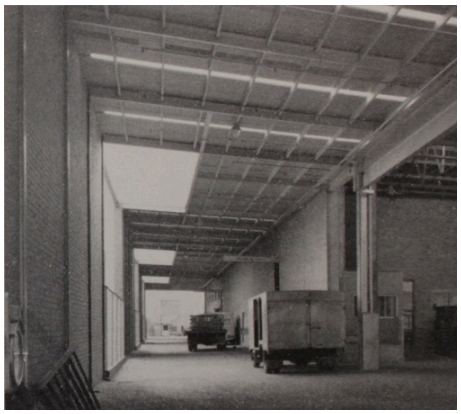


Figure 16: The new covered way on the west side, 1962 (Kraftsman, June-July 1962)

By April 1967, work had commenced on additions to the administration block, consisting of a second storey over the east wing. The architects were, once again, Oakley and Parkes and Partners (Kraftsman, April-May 1967) (figure 17). In 1973 the General Office and Export staff moved to new accommodation in the CBD (Kraftsman, August September 1973). Three other additions in the late 1960s were the increasing of the height of the boiler house chimney, the extension of the garage to the south, and the infill of the space between the workshops and the compressor building (now all part of Pilot Plant and Maintenance) (1966 & 1969 aerials, Landata).

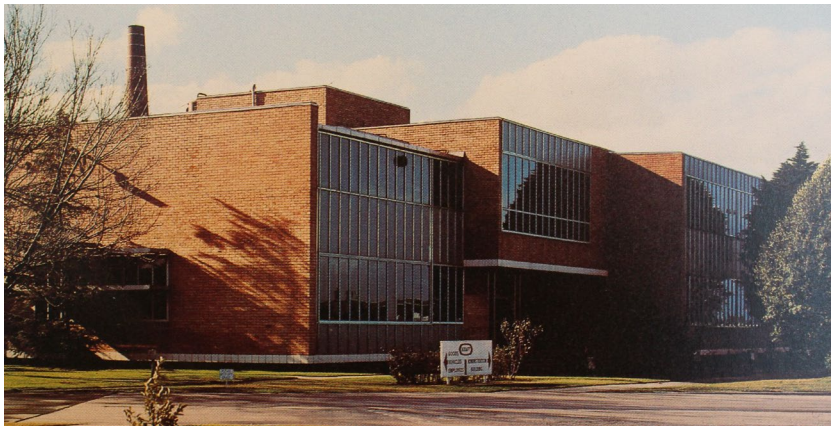


Figure 17: The administration block in 1976, with first storey additions complete (Kraft 1976)

In the 1970s a large square dispatch building with steel deck roof was constructed on the northwest corner of the main production building. The 1979 aerial indicates that this was also extended with a skillion to the north (1979 aerial, Landata). The asbestos-cement roofing of the 1943 and 1952 factories and Vegemite 'A' building was replaced in stages up to the present. An open sided shed was added at the northeast corner of the site by the same date (Google Earth historical imagery). The 1945 yeast factory (Vegemite 'B') building was removed in 2006 (Google Earth historical imagery).

Kraft foods split into the Kraft Foods Company and Mondelez in 2012. Bega Cheese purchased the Vegemite and Kraft brands from Mondelez in 2017.

SITE DESCRIPTION

SITE LAYOUT

The significant development of the Kraft factory occurred continuously over a period of 24 years; from the dehydration plant and boiler built in 1943 to the addition of a second storey to the administration building in 1967. In the initial phase of building to 1952, buildings including the former dehydration plant (later meat cannery), the boiler house and chimney, the yeast factory (Vegemite 'B') and the Vegemite factory (Vegemite 'A') were spread around the southern/central part of the site. In the building phase from 1954 to 1957, when the company made the site their headquarters, these were absorbed into a much larger building mass, with the administration wing standing separately at the main address to the south.

From 1957 onwards, additions either increased the main factory building mass, or were placed independently on the site. Those additions increasing the main building mass were the 1962 covered way on the west side and the 1962 northern extensions. Standing relatively independently were the 1959 new cool store and the 1961 garage.

Facing Vegemite Way, the administration block is reinforced concrete framed construction with cream brick infill now painted grey on the more prominent facades (figures 18 & 19). The laboratories are located at the east end of the administration block. The various front facades are curtain walls with sections of brickwork in the massing around the entrance. The curtain walls have steel frames with opaque glass spandrels and stainless-steel trim on the exterior of the framing. Windows on the west wall have been altered.

Figures 18 & 19: The entry and part of the two-storey Administration building seen from Vegemite Way. (H Lardner 10/07/2018).

To the east of the administration building is the 1959-60 cool store with steel portal frame and unpainted brick infill to external walls (figures 20 & 21). Decorative protruding bricks mark the southern frontage and the alternate bay dividers project above the roof line.

Figures 20 & 21: The 1959-60 cool store seen from the Douglas Street boundary and from the northwest. (H Lardner, 10/07/2018; P Mills 4/11/20)

Heading north from the administration wing is a pedestrian walkway spine at first floor and roof level, which extends to the northern end of the main factory mass. The first building encountered is the 1952 yeast factory (Vegemite 'A'), which has three sawtooth bays with a steel structure and parapeted brick external walls. An arrangement of smaller single storey volumes, originally offices, flanks the west wall of this building (figure 22).

Figures 22: The 1952 yeast/Vegemite factory, including a single storey section seen from Salmon Street which is now used for archive storage. The elevated walkway is on the right. (H Lardner 10/07/2018)

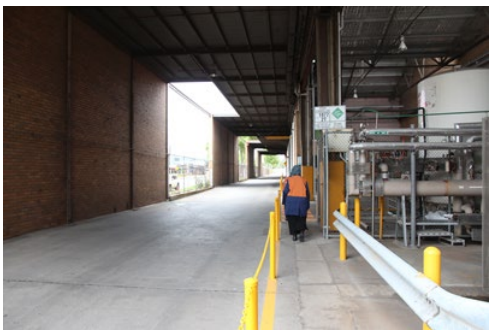
Figures 23: The south and east elevations of the coolroom (P Mills 4/11/2020)

Next along the walkway are the amenities block on the west and the large gabled coolroom on the east. The coolroom is concrete framed with brick infill and has corrugated roof cladding (figure 23). The amenities block is constructed with reinforced concrete to first floor and steel frame above. The west wall of the amenities building originally matched the curtain walls of the administration block, with two layers of horizontal aluminium-slat sun-screening (figure 11). The spandrel glass at top and bottom has been covered with painted ribbed steel. The original fully glazed staircase giving access to Salmon Street (figure 24) was partially obscured by the later addition of a segment of brick wall, as part of the 1962 covered way works.

Figures 24 & 25: Original fabric is evident in the amenities block, despite 1960s alterations. External view from north and interior from east (H Lardner 10/07/2018; P Mills 4/11/2020)

Further north along the walkway spine is the main production area under a series of eight sawtooth bays. The sawtooth structure here is primarily steel, but the southeast quarter retains timber primary and secondary trusses from the original 1943 factory building. It appears that this section of timber roof structure was lifted to match the height of the new sawtooth structure in c1956. Standing up out of the north-centre of this sawtooth expanse is a three-storey structure in reinforced concrete, originally a cheese plant.

The west wall of the sawtooth factory area was originally a vast expanse of brickwork covering up the sawtooth ends, with a continuous strip window at ground floor sill level and a large logo on the wall above. This was covered up by the 1962 covered-way addition, which presents a series of segments of cream brick wall right on the boundary to Salmon Street (figures 26 & 27). The north wall similarly was a large expanse of cream brick which was covered up by the 1962 additions.



Figures 26 & 27: The west wall to Salmon Street and looking north through the covered way (H Lardner 10/07/2018; P Mills 4/11/2020

Further to the north again is the 1962 extension which expanded the main production area floor, with east-west gable roofs, steel structure and with a cream brick wall to the north. The central section was in reinforced concrete, creating a widened extension of the 1950s three-storey cheese plant. The north-south elevated walkway was continued through these extensions. The pre-1979 despatch building addition to the north on the west side has added a cream brick wall to the west, to match the 1956 alignment.

To the east of the main factory sawtooth expanse is the boiler house in reinforced concrete frame with brick infill, expanded since its origins during the war, and the original brick chimney, extended in height in 1967, with the new work visible in a 1969 aerial photograph (figures 28 & 29) (1969 aerial, Landata).

Figures 28 & 29: The chimney and boiler house seen from Douglas Street, and the curved flue between boilers and chimney. (P Mills 4/11/2020)

North of the boiler house is the workshops building (now part of the Pilot Plant and Maintenance building). This building has two parts. A narrow two-storey brick section on the west with rendered facade and hipped asbestos-cement roof (figures 30 & 33) connects to a series of narrow and low sawtooth bays with steel trusses and asbestos-cement roofing and a brick wall on the east to Douglas Street (figure 31). The west facade featured concrete awnings over the entrances and windows and some relief work in the render.


Figures 30 & 31: The west facade of the workshop building from under the covered way, and the sawtooth roof profile of east facade of the workshop building from Douglas Street. (P Mills 4/11/2020; H Lardner 10/07/2018)

Next to the north is an infill between the workshops and then the compressor building with red brick facade and vertical sheet-metal sun-shading. The next structure, part brick and part asbestos-cement cladding, was originally the compressor building (figure 32). Further north along the east boundary is the 1961 garage, with steel framed, sawtooth roof structure and brick walls. An extension to the south of the garage has a steel portal frame.


Figures 32 & 33: The brick front compressor building at centre with late 1960s infill at right, and the west side of the workshop building (P Mills 4/11/2020)

INTEGRITY

Intactness: refers to the degree to which a place retains its significant fabric. Intactness should not be confused with condition as a place may be highly intact, but the fabric may be in a very fragile condition.

Integrity: refers to the degree to which the heritage values of the place are still evident and can be understood and appreciated. (Victorian Heritage Register Criteria and Thresholds Guidelines, p.4)

The Former Kraft Factory has developed and evolved on this site while continuing as a working factory. This means that the earlier phases have been retained with the exception of the 1945 yeast 'Vegemite factory' which was completely demolished in 2006.

From what is visible from the public realm and in aerial photographs, the site retains evidence of its important stages of development; being the establishment period of 1943 & 1945-1952, and the major additions after it became the company headquarters in 1954-57. The 1959-60 coolroom and loading bay is also substantially intact. Fabric associated with the later 1960s onwards is of less significance. Refer to figure 3 which identifies built fabric from these periods.

Although there have been more recent modifications across the site, the Former Kraft Factory has high integrity. The heritage values can be appreciated and understood particularly in the

distinct built forms and characteristic materials of individual buildings. The administration and amenities buildings with their feature glazing and moderne materials are very different from the coolrooms, production buildings, boiler and chimney which are utilitarian. The site can also be seen from a number of surrounding streets with distinct forms like the boiler and the chimney evident.

Many of the alterations to buildings which are evident from public views are minor, such as bricking in of window openings, replacing corrugated asbestos roofs and the addition of new equipment. However, the 1962 northern factory extension and western covered roadway have obscured some views to earlier fabric.

An interior inspection showed that the original 1943 dehydration plant was partially demolished (shown dotted in green on figure 3) and the north wall of the plant had also been compromised. The boiler and chimney remain from the 1943 complex with later additions. The integrity of the 1943 dehydration facility is low and comparative analysis (refer to the next section) has demonstrated that more intact examples of wartime dehydration factories remain. A site inspection also revealed that the 1957 production area had undergone modernisation and alteration, and these areas are now obscured by later additions. These buildings are not included in the recommended extent except as a buffer zone to the c1956 coolstore and the 1957 amenities building, including the cafeteria.

The Administration Block, designed by architects Oakley and Parkes, has high integrity in terms of its aesthetic values seen from Vegemite Way, despite the brick infill being painted grey and the 1967 first floor additions. The west wall has diminished aesthetic value because of changes to the windows.

COMPARATIVE ANALYSIS

The 1950s saw a manufacturing boom in Victoria, with expanding road and rail networks facilitating the decentralisation of industry. The result was many new industries on greenflields sites. Often they were located on arterial roads, such as the development at Dandenong South with International Harvester (1951), H J Heinz (1954) and GMH (1956) along the Princes Highway. Major provincial centres, and land on the urban fringes at places like Thomastown, Braybrook, Bayswater, Cheltenham and Clayton, all experienced significant industrial growth.

In the 1950s, these highly visible sites offered companies the chance to publicly project their modernity through architect-designed, International Style buildings. Architecturally-conceived factory complexes from the United States and Europe were influential. Of the 16 factories identified in the ‘Survey of Post-War Built Heritage in Victoria for Heritage Victoria’ (Heritage Alliance 2008), 14 were from the 1950s and 1960s. Only one of these is on the Victorian Heritage Register; the ETA Factory at Braybrook (VHR H1916) by architectural partnership Grounds, Romberg and Boyd, which is attributed to Frederick Romberg. Designed c1957 and opened 1962, the complex was particularly significant for the two-storey, aluminium curtain wall to the Ballarat Road frontage which is now partially demolished.

Figure 34: ETA Factory, 254 Ballarat Road, Braybrook (http://vhd.heritagecouncil.vic.gov.au/places/5623)

The three examples in Dandenong South, mentioned above, are all individual heritage places in the Heritage Schedule of the Greater Dandenong Planning Scheme and have Incorporated Plans under Clause 43.01-2. International Harvester (HO56, 1951-2) and Heinz Factory (HO57, 1953-55) are early examples of post-war factory complexes by architects, Hassell & McConnell. GMH Dandenong (HO58, 1956 onwards) is one of the largest 1950s factories, along with the British Nylon Spinners Factory at Bayswater North (1955-58), both by architects Stephenson & Turner.

The Former Kraft Factory differs from these green fields examples because it is a World War Two factory in the inner suburbs which underwent extensive expansion in 1954-1957, and then again in the 1960s. The buildings from the 1954-57 period when Kraft established their headquarters at the site were designed by Oakley & Parkes & Partners. Oakley & Parkes had a very successful Australian practice with a diverse range of notable buildings, including Moderne designs for Yule House, Melbourne (1932 with Rae Featherstone) and Kodak House Melbourne (1934-5).

The most comparable example by Oakley & Parkes is the Spicers & Detmold Factory, Coburg (1940 in collaboration with architects Carleton & Carleton). This individually significant place in the Heritage Overlay of the Moreland Planning Scheme (HO117) is described as 'an interesting example of the Dutch Modernist style as applied to a large industrial complex.' (http://vhd.heritagecouncil.vic.gov.au/places/56684) Like Kraft, the architect designed element provides the street frontage but the remainder of the site is taken up with other factory buildings. Part of the original facade is obscured by later additions.

Figure 35: Spicers & Detmold Factory, Coburg (Google images May 2017)

An earlier factory by Oakey & Parkes is the Southern Can Company, 240 Geelong Road Footscray (1937) which also shows the influence of Dutch Modernism. It is an individually significant place in the Maribyrnong Planning Scheme (HO127). (http://vhd.heritagecouncil.vic.gov.au/places/28368)

Figure 36: Southern Can Company, 240 Geelong Road Footscray (Google images December 2017)

In terms of the architectural significance of the Oakey & Parkes work, the 1954-1957 Kraft buildings are comparable. However, the Former Kraft Factory is also distinguished from the other examples by the legibility of its evolution from 1943 onwards. The Kraft complex demonstrates its historical growth which is linked to the importance of the Kraft brand, including iconic Vegemite.

WARTIME DEHYDRATION FACTORIES

Although the dehydration factory at the Kraft site has low integrity, dehydration factories are important from a historical perspective as a wartime action which also benefitted industry after the war. Dr Peter Mills undertook a comparative analysis to determine whether other wartime dehydration factories survive in Victoria. Six factories were identified and are briefly described below with only the Colac example currently included in the heritage overlay. Although further study and greater heritage protection is required for the other examples, in this context, the remnants of the dehydration factory at Fishermans Bend do not make the threshold for local significance.

Former Dandenong Dehydration Factory, 29-39 Attenborough Street South Dandenong, now Tuffmaster carpet factory. Constructed 1941-42 (Argus, 13 January 1943:8) and initially operated by Swallows and Ariel Ltd (Weekly Times, 26 August 1942:9). Sold in 1947 to Yarra Falls Ltd. (Argus, 7 May 1947:6). The 10-bay sawtooth main roof (2330sqm) appears to be substantially externally intact along with a broad gabled shed to the west. There is a separate boiler house with pyramidal roof and no chimneys, as well as a small 2-storey gabled building which are possibly former offices. Not heritage listed but separate later factory front in heritage study (City of Greater Dandenong, 2003, pp.7-10).

Former Maffra Sugar Factory Dehydration Plant, 1A Sale Road Maffra, now Gippsland Vehicle Collection Motor Museum. Constructed 1942-43 (Argus, 19 March 1943:10) and disposed of by Commonwealth in 1947 (Weekly Times, 15 January 1947:13). Used for light industry subsequently (Herald, 7 June 1947:9). This example is a long, gabled red-brick building with asbestos-cement roofing and timber trusses internally. It covers approx. 2184sqm with no apparent boiler house or chimney. Not heritage listed.

Former Ballarat Potato Dehydrating Factory, Dodds Lane, Eureka, Ballarat, now derelict after fire damage 2015. Built for dehydration of potatoes in 1943 (Age, 20 January 1943:5; Argus, 24 June 1944:5) and operated by the Sunshine Biscuit Co. Pty Ltd (Age, 24 June 1944:2). Closed in 1946 (Argus, 13 August 1946:20) and from 1947 used for Ford Company manufacture of car parts (Weekly Times, 15 January 1947:13; Argus, 4 January 1947:8). It has 4 sawtooth bays and two large gables with ridge vents, asbestos-cement roof and wall cladding, total area of 2000sqm. A separate gable building may have been the boiler house, with the chimney removed. Not heritage listed.

Former Warrnambool Dehydration Factory, Pertobe Road South Warrnambool, now Tel el Eisa Army Barracks. Construction commenced in 1943 (Camperdown Chronicle, 21 September 1943:4). Opened in August 1944 and operated by Kraft Walker Cheese Company (Age, 9 August 1944:3). Extent similar to present is clear in 1948 aerial photograph (1948 aerial, Landata). Sold 1947 to Briar Manufactures Ltd (Age, 17 January 1951:6). By 1962 used as Army Training Depot (CAG, 6 September 1962, Issue No.75 p.3178). The factory is four bays of sawtooth roof and a long gable roofed section with all cladding replaced (area1900sqm). The boiler house and steel chimney not extant. The ca1910s drill hall was relocated to the site and is listed on the Victorian War Heritage Inventory (Place ID 126138) but dehydration factory is not mentioned.

Former Colac Onion Dehydration Factory, Rossmoyne Road Colac West, now a sawmill. Constructed in 1942, located in a large onion growing area (Mary Sheehan & Assoc., 2003, Ref. No.163). Sold to the Colac Dairying Co Ltd in 1947 (Weekly Times (Melbourne), 15 January 1947:13). Casein production continued until 1975 (Mary Sheehan & Assoc., 2003, Ref. No.163). This factory has 5 narrow sawtooth bays and 5 wider sawtooth bays with a wide gable-roofed section (1650 sqm) with walls and roof asbestos-cement clad. A separate gabled boiler house has a brick chimney. Included in Heritage Overlay HO163 Colac Otway Shire.

Former Bairnsdale Dehydration Factory, McLeod St Bairnsdale, renovated and possibly used for light industry. An initiative of local growers who formed Bairnsdale Food Products Ltd. to supply wartime government contracts. Opened in June 1944 and closed by July 1946 (Gippsland Times, 17 February 1944:6; Age, 15 June 1944:4; 18 July 1946:8). Acquired by Dunlop Rubber Australia Ltd. in 1948 (Age, 27 February 1948:4; Gippsland Times, 31 May 1948:4). This factory is aligned with the former railway line. The main building is timber framed and trussed with a gable roof and ridge lantern, 1450sqm in area. It was reclad in 2010. The separate boiler house with pyramidal roof and original cladding survives, but the original chimney was removed. Not heritage listed.

ASSESSMENT AGAINST CRITERIA

✓	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 of 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).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

Part of the Former Kraft Factory (now Bega), 162 Salmon Street Port Melbourne, constructed between 1943 and 1967, is significant at the local level. Refer to figure 37 which shows the recommended extent. Buildings numbers provided on figure 3 are included in brackets.

Buildings of significance are:

- 1943 boiler with the 1951-54 expansion (Numbers 2 & 6 on fig 3)
- 1943 chimney with the 1967 extension (Number 2 on fig 3)
- 1952 yeast and Vegemite factory, known as ‘Vegemite A’ (Number 4 on fig 3)

- 1951-52 Workshop building (Number 7 on fig 3)
- c1956 cool store (Number 8 on fig 3)
- 1956 administration wing with 1967 first floor additions (Number 10 on fig 3)
- c1956 north-south arterial elevated walkway (partly included and shown dashed on fig 3)
- 1957 amenities including cafeteria (Number 11 on fig 3)
- 1959 new cool room and loading bay (Number 12 on fig 3)

HOW IT IS SIGNIFICANT

Part of the Former Kraft Factory, constructed between 1943 and 1967, is of local historic significance to the City of Melbourne. It is a representative example of a post-war food manufacturing plant. Additions after 1954 designed by architects Oakley and Parkes have aesthetic value.

WHY IT IS SIGNIFICANT

The evolution and consolidation of the Former Kraft Factory between 1943 and 1967 is legible on the site with the exception of the 1945-47 yeast and yeast product factory, known as 'Vegemite B' (demolished 2006). The company built on its wartime contribution and the earlier successful importation of American products. It 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. (Criterion A)

The Former Kraft Factory continues to produce the iconic Australian brand Vegemite from this site, including in the 1952 yeast and Vegemite factory known as 'Vegemite A'. The street to its south is 'Vegemite Way' and company signage proudly proclaims it is 'the home of Vegemite'. (Criterion A)

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. (Criterion A)

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 which are distinctive in form and can be appreciated from the public realm. The site's organic growth over time means that these components can be best understood in the southern and western portions of the site where they are expressed in the extant fabric. (Criterion D)

The factory additions, designed by architects Oakley and Parkes from 1954 -57, strongly show the influence of the International Modern movement favoured by large corporations and multinationals. The use of reinforced concrete frames and curtain wall construction, and cuboid forms with large glazed areas has aesthetic value. (Criterion E).

RECOMMENDATIONS

Figure 37: The extent recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individually significant place. Note that a buffer of 10m or 5m is recommended from significant buildings shown dotted in yellow, and elsewhere the site boundary forms the extent.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme:

MELBOURNE PLANNING SCHEME

EXTERNAL PAINT CONTROLS apply to 1943 Boiler & Chimney, 1956 Administration Block and 1959 Cool Store	Yes
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
NAME OF INCORPORATED PLAN UNDER CLAUSE 43.01-2	Recommended to be undertaken
ABORIGINAL HERITAGE PLACE	No

REFERENCES

The Age (Melbourne), as cited.

Allied Works Council, 1943, Report on the activities of the Allied Works Council for the period February 26, 1942 to June 30, 1943, Allied Works Council, Melbourne.

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Commonwealth of Australia Gazette (CAG), as cited.

Courier (Ballarat), as cited.

Cross Section, as cited.

Dandenong Journal, as cited.

Camperdown Chronicle, as cited.

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Herald (Melbourne), as cited.

Kraft, 1957, ‘The Kraft Story’, Kraft Walker Cheese Co., Melbourne.

Kraft, 1976, ‘Kraft golden anniversary, 1926-1976: 50 years of fine foods’, Kraft, Melbourne.

Mary Sheehan & Assoc., 2003, ‘Colac Otway Heritage Study Vol.2 Part 1’, Shire of Colac Otway.

Morning Bulletin (Rockhampton Qld.), as cited.

Victorian Heritage Database (VHD), as cited.

The Kraftsman, Kraft Foods Limited Australia, as cited.

The Sun (Sydney), as cited.

Weekly Times (Melbourne), as cited.

PREVIOUS STUDIES

Southbank and Fishermans Bend Heritage Review 2017	Recommended as a place of local heritage significance

8.2 Electricity Substation

The citation is taken from the *In-depth Heritage Review 2021.*

SITE NAME	Electricity Substation, now CitiPower Pd Ltd
STREET ADDRESS	224 Salmon Street Port Melbourne
PROPERTY ID	110592

Figure 1: Extent of assessed site shown in yellow

Figure 2: View of the substation from the southwest (H Lardner 09/07/2018)

Figure 3: View of the substation from the corner of Salmon and Turner Streets (H Lardner 09/07/2018)

SURVEY DATE: 9 July 2018		SURVEY BY: Helen Lardner with Dr Peter Mills	
HERITAGE INVENTORY	No	**HERITAGE OVERLAY**	Proposed
PROPOSED CATEGORY	Local	**PLACE TYPE**	Building
FORMER GRADE	Ungraded		
DESIGNER / ARCHITECT / ARTIST:	SEC	**BUILDER:**	SEC
DESIGN STYLE:	Interwar Period (c.1919-c.1940)	**DATE OF CREATION / MAJOR CONSTRUCTION:**	c1935, yard increased in 1950s and 1960s

THEMES

HISTORIC THEMES	DOMINANT SUB-THEMES
5. Building Victoria's industries and workforce	5.2 Developing a manufacturing capacity

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individually significant place.

Extent of overlay: Part of the site. Refer to figure 13 in the recommendations section of the citation.

SUMMARY

From 1926, power had been supplied to South Melbourne from the Yarraville Terminal Station by overhead cables on high towers. After General Motors Holden (GMH) purchased land for a factory in Fishermans Bend in 1935, government authorities installed services to support the development of an industrial precinct. The State Electricity Commission of Victoria (SEC) supplied power to Fishermans Bend by July 1935, as part of electricity purchased in bulk by the Port Melbourne municipality. The substation was constructed at this time on the route of the overhead cables.

After construction of the Commonwealth Aircraft Factory in 1937, cables were undergrounded because of the new airfield. As the industrial precinct expanded, the yard area of the SEC substation was expanded in the 1950s and then reached the current extent by 1969. The provision of electricity was critical to the development of manufacturing in Fishermans Bend and demonstrates the government commitment to establishing the industrial precinct.

SITE HISTORY

In 1926 the State Electricity Commission of Victoria (SEC) established 22,000-volt cables from the Yarraville Terminal Station to South Melbourne. To cross the Yarra River, cables were stretched between 247ft high steel towers on either side. The cables then travelled above ground past the site of the future SEC substation on Salmon Street, and on to Substation G in South Melbourne (SEC, 1925-26, pp.31-32).

The purchase of land for a factory by General Motors-Holden's (GMH) in June 1935 set off moves by various authorities to install services in anticipation of expanding industrial activity. Before GMH's arrival the Harbour Trust had already constructed new concrete wharfs along the Yarra (*Argus*, 6 November 1936, p.1). The Metropolitan Board of Works installed a new main sewer along Salmon Street (*Building*, p.73). Salmon Street itself was constructed as a concrete road jointly by the Victorian Government and the Port Melbourne Council (*Record*, 4 July 1936, p.8). The anticipation was that with the impetus offered by the GMH factory and provision of infrastructure and services, Fishermans Bend would become the "Birmingham of Australia" (*Record*, 14 November 1936, p.4; 5

December 1936, p.7). At the opening of the GMH factory its Managing Director L.J. Hartnett thanked “the many public authorities which had helped to move away difficulties” (*Record*, 4 November 1936, p.4).

Figure 4: Oblique aerial from northwest with substation at top left, GMH factory below, c1936 (Airspy photo, SLV Accession no-H91.160/259).

A July 1935 newspaper article indicates that all electrical facilities had been provided at Fishermans Bend by the State Electricity Commission of Victoria by July 1935 (*Herald*, 30 July 1935, p.4). At this time the electricity for the Port Melbourne municipality was still purchased in bulk from the SEC (SEC, 1936-37, p.9). It appears that the power to GMH was part of this arrangement, as in July 1935 the Metropolitan Electricity Supply department of the Port Melbourne Council advised GMH of the terms under which electricity would be supplied. There was a promise of considerable revenue for the council from this service (*Record*, 22 June 1935, p.1; 6 July 1935, p.1).

The SEC’s 1936-37 Annual Report reveals that five new metropolitan substations were built that year, including one in North Fitzroy which “as usual is designed to fit in with the architectural features of the neighbourhood”. The North Fitzroy example had a suburban scale and detailing. It is reasonable to assume that this design strategy had also applied to the Fishermans Bend substation, and that the touch of Moderne design there was done in the light of the emerging Moderne headquarters for GMH across Salmon Street (SEC, 1936-37, p.34).

One of the acclaimed aspects of the modernity of the new GMH plant was its use of electricity for illumination of the assembly line for night workers. GMH proudly declared that the electricity required just for this lighting was enough to supply a town of 12,000 people (*Argus*, 6 November 1936, p.1). The SEC supply at 6,600 volts from the substation went to GMH’s own substation on the north side of their site and then transformers at each major building in the factory complex reducing the supply to 415 volts (*Argus*, 6 November 1936 pp.28 & 33; AAI, Rec. No. 63591).

In 1937 with construction of the Commonwealth Aircraft Factory (CAC) to the west of GMH there was criticism of the overhead powerlines stretching across the middle of the new airfield to the tower for the river crossing (*Age*, 12 June 1937 p.22). When the first stage of the CAC factory was completed, use of the airfield was still blocked (*Argus*, 3 February 1938, p.10; *Age*, 18 June 1938 p.18). The job was done by late 1938, with special underground cable imported from England. The straining tower supporting the wires crossing the river was moved from the centre of the CAC's property, closer to the river's edge (*Herald*, 6 October 1938 p.3; *Age*, 2 November 1938 p.18).

The CAC was followed in 1939 by another factory next door for the Beaufort Division of the Department of Aircraft Production (later Government Aircraft Factory). In an article in *The Age* on the State's electricity resources, the electrification of the aircraft factories at Fishermans Bend was cited as an example of the increasing "penetration of industry by electricity as a motive power" (*Age*, 15 June 1939 p.12).

By the 1950s the yard area of the SEC substation had been increased in size (Pratt Airspy 1956). By the late 1960s the yard had expanded to the full extent of the property (figure 6: 1969 aerial photograph). The substation is still operational.

Figure 5: 1956 oblique aerial from southeast (Pratt Airspy photo, 1956, SLV Acc. No. H2008.32/7)

Figure 6: 1969 Aerial (State Aerial Survey Melbourne-Camberwell Project Run 1, 17 December 1969, Central Plan Office Victoria).

SITE DESCRIPTION

The substation is located on the south east corner of Salmon and Turner Streets in Port Melbourne. The 1935 building faces Salmon Street and is behind a tall paling fence. The switch yard appears to be a more recent installation. There is a c1960s cream brick building along Turner Street.

The 1935 rectangular building is articulated with corner pillars with recessed bays between them. The bays have steel-framed, strip highlight windows. Decoration of the rendered building is in low-relief, including dentils to the corner pillar parapets, pilasters in the recessed bays on the long sides and a low plinth. There is a roller door facing Salmon Street and a timber door on the south side.

The symmetry, division into vertical bays, large plain surfaces and stripped back use of classical elements, such as pilasters, plinth and dentils, are indicators of the Inter-War Stripped Classical style.

Figure 7:View from south east on Salmon Street (H Lardner 09/07/2018)

INTEGRITY

Intactness: refers to the degree to which a place retains its significant fabric. Intactness should not be confused with condition as a place may be highly intact, but the fabric may be in a very fragile condition.

Integrity: refers to the degree to which the heritage values of the place are still evident and can be understood and appreciated. (*Victorian Heritage Register Criteria and Thresholds Guidelines*, p.4)

The 1935 building appears substantially intact from the exterior and retains a high degree of integrity. The render has been painted and appeared darker in the c1936 aerial (figure 4). It is likely that the substation was originally face brickwork, but closer inspection is required to confirm this. This aerial also shows that the building originally had a small yard around it with a water tower on the southern side. The water tower has been removed. The switch yard has been extended to both the south and the east and appears to be a more recent installation.

COMPARATIVE ANALYSIS

The State Electricity Commission (SEC) of Victoria was established in 1921 and was responsible for the generation, transmission and distribution of electricity in Victoria. The Commission ceased operations in the early 1990s. Prior to the SEC, private companies had begun supplying electric light and power. The *1896 Electric Power and Light Act* allowed local councils to act as Municipal Electricity Undertakings (MEUs), managing electricity distribution and retailing to their ratepayers. The City of Melbourne was the first MEU in 1897.

A thematic group of five electricity substations in Southbank, originally operated by the Melbourne Electric Supply Company Ltd, is proposed for inclusion in the Heritage Overlay of the Melbourne Planning Scheme in the *Southbank and Fishermans Bend Heritage Review 2017* (Biosis, 2017).

Of these, the substation at 79 Fawkner Street (c1900) is a simple form which has now been modified. The substation at 99A Sturt Street (c1920s) is a small rendered brick pavilion structure with a gambrel roof and louvred lantern. Also from the mid-1920s, substations at 33 Hancock Street and 181 Sturt Street are small, red brick with gabled ends and some decorative brick detailing. However, the substation at 7 Moray Street is a moderne-style rectangular red brick building with a rendered upper band and brick parapet detailing. The pitched roof is evident behind the parapet.

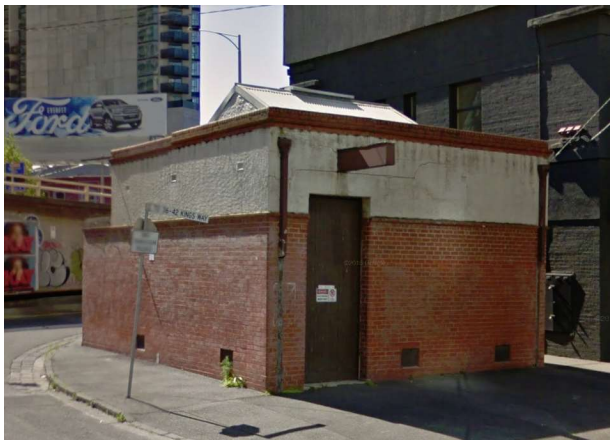

Figure 8: City of Melbourne 1925 Substation at 7 Moray Street Southbank (Google imagery, Oct 2016)

There are a number of c1940 pavilion-style substations designed for parkland locations by the Melbourne City Council Architects Branch which are included in the Heritage Overlay. These include 4 Lansdowne Street East Melbourne (illustrated below) and others in Powlett Reserve, Royal Park, Yarra Park and the Domain. Although these examples are quite different in appearance, they demonstrate that an architectural aesthetic was being applied to substations at this time.

Figure 9: City of Melbourne c1940 pavilion-style Substation 5 at 2 - 4 Lansdowne Street East Melbourne (i-Heritage database)

The SEC's 1936-37 Annual Report states that a new substation in North Fitzroy "as usual is designed to fit in with the architectural features of the neighbourhood". The substation at 193 McKean Street North Fitzroy is an Inter-War Stripped Classical design. It appears similar to the Salmon Street Port Melbourne example with corner pillars and the same parapet detailing. However, this building has face brickwork with decorative banding and a central window facing the street. It has been doubled in size but is part of the North Fitzroy Precinct (HO327) in the Yarra Planning Scheme.

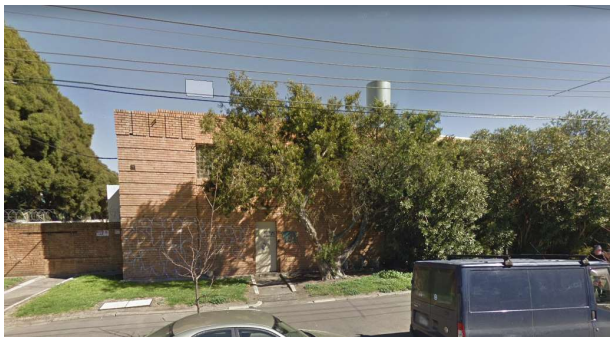

Figure 10: The SEC substation at 193 McKean Street Fitzroy North (Google image August 2017)

Another SEC substation from a similar period is 64 Brunswick Road Brunswick, City of Moreland (HO276). This substation has a steep pitched central gable roof and stucco finish, but its corner articulation and proportions are similar. There is a similar plinth and roller door facing the street. The decorations around the door are in low relief but there is a heavy cornice element wrapping around the sides of the building to the corner pillars.

Figure 11: The SEC substation at 64 Brunswick Road Brunswick (Google image October 2017)

In the 1936-37 SEC Annual Report, comments were made about fitting in with the architectural features of the neighbourhood. The substation at 224 Salmon Street Port Melbourne can be seen in the context of the early development of Fishermans Bend, including the GMH site opposite. The corner pillars reflect the treatment of buildings on the GMH site, including the very decorative Australian Headquarters and Victorian Administration buildings but also seen on Plant 1 behind them (refer to image below).

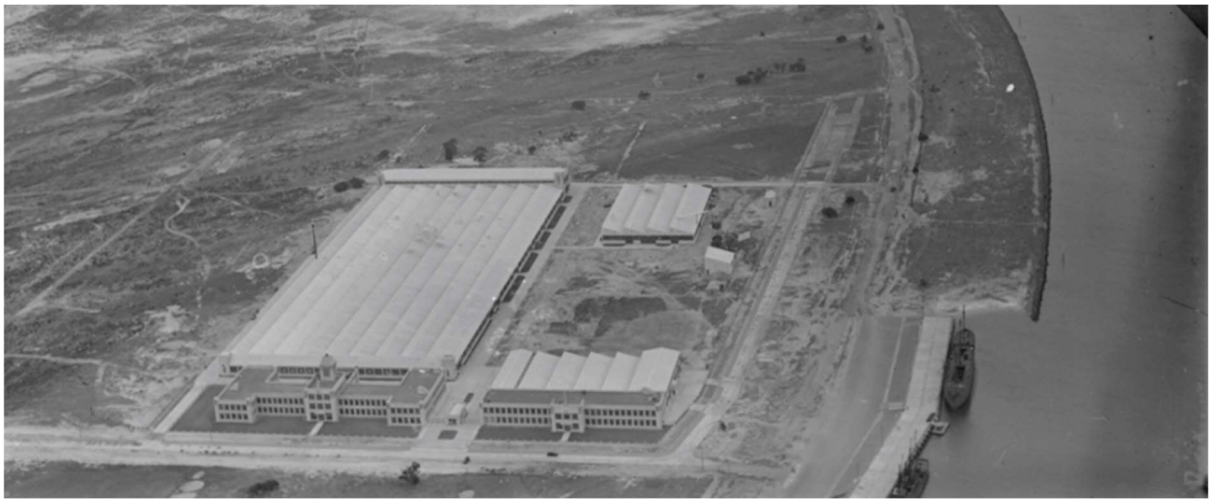

Figure 12: GMH buildings facing Salmon Street near the substation in c1936. (Oblique aerial Pratt SLV Accession no. H91.160:258).

ASSESSMENT AGAINST CRITERIA

✓	**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 of 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).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The 1935 substation building at 224 Salmon Street Port Melbourne is significant at a local level.

HOW IT IS SIGNIFICANT

The 1935 substation building is of historic and aesthetic significance to the City of Melbourne.

WHY IT IS SIGNIFICANT

Construction of the 1935 SEC substation was a government action to facilitate development of an industrial precinct at Fishermans Bend. Along with the establishment of the GMH site on Salmon Street, it was an early building and provided electricity for major manufacturers, like GMH, the Commonwealth Aircraft Corporation, the Government Aircraft Factory and others which quickly followed. These industries made an important contribution during World War II and helped Victoria become Australia's major manufacturing state. The substation's location, form and scale demonstrate its central role in distributing power to the Fishermans Bend industrial precinct. (Criterion A)

The Inter-War Stripped Classical style of the 1935 SEC substation evident in features such as its symmetry, division into vertical bays, large plain surfaces and stripped back use of classical elements, like pilasters, plinth and dentils, is of aesthetic significance. It reflected the prevailing application of architectural styles to functional buildings and particularly the aesthetic of the newly established GMH complex. (Criterion E)

RECOMMENDATIONS

The extent shown in red (figure 13) is recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individually significant place. It comprises an area outlined in red, including the property boundaries to the north and west of the building, the edge of the roadway to the south and an eastern extent 5 metres beyond the main wall of the building.

Figure 13: The recommended extent for inclusion in the Heritage Overlay in the Melbourne Planning Scheme.

MELBOURNE PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
NAME OF INCORPORATED PLAN UNDER CLAUSE 43.01-2	-
ABORIGINAL HERITAGE PLACE	No

REFERENCES

The Age (Melbourne), as cited.
The Argus (Melbourne), as cited.
Building: the magazine for the architect, builder, property owner and merchant (Building), 12 October 1936, 'The Melbourne Plant for General Motors Holden's Ltd.'
Herald (Melbourne), as cited.
Record (Emerald Hill), as cited.
State Electricity Commission of Victoria (SEC) Annual Reports, as cited.

PREVIOUS STUDIES

Southbank and Fishermans Bend Heritage Review 2017	Recommended as a place of local heritage significance

8.3 Shed 21

The citation is taken from the *In-depth Heritage Review 2021.*

SITE NAME	Shed 21, Berth 21 South Wharf
STREET ADDRESS	194-206 Lorimer Street Docklands
PROPERTY ID	561106

Figure 1: Extent of assessed site shown in yellow


Figure 2:View from Lorimer Street of the 4.5 bays which remain (P Mills, 03/04/2018)


Figure 3:View from south-west showing road alignment and extension past the building. (P Mills, 03/04/2018)

SURVEY DATE: 3 April 2018 SURVEY BY: Helen Lardner, HLCD with Dr Peter Mills

HERITAGE INVENTORY	No	**HERITAGE OVERLAY**	Proposed
PROPOSED CATEGORY	Local significance	**PLACE TYPE**	Wharf, building and road
FORMER GRADE	Ungraded		
DESIGNER / ARCHITECT / ARTIST:	Melbourne Harbour Trust engineers	**BUILDER:**	Melbourne Harbour Trust
DESIGN STYLE:	Postwar Period (1945-1965)	**DATE OF CREATION / MAJOR CONSTRUCTION:**	1955 wharf apron, 1956 shed

THEMES

HISTORIC THEMES	DOMINANT SUB-THEMES
3. Connecting Victorians by transport and communications	3.2 Linking Victorians by water
5. Building Victoria's industries and workforce	5.8 Working

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individually significant place.

Extent of overlay: Part of the site. Refer to figure 12 in the recommendations section of the citation.

SUMMARY

21 South Wharf was established as a berth from 1908. As part of an ambitious 1950s plan to increase port capacity, Shed 21 was constructed in 1956 for mechanised handling of steel. Steel was seen as vital to the economic growth of Victoria and, for 27 years, Shed 21 played a major role in its importation.

Shed 21 was large and included distinctive transverse cranes which travelled on tracks beyond the extent of the shed on both the river and road sides for loading. A port workers' amenities and office building was constructed between the road apron at the rear of the shed and Lorimer Street (demolished 2006). In 1972, Shed 21 was also the site of the sinking of the car of Federated Australian Painters and Dockers Union welfare officer Alfred 'Ferret' Nelson whose body was never found.

In 1973, the shed was raised by 750mm by insertion of new pieces near the base of the columns. Use of 21 South Wharf for steel handling appears to have stopped by 1983, although other ships continued to use the berth until c1990. Overhead cranes were removed, as well as the extension of the crane tracks beyond the building over the wharf apron, possibly when steel handling stopped. The Bolte bridge, constructed in 1999, and the creation of Docklands meant that freight ships no longer used the wharves to the east of the bridge.

In 2016, 2½ bays from the eastern end of the shed were demolished. The section of the wharf apron where the cranes ran which was on timber piles was also removed and a narrow dropped-level apron introduced at the waterside. The reduced intactness of Shed 21 means that it is significant at the local level, despite its historical role in Victoria's growth.

HISTORICAL CONTEXT

21 South Wharf berth

There are mentions of 21 South Wharf as a specific location beginning in the shipping news in 1908, when the steamer 'Kolya' unloaded Jarrah from Western Australia (Argus, 5 October 1908, p.2). The Anglo-Australian liner

‘Port Caroline’ berthed there in 1909 (Age, 20 March 1909 p.10). The steamer ‘Strathearn’ arrived at 21 South Wharf from Puget Sound in 1912 with 3,600,000 feet of timber (Argus, 5 February 1912, p.8).

By the 1930s, coal was being unloaded from both the South and North wharves. On the south side, coal was unloaded from around the vicinity of 21 South Wharf to the west up to 30 South Wharf (Airspy photo SLV Acc. No. H91.160/255). Ships such as ‘Koonda’ brought coal from Newcastle to 21 South Wharf (Age, 7 July 1930 p.8).

Construction of Shed 21

As early as 1952, the Melbourne Harbor Trust made plans for raising the cargo-handling capacity of the Melbourne waterfront by 50% over eight years, at a total cost of £8,000,000, which was half of the cost of the port to date. 8,500,000 tons of cargo had been handled in 1951, and 12,000,000 tons was expected by 1960 (*Age*, 27 September 1952 p.3). One component of this programme was the construction of a £400,000 berth at 21 South Wharf for mechanised handling of steel, which would also release four previous steel-handling berths for general cargo handling (*Age*, 27 September 1952 p.3). Steel was currently being unloaded at Berths 1-3 at Victoria Dock (*PMQ*, April-June 1956 p.16). In 1953, to aid in this programme, the Cain government increased the Harbor Trust’s borrowing power from £10,000,000 to £13,000,00. The Premier Mr Cain singled out the proposed works at Berth 21 as a particularly interesting feature of the programme (*Age*, 31 December 1953 p.3).

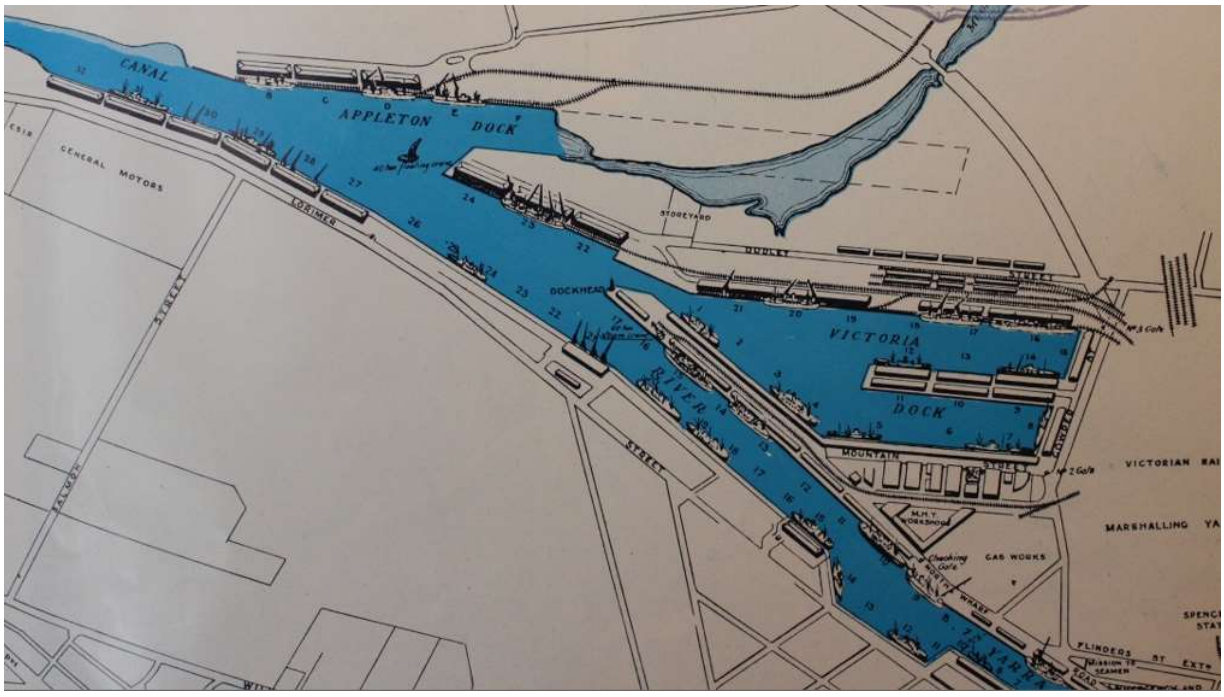

Figure 4: Detail of Port Melbourne as planned in 1956, with 21 South Wharf and its cranes at centre (PMQ, October-December 1956, pp.26-27).

The new facilities were designed by Melbourne Harbor Trust engineers to cater for rapidly increasing steel imports from Newcastle and Port Kembla. Works began at 21 South Wharf in April 1952. A new concrete road 100ft wide had already been laid to the rear of the site at a cost of £15,500. The new berth was to be “completely mechanical”

as a part of the Trust's policy of mechanisation of the wharves. Four 6-ton electric level-luffing cranes were to be installed on the wharf apron. The seven-bay shed would feature seven 6-ton overhead-bridge cranes to take steel from the wharf cranes and load vehicles in the road behind. The shed was to be large enough to allow a vessel to discharge steel while cargo was still being cleared from other sections (*Age*, 24 April 1952 p.3). Pig-iron and scrap could be handled by electromagnets on both wharf cranes and overhead cranes (*PMQ*, January-March 1959 p.15). The first vessel to use the new facility was BHP's 'Iron Knight', on 17 August 1958 (*PMQ*, January-March 1959, p.16). The transverse alignment of the overhead cranes across the shed was unique in the port – all other overhead cranes ran longitudinally in their sheds (*PMQ*, January-March 1959 pp. 13 & 15).

Figure 5: Loading a truck on the south side of the shed, 1958 (PMQ, January to March 1959 p.14).

When chief engineer of the Harbor Trust J.B.O. Hosking retired in 1959, he nominated the steel handling facilities at 21 South Wharf as one of the two outstanding projects which gave him special pride (*Age*, 22 October 1959 p.9). Statistics on the visit of BHP's bulk ore carrier 'Iron Spencer' showed the efficacy of the new facility. The majority of the record 9,486 tons of steel cargo on this ship was unloaded in two days, with 4,500 tons unloaded in to the transit shed in a 24-hour period with "simultaneous clearance by road transport" (Buckrich, p.170). A more typical figure was 3000 tons per day (*PMQ*, October-December 1962).

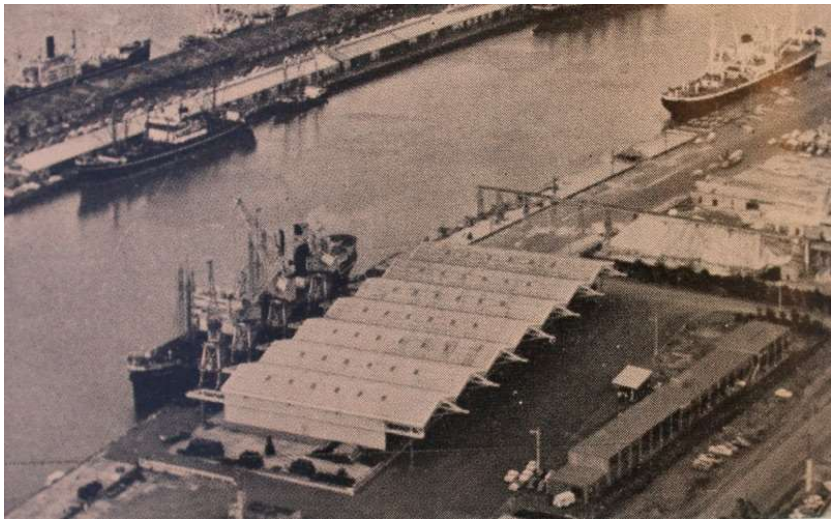

Figure 6: 21 South Wharf including the amenities and office block in c1962 (PMQ January-March 1963 p.32).

1956 Port Workers' Amenities and Office Buildings

Simultaneously with the construction of the steel handling facilities, the Harbour Trust constructed a new port workers' amenities and office building between the road apron at the rear of the shed and Lorimer Street. In the late 1950s, the Trust was providing improved workers' facilities at a number of sites in the port. These amenity blocks typically provided dining rooms serving up to 200 workers, along with showers, washbasins and toilets, and in some cases cafeterias (*PMQ*, October-December 1958 pp.34-37).

1972 Alfred 'Ferret' Nelson's car sunk at 21 South Wharf

21 South Wharf 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 the same night. Nelson's Valiant Charger was fished from 10 metres of water next to 21 South Wharf in January 1972 (*Age*, 25 January 1972, pp.1 & 3). His body was never found.

1973 - Present

In 1973, the whole shed at 21 South Wharf was raised by around 750mm by insertion of extra pieces of column near the base (*Age*, 1 July 1972 p.91). Use of 21 South Wharf for steel handling appears to have stopped by 1983, with the last visit by the 'Iron Duke' in May of that year (*Age*, 24 May 1983 p.19). After a two-year hiatus, the wharf came to be used at a lower frequency by ships unrelated to steel carrying, such as the Department of Transport's 'Rig Seismic' in June 1985 (*Age*, 8 June 1985 p.19). This may have coincided with removal of the overhead cranes and removal of the extensions of the overhead crane tracks beyond the roof and over the wharf apron. Regular shipping use of the wharf ceased in c1990. With the advent of the Bolte bridge in 1999 and the creation of the Docklands, freight ships no longer used the wharves to the east of the bridge.

The Port Workers' Amenities building was demolished in 2006. 2½ bays from the eastern end of the shed were demolished in 2016. At the same time, the section of the wharf apron where the cranes ran (which was on timber piles) was also removed, and a narrow dropped-level apron introduced at the waterside (Google satellite view historical views).

SITE DESCRIPTION

The site is on the south bank of the Yarra River immediately east of the Bolte Bridge. It comprises the wharf apron, a steel framed, open shed, hard stand and a road apron at the rear. To the west of the shed, it extends to the alignment of the Bolte Bridge and includes the driveways to Lorimer Street and a bitumen apron. To the east of the shed, it includes a 5 metre buffer. The land between the road and Lorimer Street which once housed the Port Workers' Amenities building is excluded. Refer to the area outlined in red on figure 12.

The shed is made up of a series of four gabled bays running at right angles to the river for a length of 150 feet (45.72 metres) and the eastern bay which is half the length. Each bay is 60 feet wide (18.28 metres) and is a welded steel framed structure supported on rows of four columns. Flat parallel chord trusses define each bay and provided tracks for traveling cranes. They have been cut off at the building line on the river side and their supporting columns demolished (figure 7). They show the transverse alignment of the seven traveling bridge cranes which have been removed but were unique in the port for their alignment.

The pitched roof trusses have parallel chords with a central cambered section which supports the central tray extending past the building to the south (figure 8). This tray at the apex related to a system to transfer electricity to the moving overhead crane. At the wharf end, these wires finished at the end of the shed roof while the cranes extended onto the wharf. At the loading bay, the electricity supply came from a sliding current collector supported on an arm extending past where the crane was unloading. Consequently, at the road side the ends of the wires had to be extended out on steel arms to accommodate this arrangement. Hence the retention of the extended arms helps to demonstrate the operation of the transfer cranes and their interaction with the wharf cranes.

The recent metal roof cladding is on timber rafters and has translucent panels. The earlier roof cladding is just visible in old photos and appears to be metal. Timber lining remains under the valley gutters. Circular downpipes are attached to the columns on the southern side and discharge to the lower loading area.

Corrugated iron fascias remain to the north and south, and a corrugated wall on timber framing was recently removed from the west elevation. The wall position is marked by a slight level change to the west apron. On the south side, a reinforced concrete retaining wall, with some extant timber, provides evidence of the undercover truck-loading bay.

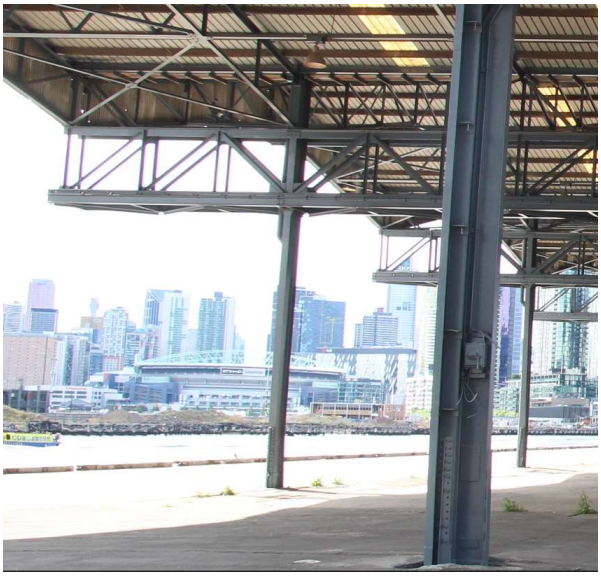

Figure 7: The flat, parallel chord trusses originally extended past the building towards the river and were supported on columns but have now been cut off. They supported the seven bridge cranes which have been removed. The reinforced extension of the columns can be seen near the base. (P Mills, 03/04/2018)

Figure 8: The tray, supported on the cambered part of the roof truss, still extends to the south over the truck loading bay and provides evidence of the electrical supply. Original light fittings are still evident. (P Mills, 03/04/2018)

Beneath the Shed, the surface is concrete with column base plates bolted to concrete pads. Steel columns are branded 'Kembla' and some fittings remain, including ladder bars. On the riverside, the four level-luffing cranes were removed, and the wharf was demolished in 2013 and replaced by concrete.

INTEGRITY

Intactness: refers to the degree to which a place retains its significant fabric. Intactness should not be confused with condition as a place may be highly intact, but the fabric may be in a very fragile condition.

Integrity: refers to the degree to which the heritage values of the place are still evident and can be understood and appreciated. (*Victorian Heritage Register Criteria and Thresholds Guidelines*, p.4)

Shed 21 has a high degree of integrity in its fabric and setting. Its ongoing connection to the river to the north, and the truck loading and road to the south**,** are important to demonstrate the significant scale and innovation of the Shed's steel handling facilities for its period, including transverse crane alignment allowing simultaneous loading and unloading.

However, Shed 21 has moderate intactness because of the loss of the following elements:

c1985 Extensions of the overhead crane tracks and supporting columns to the wharf side of the shed. Overhead-bridge cranes probably removed from the sheds at the same time.

c2006 Demolition of Port Workers' amenities and offices building.

2016-17 Demolition of wharf apron on timber piles and removal of two and a half bays from the east end of the shed.

COMPARATIVE ANALYSIS

There are no sheds that are directly comparable with the transverse loading system or the steel handling capability of Shed 21. Other sheds from a similar period include Appleton Dock, Sheds 27, 30 and 31 South Wharf, Sheds 22 and 24 Victoria Dock and 5 North Wharf.

Figure 9: Appleton Dock, Appleton Dock Road West Melbourne (Google imagery, March 2013)

The largest sheds built at Appleton Dock in 1956 were 600 ft. long by 150ft wide, considerably larger than Shed 21. E and F Berths at the Appleton Dock for bulk unloading of coal were considered to have a “high degree of mechanization” which would allow all of the port’s industrial coal to be unloaded there (Ruhen, p.279)**.** They are no longer used for this purpose and it appears that all related infrastructure has been removed (Google satellite view). The layout and materials of the shed and loading **method** is very different to Shed 21. Appleton Dock includes what appears to be an original dock with later additions, including a concrete platform and dolphin buffers. The timber wharf is 1.8 km long. (http://vhd.heritagecouncil.vic.gov.au/places/13903)

On the south side of the Yarra River, only Sheds 2, 4-9, 21, 27, 30 and 31 remain. Shed 27, built in 1946 is clad with corrugated iron and has a brick, two-storey office and amenities section on the east end.

Figure 10: Shed 27, South Wharf at 641-713 Lorimer Street, Port Melbourne (Google imagery Dec 2017)

Figure 11: Shed 30 & 31, South Wharf at 593-629 Lorimer Street, Port Melbourne (Google imagery Oct 2017)

In 1956 new wharfs and sheds were being built at Nos .30,31 and 32 South Wharf, near the General Motors - Holden's plant. New amenities buildings were planned to accompany every new group of sheds (*PMQ*, July-September 1956, pp.22-25). Sheds 30 and 31 are corrugated iron clad sheds with sliding metal doors to each side. Both have two storey brick and steel-framed amenities sections within the main roof line, however Shed 31 has an addition to the top floor seen in the photograph above.

Sheds at 22 and 24 Victoria Dock are welded steel, portal frame structures clad in corrugated iron with brick end walls. They belong to the last period of manual handling for ship cargoes (Biosis p.201). Sheds 9 and 14 at Victoria Dock are significant as the first sheds at Victoria Dock to be re-designed to accommodate mechanical handling equipment in 1942 (http://vhd.heritagecouncil.vic.gov.au/places/3705). 5 North Wharf**,** constructed c1948**,** is significant for its intactness as a conventional pre-container wharf.

ASSESSMENT AGAINST CRITERIA

✓	**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 of 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).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

Shed 21 South Wharf, comprising the wharf apron, a steel framed, open shed, hard stand and a road apron at the rear, constructed in 1956 for mechanised handling of steel is significant at the local level.

HOW IT IS SIGNIFICANT

Shed 21 South Wharf is of local historical and technical significance to the City of Melbourne.

WHY IT IS SIGNIFICANT

Shed 21 South Wharf is of historical significance as it represents an important phase of development of Melbourne's docks, being post-war 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. (Criterion A)

Despite the loss of the cranes, Shed 21 South Wharf is of technical significance for its demonstration of mechanisation in the mid-twentieth century. The transverse alignment of the overhead cranes across the shed 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 simultaneous unloading of steel from the river berth and vehicles to be loaded directly in the southern bay.(Criterion F)

Shed 21 has some historical significance for its association with the Painters and Dockers Union but not at the threshold level for local significance. There appears to be little fabric around Melbourne directly related to this union but the association with Shed 21 is only through the dumping of a car and the demolished Port Workers' Amenities building.

RECOMMENDATIONS

The extent shown in red (figure 12) is recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individually significant place. It comprises an area outlined in red, including wharf, shed and road immediately behind shed to an eastern extent 5 metres beyond the building and a western extent of the alignment of the Bolte Bridge.

Figure 12: The recommended extent for inclusion in the Heritage Overlay in the Melbourne Planning Scheme.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme:

MELBOURNE PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
NAME OF INCORPORATED PLAN UNDER CLAUSE 43.01-2	No

ABORIGINAL HERITAGE PLACE	No

REFERENCES

The *Age* (Melbourne), as cited.

The *Argus* (Melbourne), as cited.

Biosis, Southbank and Fishermans Bend Heritage Review 2017, as cited

Buckrich, Judith R., 2002, *The long and perilous journey: a history of the Port of Melbourne*, Melbourne Books, Melbourne.

Herald (Melbourne), as cited.

Port of Melbourne Quarterly (PMQ), as cited.

Ruhen, Olaf, 1976, *Port of Melbourne: 1835-1976*, Cassell Australia, Stanmore NSW.

Sydney Morning Herald (SMH), as cited.

PREVIOUS STUDIES

Southbank and Fishermans Bend Heritage Review 2017	Recommended as a place of local heritage significance